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Pharmaceutical Logistics
Press Clips

Last update – July 28th, 2020
2020
Edmonton airport eyes growing future in perishables

As the region’s population continues to grow, one Canadian city’s airport is working towards its future in continuing to move more perishable exports in the coming years.

In the province of Alberta, Canada, Edmonton International Airport (EIA)’s shipments involve a variety of fresh items. “We focus on shipping cherries into Asia in particular. And we also ship a variety of fresh produce into Northern Canada as well,” says Trevor Caswell of EIA. At the same time, while produce coming into the region from the U.S. is largely transported by truck, Caswell notes the airport does see many specialty produce items imported into Edmonton, from South and Central America as well as Europe.

And the airport is readying to see more business. Given the growth in the city of Edmonton— the Edmonton Metropolitan Region is home to 1.4 million and according to the City of Edmonton’s website, the city’s population in 2009 was 782,439—the airport is partnering and investing in strategic projects to help move perishable items.

British Columbia cherries packaged and secured in a temperature-controlled facility leave Edmonton International Airport for China.

Expanding its capabilities

"In 2018, we constructed a 5,000 square foot temperature-controlled cooling facility targeted towards moving fresh produce and items such as pork and beef. Alberta ships a lot of meat internationally, including many Asian destinations such as China and Japan," says Caswell. At the same time, the airport also received its community certification from the International Air Transport Association (IATA) for Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma), which is recognized by the industry as the high standard in the world for handling high valued temperature-controlled products. While EIAs certification is designed for transporting pharmaceutical products safely, it shows the airport’s increasing commitment to handling temperature-controlled goods, and it’s the first Canadian airport (and the third in North America) to receive this certification.

"I see growth for transporting perishable and temperature-controlled produce here. It’s a strategic focus of the airport’s investment," says Caswell, adding that Edmonton’s role in cargo is a primary logistical hub for Western Canada. “The focus is to increase the volume of perishable goods departing from Edmonton into places like Asia, but also into the Arctic and Northern Canada, because we’re a gateway to the far north."

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The Impressive Rise Of Turkish Airlines Cargo Operations

by Joanna Bailey • July 17, 2020 • 3 minute read

Turkish Cargo is an integral part of the Turkish Airlines operations. Since the slump in cargo capacity earlier this year, Turkish cargo has risen to become a significant cargo mover worldwide. Now, with 5% of the market handled by Turkish Cargo and the introduction of new and exciting technology to its operations, Turkish is solidifying its position as a major shipping business.

Now 5% of the world market

The rapid rise of Turkish Airlines’ cargo business has seen it take a prime position in the world’s air shipping market. Today, one in every 20 air shipments is moved by Turkish Airlines, representing a 5% share of the global market. That’s pretty impressive when you take into account all of the world’s biggest cargo-only airlines who are also competing for share.

When the COVID pandemic hit, the worldwide air cargo market slumped. With fewer passenger planes flying cargo in their bellies, the market shrank by 18% between January and May. However, Turkish Cargo did not see any loss of tonnage on a year-on-year basis, and acted as a global bridge, preventing the interruption of the international supply chain.

Service was maintained to 90 direct cargo destinations using freighters with high tonnage capacity. In addition to this, Turkish Cargo utilized 32 widebody passenger aircraft from Turkish Airlines to boost its network and capacity. More than 60 destinations were incorporated in the network, including London, Moscow, Oslo, Shanghai, Bangkok, Doha, New York and Casablanca.

More than 21 tons of medicine has been moved by Turkish to help in the fight against COVID. Photo: Turkish Cargo

Turkish Cargo also carried 21,547 tons of medicine and some 7,000 tons of medical equipment between February and June. Its air cargo operations span more than 300 destinations, 90 of which are cargo destinations, in 127 countries around the world. Turkish Cargo operates with its fleet of 361 aircraft, 25 of which are freighters, from its hub in Istanbul.

It has recently become the first airline to receive all three CEIV certifications from IATA, which includes CEIV Pharma, CEIV Fresh, and CEIV Live Animals.

Turkish Cargo increases market share to five percent

According to the data announced for May by the WACD (World Air Cargo Data), the international air cargo information provider, Turkish Cargo, the global air cargo brand, increased its market share to 5 percent and transported 1 of every 20 air cargo, carried throughout the world, in the industry where the global air cargo market has shrunk by 28.5 percent, resulting from the pandemic.

During the course of the pandemic with its acute effects on a global scale, the global air cargo market was affected potently and experienced a severe shrinkage, and decreased by 18 percent between January and May, but Turkish Cargo did not experience any loss of tonnage on year-on-year basis, and acted as a global bridge for the purpose of preventing the interruption of the international supply chain.

During the course of such process, having provided service to 90 direct cargo destinations by means of its freighters with high-tonnage capacity, Turkish Cargo made use of 32 wide-body airliners during such operations while it has performed air cargo operations to more than 60 destinations, including London, Moscow, Oslo, Shanghai, Bangkok, Doha, New York and Casablanca, by employing the wide-body airliners of Turkish Airlines, its master brand.

Turkish Cargo, which has obtained the "CEIV Pharma" certificate in consequence of the training, assessment and validation process, established by the International Air Transport Association (IATA) for the purpose of enabling the performance of global air cargo operations at a high standard, accomplished the transportation of 21 thousand 547 tonnes of medicine and approximately 7 thousand medical equipment between February 01 and June 30, and operated more than 1100 flights just in June by making use of the freighters and airliners.

Continuing its activities devotedly on 7/24 basis for the purpose of transporting food, aid materials, masks and medical equipment all around the world, and in particular preventing the interruption of the global medicine supply, Turkish Cargo has taken any and all hygiene measures for its operational personnel and taken the actions as required for providing masks and sanitizers/disinfectants and maintaining the social distancing, and it has been keeping up such measures.

Being one of the fastest developing air cargo brands in the world, Turkish Cargo continues to raise the bar for achievement higher with each passing day by combining its wide range of service and operational capabilities with the unique geographical advantages of Turkey.

DHL achieves CEIV Pharma re-certification

09 / 07 / 2020
By Damian Brett

DHL Global Forwarding has been re-certified to IATA’s CEIV Pharma standard. The standard requires auditors to review certificated companies every three years.

At each location, IATA examines and compares the station’s correspondence to its temperature control regulations (TCR), as well as GDP (good distribution practices) guidelines from the European Union, WHO and other regulatory bodies.

DHL began certifying its global stations according to the IATA CEIV Pharma Certification in 2016. Following the independent audits and trainings for employees on site, DHL received the quality label for stations located around the world, including in Barcelona, Bogota, Tokyo and Chicago.

Thomas Mack, head of global airfreight at DHL Global Forwarding, said: “A resilient and highly efficient transport network, tailored to the specific needs of the Life Sciences and Health Care industry, has never been more crucial than today.

“Therefore, we are delighted to have received not only the re-certification for IATA CEIV Pharma on a corporate level, but also IATA’s approval for our training program ‘DHL Life Sciences Specialist.’”

Nina Heinz, global head of network and quality, temperature management solutions at DHL Global Forwarding, added: “For years, the number of regulations and requirements has been steadily increased in the life sciences and healthcare industry in general, especially regarding product transportation and storage.

“Although we at DHL have been a leader in ideas and innovation in the industry for a long time, we recognise that there is always room to improve. With our renewed IATA CEIV Pharma Certification, we are both clearly demonstrating our continued emphasis on constantly enhancing our service quality and showcasing that we are a reliable partner for transporting vital and temperature-sensitive products.”

https://www.aircargonews.net/sectors/pharma-logistics/dhl-achieves-ceiv-pharma-re-certification/
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Leipzig/Halle cargo volumes boosted throughout pandemic

25 / 06 / 2020
By Rachelle Harry

Leipzig/Halle Airport (LEJ), Europe's fifth-largest airfreight hub, saw its cargo volume increase to 114,502 tonnes in May this year – 5.4% higher than in April this year.

From January to May 2020, LEJ's cargo demand was 1.6% higher than during the same period last year, at 519,489 tonnes.

Referring to the global coronavirus pandemic, LEJ said in a statement: “In the midst of this global crisis, Leipzig/Halle is thus again asserting itself as a dynamically growing cargo airport”.

LEJ attributed its cargo growth to DHL's €655m hub – the firm's largest – which is located at the airport. LEJ said that plans are currently underway for additions to be made to the infrastructure around the apron that DHL uses.

Leipzig/Halle Airport also said that “volumes handled by other air cargo and logistics companies continued to rise disproportionately”.

For example: “With the coronavirus crisis in full swing in May, freight charter volumes rose by 65.6% year on year. These included cargo flights using passenger aircraft, such as those [operated] by Aeroflot, Nordwind Airlines and Vietnam Airlines”.

Additionally, LEJ attributed its airfreight growth to its 24-hour operating permit for cargo flights, as well as its direct connections to the trans-European motorway and rail network.

Going forward, in response to increasing demand, LEJ intends to invest “hundreds of millions into the cargo segment” including plans to build new aprons, logistics buildings and office blocks in the north and south of airport premises.

Leipzig/Halle is home to PortGround, which has achieved IATA CEIV Pharma certification and is capable of processing time-critical and temperature-sensitive pharmaceutical shipments around the clock. The company also offers e-commerce solutions such as handling, customs clearance and last-mile delivery.

AeroLogic, a joint venture between DHL Express and Lufthansa Cargo, and CargoLogic Germany also have a presence at LEJ.

Altogether, some 60 cargo airlines operate at Leipzig/Halle Airport, covering a route network of more than 200 global destinations.
WFS’ pharma volumes on the rise following investments

19 / 06 / 2020
By Damian Brett

Cargo handler Worldwide Flight Services (WFS) has seen “significant increases” in time- and temperature-sensitive volumes in the first five months of 2020 following investment in 12 dedicated pharma facilities at airports in Europe, the US and Africa.

WFS has made multimillion euro investments in pharma centres at its airport stations in Amsterdam, Barcelona, Brussels, Cape Town, Copenhagen, Frankfurt, Johannesburg, London, Madrid, Miami, New York and Paris CDG.

In Johannesburg, import shipments rose by more than 72% year-on-year in the first five months of 2020 to 627 tonnes, driven by the handling of particularly high volumes for Kuehne + Nagel.

Amsterdam has also seen strong growth as new airline customers, including Saudi Arabian Airlines, boosted WFS’ pharma business by 285% and 134% in April and May respectively, while volumes at the airport for January-May of 1,444 tonnes were up 92% over the same period in 2018.

The opening of WFS’ new €10m Pharma Centre at Paris Charles de Gaulle Airport, and its subsequent IATA CEIV Pharma certification in February, has also encouraged rising pharma volumes from customers such as Qatar Airways, AirBridgeCargo Airlines, Air Algérie, Allied Air, Emirates and Kuehne + Nagel.

WFS said it would continue to evaluate opportunities for additional pharma facilities in line with customer demand.

The company said it is also in the process of expanding its temperature-controlled pharma operation in Copenhagen, which handles high volumes of medicines and insulin. The larger, enhanced facility will be completed by 2022.
Investments in airport pharma facilities paying off for WFS

By: AJOT | Jun 19 2020 at 08:09 AM | Air Cargo News

Worldwide Flight Services' (WFS) investment in 12 dedicated pharma facilities at airports in Europe, the United States and Africa generated significant increases in time- and temperature-sensitive volumes in the first five months of 2020, and will provide vital support to airlines, freight forwarders and their healthcare customers involved in the global distribution of a coronavirus vaccine once one becomes available.

The growth of pharma shipments by air in the past 2-3 years, and the development of premium products by airlines for temperature controlled healthcare and life science shipments, prompted WFS to make a multi-million euro investment in pharma centres at its airport stations in Amsterdam, Barcelona, Brussels, Cape Town, Copenhagen, Frankfurt, Johannesburg, London, Madrid, Miami, New York and Paris CDG. With the importance of health and well-being taking on even greater significance for consumers since the outbreak of COVID-19, shipment volumes and the number of airlines using the new WFS facilities have been rising month-on-month.

In Johannesburg, import shipments rose by more than 72% year-on-year in the first five months of 2020 to 627 tonnes, driven by the handling of particularly high volumes for Kuehne + Nagel. Amsterdam has also seen strong growth as new airline customers, including Saudi Arabian Airlines, boosted WFS’ pharma business by 285% and 134% in April and May respectively, while volumes at the airport for January-May of 1,444 tonnes were up 92% over the same period in 2018.

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WFS will continue to evaluate opportunities for additional pharma facilities in line with customer demand. Already on the agenda is the further expansion of its temperature-controlled pharma operation in Copenhagen, which handles high volumes of medicines and insulin. The larger, enhanced facility will be completed by 2022.

John Batten, Executive Vice President Cargo, Europe Middle East Asia Africa (EMEAA), at WFS, said: “We are proud to be supporting our airline and freight forwarder customers, as well as the pharmaceutical industry, during this peak in demand for time- and temperature-sensitive medical supplies. Once a coronavirus vaccine is found, specialists air cargo services will help to protect the integrity of the vaccine as it is distributed globally. Our investment means we will be ready to meet this demand when it comes.”

Strategically located in the heart of airport cargo zones, WFS’ pharma operations provide dedicated warehouse space with landside and airside acceptance capability, specially trained pharma handling teams, temperature monitoring and reporting systems, and adapted transport fleets to guarantee the integrity of all pharmaceutical shipments in line with our high standards of safety and security.

Schindellegi, Switzerland: Kuehne+Nagel has become the first company to receive IATA CEIV pharma recertification for its entire air logistics pharma network.

The recertification applies to the entire KN PharmaChain GxP Compliant Air Logistics network, including 94 locations and covering all continents.

In 2017, Kuehne+Nagel was the first to achieve IATA CEIV Pharma certification for its entire KN PharmaChain Air network.

Reinier Danckaarts, global head of Air Logistics Product Development, said: “We are proud to be the one and only logistics service provider that has received CEIV Pharma re-certification for the entire pharma network. Achieving this milestone proves the highest standards we have set with our KN PharmaChain service offering, which translates into superior quality and compliance of our customers’ pharmaceuticals and medical equipment shipments. Together with IATA and our supply chain partners, we will keep driving this standard to ensure service excellence and first-in-class performance of our transportation service.”

A review carried out by IATA CEIV Pharma auditors proved that corporately developed quality standards, operational processes and training programs fully comply with IATA requirements, thus confirming the highest quality, safety of the award-winning KN PharmaChain product, the company says.

Bolloré’s Chicago branch scores IATA CEIV certification

Bolloré Logistics USA received its first IATA CEIV Pharma certification for its Chicago branch, for the handling of temperature-controlled healthcare and life science products, on March 30. The certification officially recognises Bolloré Logistics Chicago’s commitment in handling time-sensitive, temperature-controlled and often life-saving pharmaceutical products with increased safety, security, compliance and efficiency.

Located at O’Hare airport, the 12,000 square foot partner pharma warehouse offers landside and airside acceptance capabilities and significant temperature-controlled storage. The dedicated operation has its own docks and manoeuvring area for the loading and unloading of temperature-controlled pharmaceutical shipments and incorporates:

1. Three-chamber facility ranges in temperature from 2 – 8 degrees Celsius
2. A 2 – 8 degree Celsius cooler at the acceptance and delivery docks
3. A large 15 – 25 degree Celsius storage and build-up area offering ten electrical connections for active, running containers
4. Dedicated temperature-controlled loading/unloading bays minimising the risks of temperature deviations.

New technologies used in the facility include real-time monitoring ensuring constant tracking of shipments with reports of recorded temperatures and deviations available on demand.

"Through training, quality audits and validation, the IATA CEIV Pharma certification ensures the integrity of every pharmaceutical and healthcare product in the airfreight supply chain," said Emilie Foray, Chicago branch manager at Bolloré Logistics USA. "The IATA CEIV Pharma certification attests the highest service for life sciences and healthcare customers thought uniform and compliant processes. Receiving this CEIV Pharma accreditation confirms the high standards we set with our teams of experts to further strengthen our product for the benefit of our customers."

"The key to reaching this milestone was the hard work, dedication, focus and support from all our staff in ensuring the quality monitoring of the components of the CEIV program," said Yves Lasfargue, CEO Americas. "An industry-leading set like the IATA CEIV Pharma certification, combined with our innovation and CSR commitment, will help make us enhance our value proposition for our existing customers in the pharmaceutical industry, gain new business and meet market demand."

K+N achieves IATA CEIV Pharma re-certification of entire cold chain network

11 / 05 / 2020

By Rachelle Harry

Freight forwarder Kuehne + Nagel (K+N) has achieved IATA CEIV Pharma re-certification of its K+N PharmaChain GxP Compliant Air Logistics network, which is present in 94 locations around the world.

After conducting a thorough review, IATA CEIV Pharma auditors confirmed K+N the high standard of K+N PharmaChain network and granted re-certification for another three years.

K+N was the first freight forwarder to achieve CEIV Pharma certification for all stations within its network in 2017.

The company said that at each stage of a pharma shipment’s journey, its “highly trained pharma experts ensure quality, end-to-end visibility and regulatory compliance”.

K+N customers sending pharma shipments via K+N’s PharmaChain network can benefit from transparent and controlled documentation processes, real-time monitoring thanks to the use of active transmitting sensors and assistance when required from K+N’s dedicated Pharma CareTeam, which is available 24/7.

Reinier Danckaerts, global head of air logistics product development, commented: “We are proud to be the one and only logistics service provider that has received CEIV Pharma re-certification for our entire pharma network.

“ Achieving this milestone proves the highest standards we have set with our K+N PharmaChain service offering, which translates into superior quality and compliance of our customers’ pharmaceuticals and medical equipment shipments.

“Together with IATA and our supply chain partners, we will keep driving this standard to ensure service excellence and first-in-class performance of our transportation service.”

Kuehne + Nagel sets benchmark with IATA CEIV re-certification for entire KN PharmaChain air network

Kuehne + Nagel and IATA announce first-in-the-industry IATA CEIV re-certification of the entire KN PharmaChain GxP Compliant Air Logistics network, currently including 94 locations and covering all continents.

Development of IATA CEIV Pharma is a response to the demands of the world’s largest pharmaceutical companies and sets the standard for pharmaceutical shipments via airfreight. In 2017, Kuehne + Nagel was the first to achieve IATA CEIV Pharma certification for its entire KN PharmaChain Air network.

A thorough review conducted by IATA CEIV Pharma auditors has proved once again that corporately developed quality standards, operational processes and training programs fully comply with IATA requirements, thus confirming the highest quality, safety of the award-winning KN PharmaChain product. A unique web-based risk assessment tool is used to complete a risk assessment at a lane level, which allows for agile and reliable risk mitigation.

Transparency and control of documentation are achieved via a validated document management system (DMS) that manages all standard operating procedures (SOPs) and working instructions. During the transportation process, KN PharmaChain customers can additionally benefit from real-time monitoring and visibility through the use of active transmitting sensors and proactive intervention via the dedicated 24/7/365 Pharma CareTeam. At each stage of the shipment, Kuehne + Nagel’s highly trained pharma experts ensure quality, end-to-end visibility and regulatory compliance.

Reinier Danckaarts, Global Head of Air Logistics Product Development, comments: “We are proud to be the one and only logistics service provider that has received CEIV Pharma re-certification for the entire pharma network. Achieving this milestone proves the highest standards we have set with our KN PharmaChain service offering, which translates into superior quality and compliance of our customers’ pharmaceuticals and medical equipment shipments. Together with IATA and our supply chain partners, we will keep driving this standard to ensure service excellence and first-in-class performance of our transportation service.”

AIR TRANSPORT

Watch: Turkish Cargo First to Achieve 3 IATA CEIV Certifications

Now holds CEIV Pharma, Fresh, and Live Animals certifications concurrently

TLME News Service
May 6, 2020, 7:31 PM

Turkish Cargo has become the first air cargo airline to concurrently achieve all three "CEIV Pharma, CEIV Fresh, and CEIV Live Animals" certifications, under the IATA CEIV (Center of Excellence for Independent Validators) program.

Turhan Ozen, the Chief Cargo Officer of Turkish Airlines said: "We are passing through the days pointing how vital the air cargo industry is for trade across the world as well as transportation.

"We really make much of the IATA CEIV certificates that prove that we meet the international standards at our special cargo operations, during such a vulnerable and critical period."

The certifications have a validity period of three years.

Maintaining its Dual Hub operations successfully, Turkish Cargo strictly implements the complete handling procedures at the special cargo warehouses and operational sites at the cargo facilities equipped with the state of the art technology available at the Istanbul and Ataturk airports.

Turkish Cargo scores all three CEIV certifications

Turkish Cargo became the first air cargo airline to concurrently achieve all three CEIV Pharma, CEIV Fresh, and CEIV Live Animals certifications, under the IATA CEIV (Center of Excellence for Independent Validators) program.

Having satisfied the requirements for the certifications in the wake of the training, assessment and validation processes created by IATA, the International Air Transport Association, with the objective of raising the bar in performance and operations related to the transport of special cargo products, to ensure compliance with the highest standards and ensuring continuous improvement, Turkish Cargo became a holder of the CEIV certificates which represent its approach based on excellence for the special cargo operations. The certifications have a validity period of three years.

Turhan Ozen, the chief cargo officer of Turkish Airlines remarked “We are passing through the days pointing how vital the air cargo industry is for trade across the world as well as transportation. We really make much of the IATA CEIV certificates that prove that we meet the international standards at our special cargo operations, during such a vulnerable and critical period”

Glyn Hughes, the global head of cargo at IATA commented “Turkish Cargo deserves to be praised for becoming not only the world’s first air cargo airline to concurrently hold all three CEIV certificates, but also the first air cargo airline in Europe to have obtained the CEIV Live Animals certificate. The air cargo industry now enters a period whereby the vulnerability at the special cargo services is augmented, and the CEIV program intends to ensure that the sensitive cargo is transported and delivered at the highest standards, meticulously and punctiliously, as much as possible.”

Thus, compliance with global standards set by the global air cargo association is key and is also proven since it has obtained the “CEIV Pharma, CEIV Fresh and CEIV Live Animals” certificates. It responsibly handles and treats the shipments such as drugs, lifescience products, organs and medical equipment that are of vital importance, and which carries out shipments of time-sensitive goods in accordance with the directives as specified in the IATA TCR (Temperature Control Regulations). It also transports live animals safely, ensuring its welfare as these are our best friends and in a healthy and peaceful environment as per the CITES and IATA regulations.

Maintaining its Dual Hub operations successfully, Turkish Cargo strictly implements the complete handling procedures together with its specialised teams at the special cargo warehouses and operational sites at the cargo facilities equipped with the state of the art technology available at the Istanbul and Ataturk airports.

Turkish Cargo, which performs its operations meticulously on 7/24 basis by acting with such awareness during these days where maintenance of the flow of air cargo is of too critical and life-saving nature, not only continues to serve as a bridge between 127 countries worldwide, but also meets the internationally-recognised quality standards and proceeds to raise the bar for the achievement in a sustainable manner.
Turkish Cargo achieves “CEIV Pharma, Fresh, & Live Animals” certifications

Pursuing the air cargo services as based on the vision created by Turkish Airlines, its master brand, Turkish Cargo carries out the transportation of drugs/medical products, live animals and perishable products in compliance with international and industry standards.

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https://www.caasint.com/turkish-cargo-achieves-ceiv-pharma-fresh-live-animals-certifications/
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ANA reports quarterly loss, scraps dividend with traffic halted

By: Shiho Takezawa and Nao Sano | Apr 28 2020 at 05:01 AM | Air Cargo News

ANA Holdings Inc. reported a quarterly operating loss of 59 billion yen ($551 million) as it struggles with the near-total shutdown in global aviation to contain the coronavirus outbreak.

The result for the period ending in March compares with a 8.4 billion yen profit a year earlier, and was mostly in line with analysts’ average projection. Japan’s biggest carrier also scrapped its annual dividend for the just-ended year.

ANA is just the latest airline to paint a dire picture as the pandemic grounds planes and passengers. The industry could lose $252 billion in revenue this year due to the crisis, according to the International Air Transport Association. ANA is planning to cut domestic flights by 85% during the annual Golden Week holiday starting this week.

Sales for the quarter slumped 20% to 392 billion yen, and ANA is placing 45,000 staff on furlough.

The Japanese carrier is in talks to receive a 300 billion yen loan from the Development Bank of Japan to aid its finances due to the impact of the pandemic. It has also delayed the delivery of Airbus’s double-decker jet for six months.

ANA Executive Vice President Ichiro Fukuzawa said the airline is also seeking a 350 billion yen credit line from banks, adding that he doesn't see any funding issues for now.
Turkish Cargo achieves three certifications concurrently

Turkish Cargo, the fastest-growing air cargo airline in the world with continuously prospering operations, became the first air cargo airline to concurrently achieve all three “CEIV Pharma, CEIV Fresh, and CEIV Live Animals” certifications, under the IATA CEIV (Center of Excellence for Independent Validators) program.

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Korean Air wins the highest prize at Air Cargo Excellence Award

Korean Air won the “Diamond Award,” the highest rating, at the “Air Cargo Excellence Award” organized by Air Cargo World, the world's most prestigious logistics magazine, a spokesman of the company said on April 24.

In particular, this award is meaningful in that Korean Air's excellent cargo business has once again been recognized globally, amid many difficulties in the wake of the COVID-19 crisis.

Air Cargo World is the world’s most prestigious logistics magazine launched in 1942, and has annually selected and announced the best airline, best airport for air cargo logistics since 2005. Korean Air won the award in 2015 and 2016.

The “Air Cargo Excellence Award” is significant in that it is a measure of the competitiveness of the airline's cargo transportation service by evaluating the quality of customer service, timeliness, supply power, and network competitiveness by the airline's actual customers, shippers and forwarders.

Korean Air introduced the new cargo system in 2019 to provide one-stop services for cargo reservation, sales, transportation, and import management, and continues to invest to create customer values through improved service quality in the cargo sector by acquiring IATA CEIV-PHARMA, which proves its expertise in drug air cargo transportation.

Korean Air, meanwhile, has been the driving force for the country's export industry, with cargo traffic rising more than 8 percent on-year during the first quarter when the COVID-19 affected the national economy, the spokesman said.

COVID-19 medical supplies land at Edmonton International Airport

Posted on April 14, 2020; Edmonton International Airport Press Release

Edmonton International Airport (EIA) welcomed a cargo flight containing medical supplies for Alberta’s fight against COVID-19.

The medical supply flight departed Shanghai, China on Sunday, April 12 and landed in Edmonton early Monday morning at the Cargojet facility at EIA. The Cargojet flight carried personal protective equipment being sent to protect Alberta medical workers and first responders. The flight, arranged by Alberta Health Services, was welcomed to Edmonton by Alberta Municipal Affairs Minister Kaycee Madu.

36,000 kg of medical supplies arrive in Edmonton from China

Apr 13, 2020

EDMONTON, AB. — A cargo jet, carrying 36,000 kilograms of medical supplies, landed at the Edmonton International Airport this morning.

In a statement, Kaycee Madu, the Minister of Municipal Affairs, says this flight, which came from Shanghai, China, is the first in a series intended to provide supplies and equipment to medical workers and first responders.

“Our government is working very hard on an ongoing basis to secure the personal protective equipment required to keep our health care, continuing care and seniors care workers safe. The arrival of these supplies is a testament to that work, and I want to thank all our partners involved in the process including Edmonton International Airport.”

The delivery of the supplies was the result of a joint effort between the Edmonton International Airport (EIA), Alberta Health Services, the provincial and federal governments, and the Canadian company Cargojet.

EIA and its cargo partners has been recently certified as the only airport in Canada to receive the International Air Transport Association’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification. This certification allows for the transportation and handling of sensitive medical cargo, including shipments that require strict temperature controls.

On Saturday, Alberta announced it will share some of its supplies and equipment with B.C., Ontario and Quebec.

WFS' new Paris pharma centre handles record shipment

Mar 19, 2020: Worldwide Flight Services' (WFS) new Pharma Centre at Paris Charles de Gaulle Airport has handled its biggest single shipment so far of 34 temperature-controlled containers for customers AirBridgeCargo Airlines and Kuehne + Nagel.

Maintained within a +2-8 degrees Celsius temperature environment, the outbound shipment to Beijing spent 24-48 hours in the Pharma Centre in preparation for its delivery to China onboard one of AirBridgeCargo's Boeing 747 freighters.

AirBridgeCargo has been a regular customer of WFS’ IATA CEIV certified Pharma Centre since the €10 million facility opened in the second half of 2019. To confirm compliance with its own requirements, Kuehne + Nagel also conducted its own audit of the Centre before commencing shipments.

WFS' Pharma Centre is the only dedicated facility at Paris CDG – the second largest air cargo gateway in Europe. With a team of highly-trained and dedicated pharma handling experts, the Centre offers temperature-controlled warehousing and handling services as well as a transport fleet specifically adapted to guarantee the integrity of pharmaceutical shipments. Already, some 30 airlines and freight forwarders are using the Pharma Centre regularly to support their strict pharma product requirements, and WFS expects the operation to process over 8,000 tonnes of healthcare and life science products in 2020.

Hugo Rodrigues, vice president Cargo France at WFS, said, "Our decision to invest in this state-of-the-art facility to support our airline and freight forwarder customers, as well as the pharmaceutical industry, has already been validated by the strong demand we are seeing from so many different organisations. This particular shipment for AirBridgeCargo and Kuehne + Nagel was the biggest so far and helped to demonstrate the capabilities of both the facility and our team. With the need for pharma products all over the globe likely to soar in 2020, we will deliver the capacity and quality of service our customers need to ensure the integrity and efficiency of their pharma supply chains."

UPS achieves CEIV pharma in Singapore

19 / 03 / 2020
By Damian Brett

The UPS freight forwarding operation at Changi Airport has received IATA CEIV Pharma certification for pharmaceutical logistics — a first for UPS in Asia Pacific.

IATA’s CEIV Pharma certification is an industry certification developed by IATA, regulators and aviation industry stakeholders.

The certification requires companies to meet or exceed many existing pharmaceutical standards and guidelines such as IATA Temperature Control Regulations, European Union Good Distribution Practices, World Health Organisation Annex 5 Good Distribution Practices for Pharmaceutical Products and United States Pharmacopeia Standards.

“Pharmaceuticals are time and temperature-sensitive, requiring an extra amount of care throughout the transportation process. These are not typical packages, and at times life-saving deliveries as well. This certification is an affirmation of the high standards of handling and transportation that UPS’s customers in the healthcare and life sciences sector have come to rely on for their high-value shipments,” said Lim Bee Koong, director, healthcare strategy, UPS Asia Pacific.

As a biomedical sciences hub for the Asia Pacific region, Singapore is home to eight of the top 10 pharmaceutical companies globally, manufacturing four of the top 10 drugs by global revenue.

https://www.aircargonews.net/freight-forwarder/ups-achieves-ceiv-pharma-in-singapore/
16-Mar-2020 7:24 PM

UPS awarded CEIV Pharma certification in Singapore

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Membership also provides full access to our Analysis Reports, in-depth Research Publications and comprehensive Data Centre. Premium CAPA Members can also access add-ons such as our exclusive Fleet Database, Airline Cask Data tools and more, to enjoy the full capabilities of our global platform.

UPS receives IATA CEIV Pharma Certification in Singapore

Mar 17, 2020: UPS’ freight forwarding operation at Changi Airport, Singapore, has received IATA CEIV Pharma Certification for pharmaceutical logistics. The certification is the first for UPS in Asia Pacific and strengthens the value proposition of UPS’s healthcare logistics offering in the region.

IATA’s CEIV Pharma Certification is an industry certification developed by IATA, regulators and aviation industry stakeholders. It evaluates companies on a comprehensive range of criteria including quality management systems, facilities, equipment, operations and staff expertise. The certification requires companies to meet or exceed many existing pharmaceutical standards and guidelines such as IATA Temperature Control Regulations, European Union Good Distribution Practices, World Health Organisation Annex 5 Good Distribution Practices for Pharmaceutical Products and United States Pharmacopeia Standards.

“Pharmaceuticals are time and temperature-sensitive, requiring an extra amount of care throughout the transportation process. These are not typical packages, and at times life-saving deliveries as well. This certification is an affirmation of the high standards of handling and transportation that UPS’s customers in the healthcare and life sciences sector have come to rely on for their high-value shipments,” said Lim Bee Koong, director, Healthcare Strategy, UPS Asia Pacific.

Enhancing its value proposition with an industry-leading set of standards like the IATA CEIV Pharma certification is part of UPS’s vision to inspire trust and empower innovation to improve patient care across the healthcare and life sciences ecosystem.

This follows the formation of a dedicated UPS Healthcare unit to connect all global UPS healthcare operations and commercial groups within a single business unit to streamline processes and enable faster turnarounds and decision-making. The company is in the midst of a structured transformation including investments in new capacity and automation for its Smart Global Logistics Network, leveraging data, analytics and innovative technology.

“Our continual upgrades and technology investments give us a high degree of visibility over the healthcare supply chain. For example, UPS has strategically placed control towers globally that monitor UPS Temperature True shipments for any potential temperature excursions that may otherwise degrade temperature-sensitive pharmaceuticals. It’s this customer-first focus that has helped pave the way for our IATA CEIV Pharma Certification,” added Bee Koong.

Capturing cool cargo: Top 10 pharma gateways

While global political uncertainty and trade tensions applied downward pressure on general cargo volumes in 2019, pharmaceuticals are one product market not affected by regular business cycles. Whether there is a downturn or upturn in the global economy, the market remains stable because the continued flow of medicines is vital. Therefore, growth in pharmaceutical shipments is expected to continue booming for the next several years, with most volumes likely moving through airports.

While it may be more cost effective to ship certain generic drugs that are not sensitive to temperature or time by other modalities like sea, some drugs are more complex and require special handling and faster shipment by air.

Many airports were possible contenders for Air Cargo World’s “Top Pharma Gateways” list this year, but 10 emerged ahead of the pack based on their overall cargo volumes handled and recent cool-chain development programs supporting pharmaceutical activities by air cargo and logistics stakeholders.

To learn more about the development of programs at these airports, Air Cargo World spoke with airport, carrier and ground handlers operating at these gateways about their work building up cool-chain programs to capture pharmaceutical volumes.
What shippers want

What makes a pharma gateway?

First and foremost, air cargo and logistics stakeholders determine which local and transshipment markets the airport can serve. Then, beyond the evergreen discussion of competitive price levels for shipments, providers must develop infrastructure and programs to support cool-chain operations.

Given advancements in technology and cooling capabilities, most pharmaceutical gateway airports host a dual purpose to provide companies access to local markets, while also serving as transshipment centers for cargo to move onto other airports or modes of transport. But that was not always the case.

“Five years ago, most quality departments at shipping companies required pharma to fly direct,” explained Julian Sutch, global head of sales for pharmaceuticals at Emirates SkyCargo. “Historically, they did not want pharmaceuticals flying through the Middle East because of the [high] temperatures.”

So, Emirates had to determine how to make its hub in Dubai efficient enough to move temperature-controlled pharmaceuticals through to compete with direct carriers. To meet these competitive requirements, Emirates opened its 8,600-square-meters of pharmaceutical facilities combined between its stations at Dubai International (DXB) and Dubai World Central (DWC) airports.

Emirates’ inter-airport operations in Dubai are supported by a network of temperature-controlled 40-foot refrigerated trucks, which are available 24/7. The carrier also uses cool dollies, which are equipped to transfer pharma-containing unit load devices (ULDs) directly from cargo holds and freighter main decks while keeping the cargo within a temperature-controlled area, with a temperature range that can go as low as -20°C.

*Read more about Emirates’ pharmaceutical cargo operations moving oncological medicine in the Dubai in the Chill Out: Maintaining the pharma cool chain in hot climates feature.*

“Delhi Airport has implemented various initiatives to attract pharmaceutical volumes from India’s major pharma manufacturing hubs, such as Indore, Ahmedabad and Hyderabad, that have gained considerable traction,” Videh Kumar Jaipuriar, CEO of Delhi International Airport Private Limited (DIAL), told *Air Cargo World*. “India’s pharmaceutical industry is growing at a fast pace and so DEL expects the volume of these products moving through DEL to continue to grow.”

Now, DEL hosts a temperature-controlled facility in an integrated cargo handling facility of 50,000 square feet that has a capacity to handle over 150,000 tonnes of cargo annually. The facility includes separate cool chambers to handle temperature-controlled cargo ranging from -20°C to 25°C.

In addition to relevant infrastructure, certifications and end-to-end operations are another indicator of spic-and-span pharmaceutical operations that companies will consider to determine the best viable option for shipping certain types of pharmaceutical products.

**Attracting business through certification and collaboration**

Beyond cool-chain infrastructure, companies will also consider what pharmaceutical certifications and programs are available at given airports, as well as available end-to-end pharmaceutical programs to determine the best viable option for shipping certain types of pharmaceutical products.

Recognizing this, many airports have encouraged carriers and stakeholders to pursue, attain and recertify for certifications, like the Good Distribution Practice (GDP) and IATA Center for Excellence of Independent Validators (CEIV) Pharma certifications for life science, health care and pharmaceuticals handling in a given airport, procedure or facility.

A slew of carriers, like Air France-KLM, Emirates SkyCargo and Cathay Pacific; ground handlers, including dnata and Worldwide Flight Services (WFS); and airport communities, like those at Amsterdam (AMS), Singapore (SIN) and Miami (MIA), have recently pursued, attained or recertified for certifications.

“There are a lot of certificates in the world and everybody’s investing in CEIV or GDP programs,” said Ferry van der Ent, Amsterdam Schiphol Airport’s director of business development for cargo. “However, just because a storage room is now certified, this does not mean the whole process is certified, or other facilities at the other end of a supply chain.”
IATA makes Nairobi Airport first CEIV facility in Africa

The International Air Transport Association (IATA) has awarded Swissport’s warehouse operations at Nairobi airport in Kenya with the CEIV, IATA’s Centre for Excellence for Independent Validators, certificate for pharmaceutical logistics. The facility is the first to be CEIV certified on the continent of Africa and Swissport’s 9th to be given the status worldwide.

“We are very pleased to officially open our latest CEIV certified facility for our customers. The certification by IATA reflects our strategic commitment to superior air cargo handling,” says Jeron de Clercq, vice president Sub Sahara Africa & Israel and chief executive officer of Swissport Kenya Limited.

“The CEIV Pharma standard guarantees air freight customers the highest quality for the transportation of sensitive pharmaceutical products.”

In the decade of operation since the official opening of Nairobi logistics centre in 2010, Swissport has continued to develop and modernise the facilities to accommodate pharmaceuticals at Nairobi Jomo Kenyatta International Airport (NBO).

Swissport have made strategic and considerable investments in the state-of-the-art temperature-controlled area.

It is equipped with 208 rack positions and has a capacity of 250 tonnes of pharmaceutical shipments.

With an annual growth rate of nearly 10% and a turnover of more than 57,000 tonnes of airmfreight in 2019, Nairobi Airport is an important cargo location in Swissport’s global network of 1,155 warehouses, says the handler.
WFS gains IATA CEIV certification for CDG pharma centre

WORLDWIDE Flight Services (WFS) has been awarded IATA CEIV Pharma certification for its new €10 million Pharma Centre at Paris Charles de Gaulle Airport, for the handling of temperature-controlled healthcare and life science products.

Opened in September last year, the Centre is the only dedicated facility at the airport – the second largest air cargo gateway in Europe – with a team of dedicated and trained experts, temperature-controlled warehousing, and a transport fleet specifically adapted to guarantee pharmaceutical shipments integrity.

Nearly 30 airlines and freight forwarders are already using the Pharma Centre, which is forecast to handle over 8,000 tonnes of products in 2020.

Strategy

Hugo Rodrigues, vice president cargo France at WFS, said: “Investing in the Pharma Centre supports WFS’ strategy to broaden our product offering by supporting the needs of both our airline and forwarding customers as well as their customers, which, in this case, are major pharmaceutical companies that demand the highest standards of compliance to protect the integrity of their products. Gaining IATA CEIV Pharma certification so soon after opening the centre recognises our intention to meet the highest standards.”

WFS’ 2,400 sq m centre offers landside and airside acceptance capabilities and significant temperature-controlled storage. The dedicated operation has its own docks and maneuvering area for the loading and unloading of temperature-controlled pharmaceutical shipments and incorporates a dedicated room for loose cargo storage at +15 to +25°C with a capacity for 108 euro-pallets on four levels of racking; a separate cold room for storage at +2 to +8°C with the capacity to store 47 euro-pallets on the ground.

New technologies used in the facility include digital systems to improve operational efficiency and shipment visibility.
Mumbai airport launches exclusive terminal for storage of agro, pharma products

Mumbai, Feb 21 (PTI) Mumbai airport, run by a joint venture between Airports Authority of India and GVK, on Friday announced the launch of an exclusive terminal for processing and storage of agro and pharma products.

Touted as the world's largest airport-based temperature-controlled facility, the "Export Cold Zone" can hold over 700 tonnes of such cargo at one time with a combined annual capacity of 5.25 lakh tonnes, Mumbai International Airport Ltd (MIAL) said in a release.

The facility will be operated by cargo handling service provider and MIAL's business partner, Cargo Service Centre, it said.

Mumbai airport is the largest gateway for movement of pharma and agro products in the country, MIAL said, adding that the fully automated infrastructure caters to the rapidly growing demand for pharma and agri goods.

It connects to over 500 cargo destinations across 175 countries through 60 airlines.

The export cold zone is equipped with 12 truck docks with dock-levellers, spacious acceptance and examination area, automated workstations, X-Ray machines, unit load device (ULD) storage, ballmat system for ULD transfer and cold rooms, the release said.

Spread over an operational area of 6,000 square metres, the facility is equipped with 10 ULD build-up workstations and as many as 172 ULD storage positions.

The pharma terminal itself can hold 140 ULD positions, while the agro terminal can hold 32 ULD positions, it said.

Mumbai airport is the first airport in the country and the third in Asia to obtain "IATA CEIV Pharma" accreditation, a global industry recognition supporting the air transport industry, and is in full compliance with pharmaceutical manufacturers requirements, it said.

MIAL aims to cement Mumbai airport’s foothold further in air freight supply chain capitalizing on all the business opportunities, it said, adding that the airport operator is creating a comprehensive digital and temperature corridor between Mumbai and CEIV certified airports powered by its air cargo community portal, GMAX. PTI IAS RVK

Disclaimer: This story has not been edited by Outlook staff and is auto-generated from news agency feeds. Source: PTI

Swissport achieves CEIV pharma first for Africa

21 / 02 / 2020
By Damian Brett

Swissport Nairobi Pharma Center opening
Swissport has become the first globally operating air cargo handler to receive the CEIV Pharma certification for a facility in Africa.

The International Air Transport Association (IATA) awarded Swissport’s warehouse operations at Nairobi’s Jomo Kenyatta International Airport with the pharma standard.

“We are very pleased to officially open our latest CEIV certified facility for our customers. The certification by IATA reflects our strategic commitment to superior air cargo handling,” said Jeroen de Clercq, vice president Sub Sahara Africa & Israel and chief executive of Swissport Kenya Limited.

“The CEIV Pharma standard guarantees airfreight customers the highest quality for the transport of sensitive pharmaceutical products.”

Swissport recently invested in a temperature-controlled area at the facility with 208 rack positions and a capacity of 250 tons of pharmaceutical shipments.

The temperature-controlled area accounts for 13% of the total warehouse space of 10,400 sq m.

The dedicated Pharma rooms have temperature ranges of +15 to +25 Celsius as well as +2 to +8 degrees Celsius. Additionally, there is a special cooling unit for goods which require a temperature range of -10 to -20 degrees Celsius.

Nairobi Jomo Kenyatta International Airport saw volumes grow by more than 10% to over 57,000 tons in 2019.

Since the CEIV Pharma certification of Swissport’s facility in Brussels in 2015, the handler’s operations in Amsterdam, Barcelona, Basel, Frankfurt, Helsinki, Madrid, Miami, Montreal and now Nairobi have achieved the standard.

Later in the year, Melbourne, Australia, will be going online with a pharma cooling infrastructure as well.
WFS gains IATA CEIV certification for pharma centre at Paris CDG

Worldwide Flight Services (WFS) has been awarded IATA CEIV Pharma certification for its new €10 million Pharma Centre at Paris Charles de Gaulle Airport, for the handling of temperature-controlled healthcare and life science products.

Opened in September last year, the Centre is the only dedicated facility at the airport – the second largest air cargo gateway in Europe – with a team of dedicated and trained experts, temperature-controlled warehousing, and a transport fleet specifically adapted to guarantee pharmaceutical shipments integrity.

Nearly 30 airlines and freight forwarders are already using the Pharma Centre, which is forecast to handle over 8,000 tonnes of products in 2020.

Hugo Rodrigues, vice president cargo France at WFS, said: “Investing in the Pharma Centre supports WFS strategy to broaden our product offering by supporting the needs of both our airline and forwarding customers as well as their customers, which, in this case, are major pharmaceutical companies that demand the highest standards of compliance to protect the integrity of their products. Gaining IATA CEIV Pharma certification so soon after opening the Centre recognizes our intention to meet the highest industry standards. It also adds to Paris CDG’s reputation as one of the world’s leading air cargo gateways.”

Located in the heart of the airport’s cargo area, WFS’ 2,400 sq m Pharma Centre in Paris offers landside and airside acceptance capabilities and significant temperature-controlled storage.

The dedicated operation has its own docks and maneuvering area for the loading and unloading of temperature-controlled pharmaceutical shipments and incorporates a dedicated room for loose cargo storage at +15 to +25°C with a capacity for 108 euro-pallets on four levels of racking, a separate cold room for loose cargo storage at +2 to +8°C with the capacity to store 47 euro-pallets on the ground, and with additional racking also available, a small freezing room for loose cargo storage at -20°C capable of handling nine euro-pallets at a time; two temperature-controlled areas for +2 to +25°C for cargo unit load devices with a combined capacity to store 53 P2F or 106 AKE pallets.

New technologies used in the facility include digital systems to improve operational efficiency and shipment visibility.

The warehouse management system (WMS) supports the use of barcode scanning for real-time storage capacity monitoring and management, ensuring constant tracking of shipments from the Pharma Centre to and from aircraft, with time and date statements available on demand.

A temperature monitoring solution with a Cloud platform collects temperature and humidity data in real-time and enables this information to be accessed on mobile devices.
WFS Gains IATA CEIV Certification for New Pharma Center at Paris CDG

Nearly 30 airlines and freight forwarders are already using the pharma center, which is forecast to handle over 8,000 tonnes of products in 2020.

From — Worldwide Flight Services
Feb 17th, 2020
Worldwide Flight Services (WFS) has been awarded IATA CEIV Pharma certification for its new €10 million pharma center at Paris Charles de Gaulle Airport, for the handling of temperature-controlled healthcare and life science products.

Opened in September last year, the center is the only dedicated facility at the airport – the second largest air cargo gateway in Europe – with a team of dedicated and trained experts, temperature-controlled warehousing, and a transport fleet specifically adapted to guarantee pharmaceutical shipments integrity. Nearly 30 airlines and freight forwarders are already using the pharma center, which is forecast to handle over 8,000 tonnes of products in 2020.

Hugo Rodrigues, Vice President Cargo France at WFS, said: “Investing in the pharma center supports WFS’ strategy to broaden our product offering by supporting the needs of both our airline and forwarding customers as well as their customers, which, in this case, are major pharmaceutical companies that demand the highest standards of compliance to protect the integrity of their products. Gaining IATA CEIV Pharma certification so soon after opening the center recognizes our intention to meet the highest industry standards. It also adds to Paris CDG’s reputation as one of the world’s leading air cargo gateways.”

WFS has been investing in pharma handling centers at locations around its global network. In 2019, this included the opening of other facilities in Copenhagen, Johannesburg, Miami and New York JFK.

Located in the heart of the airport’s cargo area, WFS’ 2,400m² pharma center in Paris offers landside and airside acceptance capabilities and significant temperature-controlled storage. The dedicated operation has its own docks and maneuvering area for the loading and unloading of temperature-controlled pharmaceutical shipments and incorporates:

- a dedicated room for loose cargo storage at +15 to +25°C with a capacity for 108 euro-pallets on four levels of racking.
- a separate cold room for loose cargo storage at +2 to +8°C with the capacity to store 47 euro-pallets on the ground, and with additional racking also available.
- a small freezing room for loose cargo storage at -20°C capable of handling 9 euro-pallets at a time.
- two temperature-controlled areas for +2 to +25°C for cargo unit load devices with a combined capacity to store 53 P2P or 106 AKE pallets.

New technologies used in the facility include digital systems to improve operational efficiency and shipment visibility. The warehouse management system (WMS) supports the use of barcode scanning for real-time storage capacity monitoring and management, ensuring constant tracking of shipments from the pharma center to and from aircraft, with time and date statements available on demand. A temperature monitoring solution with a Cloud platform also collects temperature and humidity data in real-time via sensors and enables this information to be accessed on mobile devices.

Pulse, WFS’ cloud-based global platform for incident and inspection management has also been successfully deployed. With its mobile application functionality, Pulse enables real-time reporting of non-conformities and access to live dashboards. New functionalities are being developed to generate immediate automated reports for customers.

The WFS pharma center is served by a fleet of exclusively-designed temperature-controlled three-pallet trailers and cool dollys as part of WFS’ end-to-end airport handling solution and works in accordance with the strict temperature requirements for specific pharmaceutical product groups. It is also equipped with controlled-access and screening, CCTV and alarm systems to ensure 24/7 safety and security, monitored by the company’s Security Operational Center.
WFS receives CEIV Pharma certification for Paris CDG facility

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WFS achieves IATA CEIV at new Paris pharma centre

14 / 02 / 2020
By Damian Brett

Ground handler Worldwide Flight Services (WFS) has been awarded IATA CEIV Pharma certification for its new €10m pharma centre at Paris Charles de Gaulle Airport.

Opened in September last year, the 2,400 sq m centre is the only dedicated facility at the airport and almost 30 airlines and freight forwarders are already using it. The company expects the centre to handle over 8,000 tonnes of products in 2020.

Hugo Rodrigues, vice president cargo France at WFS, said: “Gaining IATA CEIV Pharma certification so soon after opening the Centre recognises our intention to meet the highest industry standards. It also adds to Paris CDG’s reputation as one of the world’s leading air cargo gateways.

“Investing in the Pharma Centre supports WFS’ strategy to broaden our product offering by supporting the needs of both our airline and forwarding customers as well as their customers, which, in this case, are major pharmaceutical companies that demand the highest standards of compliance to protect the integrity of their products.”

WFS has been investing in pharma handling centres at locations around its network. In 2019, this included the opening of other facilities in Copenhagen, Johannesburg, Miami and New York JFK.

In a release, WFS also highlighted the main capabilities offered by the Paris center.

It said it is located at the airport’s cargo area, has landside and airside access, boasts three temperature controlled rooms each offering loose cargo storage at a range of temperatures, two storage areas with a controlled temperate of 2-25 degrees Celsius, digital systems to improve visibility, barcode scanning tech, a temperature monitoring station, temperature controlled dollies and trailers and a cloud-based incident platform.

https://www.aircargonews.net/services/ground-handler/wfs-achieves-iata-ceiv-at-new-paris-pharma-centre/
WFS gains IATA CEIV certification for new Pharma Centre at Paris CDG

By: AJOT | Feb 13 2020 at 12:42 PM | Air Cargo News

Worldwide Flight Services (WFS) has been awarded IATA CEIV Pharma certification for its new €10 million Pharma Centre at Paris Charles de Gaulle Airport, for the handling of temperature-controlled healthcare and life science products.

Opened in September last year, the Centre is the only dedicated facility at the airport – the second largest air cargo gateway in Europe – with a team of dedicated and trained experts, temperature-controlled warehousing, and a transport fleet specifically adapted to guarantee pharmaceutical shipments integrity. Nearly 30 airlines and freight forwarders are already using the Pharma Centre, which is forecast to handle over 8,000 tonnes of products in 2020.

Hugo Rodrigues, Vice President Cargo France at WFS, said: “Investing in the Pharma Centre supports WFS’ strategy to broaden our product offering by supporting the needs of both our airline and forwarding customers as well as their customers, which, in this case, are major pharmaceutical companies that demand the highest standards of compliance to protect the integrity of their products. Gaining IATA CEIV Pharma certification so soon after opening the Centre recognizes our intention to meet the highest industry standards. It also adds to Paris CDG’s reputation as one of the world’s leading air cargo gateways.”

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- two temperature-controlled areas for +2 to +25°C for cargo unit load devices with a combined capacity to store 53 P2P or 106 AKE pallets.

New technologies used in the facility include digital systems to improve operational efficiency and shipment visibility. The warehouse management system (WMS) supports the use of barcode scanning for real-time storage capacity monitoring and management, ensuring constant tracking of shipments from the Pharma Centre to and from aircraft, with time and date statements available on demand. A temperature monitoring solution with a Cloud platform also collects temperature and humidity data in real-time via sensors and enables this information to be accessed on mobile devices.

Pulse, WFS’ cloud-based global platform for incident and inspection management has also been successfully deployed. With its mobile application functionality, Pulse enables real-time reporting of non-conformities and access to live dashboards. New functionalities are being developed to generate immediate automated reports for customers.

The WFS Pharma Centre is served by a fleet of exclusively-designed temperature-controlled three-pallet trailers and cool dollies as part of WFS’ end-to-end airport handling solution and works in accordance with the strict temperature requirements for specific pharmaceutical product groups. It is also equipped with controlled-access and screening, CCTV and alarm systems to ensure 24/7 safety and security, monitored by the company’s Security Operational Centre.
Leipzig/Halle Airport receives IATA CEIV Pharma certification

Feb 12, 2020: Leipzig/Halle Airport, Europe’s fifth-largest airfreight hub, has received CEIV Pharma certification, enabling it to process time-critical, temperature-sensitive pharmaceutical shipments around the clock.

Following a one-year process, IATA, the trade association for the world’s airlines, has certified PortGround GmbH. The company belongs to Mitteldeutsche Flughafen AG and is a ground handling and cargo specialist.

“Thanks to the CEIV Pharma accreditation, we are expanding our business area and now have a fully certified process for sensitive pharmaceuticals. That means we can provide a full range of handling services at Leipzig/Halle Airport from a single source – from receiving deliveries, preparing and storing freight to loading it on the aircraft”, explained Alexander König, managing director of PortGround GmbH.

The CEIV certification requires appropriate quality management and regular training for all those involved in the process, along with a suitable infrastructure. Leipzig/Halle Airport laid the foundations for this back in 2017 with a new cold storage facility in the World Cargo Center.

The facility offers direct access to the apron, ensuring that goods only have to be transported a short distance to and from the aircraft and lorries. With a volume of around 1.24 million tonnes in 2019, Leipzig/Halle Airport is the fifth largest airfreight hub in Europe.

The airport has a 24-hour operating permit for cargo flights and a direct link to the trans-European motorway and rail network, giving Leipzig/Halle the ideal conditions for transporting goods by road and rail. The landing and take-off system comprises two parallel runways, each 3,600 metres long, which can be used independently of one another even in CAT IIIb conditions.

Leipzig/Halle Airport achieves CEIV Pharma certification

05 / 02 / 2020

Leipzig/Halle Airport has received IATA CEIV Pharma certification, enabling it to process time-critical, temperature-sensitive pharmaceutical shipments around the clock.

Following a year-long process, IATA has certified PortGround GmbH, the ground handling and cargo specialist belonging to Mitteldeutsche Flughafen AG, which also owns the airport.

“Thanks to the CEIV Pharma accreditation, we are expanding our business area and now have a fully-certified process for sensitive pharmaceuticals,” says Alexander König, managing director of PortGround. “That means we can provide a full range of handling services at Leipzig/Halle Airport from a single source – from receiving deliveries, preparing and storing freight to loading it on the aircraft.”

The international CEIV classification in Pharmaceutical Logistics confirms that sensitive pharmaceutical goods are reliably handled in accordance with international standards.

Certification requires appropriate quality management and regular training for all those involved in the process, along with a suitable infrastructure. Leipzig/Halle Airport laid the foundations for this in 2017 with a new cold storage facility in the World Cargo Center. The facility offers direct access to the apron, ensuring that goods have to be transported only a short distance to and from the aircraft and lorries.

With a volume of around 1.24 million tonnes in 2019, and a 24-hour operating permit, Leipzig/Halle Airport is the fifth largest airfreight hub in Europe.

https://www.aircargonews.net/cargo-airport/leipzig-halle-airport-achieves-ceiv-pharma-certification/
FROM MAGAZINE: Turkish Cargo Spreading its wings

By Surya Kannoth

With its investments and ever-growing fleet, the global air cargo brand Turkish Cargo has taken concrete steps to achieve its target to become one of the top-five brands in the air cargo industry by 2023, marking the centennial of the foundation of the Republic of Turkey.

At a time when the cumulative contraction of the global air cargo market was at 5 percent, Turkey's national flag carrier's air cargo brand, Turkish Cargo, grew significantly with a tonnage increase of 8.8 percent. This was according to September 2019 data released by World Air Cargo Data's (WACD).

The cargo carrier currently serves 126 countries and keeps raising its success bar by combining its broad range of services and operational capabilities. On the basis of the tonnage sold, the carrier has grown by 11.1 percent in America, 9.7 percent in the Far East Region, 8.7 percent in Europe, 7.9 percent in the Middle East, and 5.3 percent in Africa.

In addition to the flag-carrier Turkish Airlines’ cargo-carrying capacity, Turkish Cargo operates direct cargo flights to 88 destinations with its cargo aircraft fleet. It has achieved sustainable growth through its current infrastructure and newly made investment that has continued to increase its capacity through successful operations in over 300 destinations constituting its current flight network.

In a recent interaction with media, Tuncay Eminoglu, vice president – sales (Asia and Far East), Turkish Airlines laid emphasis on Africa being the priority for airline, as the air carrier expands its horizons to all four corners of the world. Turkey’s flag carrier flies to 56 destinations in Africa, second only to Ethiopian Airlines and first in terms of cargo services, he highlighted. Eminoglu further added that the airline saw 12.8 percent growth in its passenger numbers in 2008-2018, three times the world average.

The cargo arm of Turkish Airlines, Turkish Cargo has been at the forefront of flying pharmaceuticals and the carrier has created a pharma corridor connecting over 400 stations. This involves carrying healthcare cargo to important and certified destinations such as Mumbai, Brussels, Istanbul, Singapore, Dubai, Basel, London, and Amsterdam. Recently, it renewed its The International Air Transport Association (IATA) Center of Excellence for Independent Validators (CEIV) Pharma certificate until 2022. The cargo carrier, which serves in 14 stations that hold the European Union’s (EU) good distribution practice certificate (GDP), also carries out its pharmaceutical transport operations in 40 stations that hold QEP (Qualified Envirotainer Provider) certificate and ensures active temperature control between destinations.

Commenting on the expansion of the pharma corridor, Turhan Özen, chief cargo officer, Turkish Airlines, said in a media release, “As Turkish Cargo, we carry out the pharmaceutical transports from Atatürk and Istanbul Airports that have been certified by the global air cargo authorities and thus hold the IATA CEIV certificate within the cold chain integrity. While maintaining our successful dual hub operations, we carry out the land transports between two airports by using active temperature-controlled vehicles that hold all the necessary international certificates to preserve the cold chain integrity. Together with our flag-carrier master brand Turkish Airlines, we aim to become one of the top three air bridges of the world.”

Recently, it inducted the sixth Boeing 777F, capable of flying at a range of 9,200 kilometres, without any limitation, to its fleet. The Boeing 777F falls under the new-generation freighter category capable of carrying 102 tonnes and equipped with a high level of fuel saving capacity and technical safety. Turkish Cargo will have a total of 8 Boeing 777Fs by 2020. Developing and reinforcing continuously its fleet of 344 aircraft including 24 freighters, Turkish Cargo is rapidly beefing up its products and services.

As for growing its network, Turkish Cargo recently added Kuala Lumpur (KUL), keeping in mind its import and export potential so that it can carry electronic products, medical products, and spare parts to various countries around the world and especially Frankfurt and Amsterdam in Europe and Chicago, Atlanta, and Houston in the United States. The Kuala Lumpur flights will be operated with Boeing 777F cargo aircraft, on the Istanbul (ISL)-KUL- Ho Chi Minh/Vietnam (SGN) route, thus creating a strong import-export line in the region. Another important new connection was with the city of Ahmedabad (AMD), located in western India, in the state of Gujarat, which is connected with Doha (DOH) and Bahrain (BAH) that possess high import potential. One of the fastest growing cities, Ahmedabad is a big market for pharmaceuticals. The flights will be on the DOH-AMD-ISL and BAH-AMD-ISL routes and they will be operated with Airbus 330F aircraft.

In 2019, Turkish Cargo transitioned its operations to the newly constructed Istanbul Airport deemed as one of the largest airports in the world.

In his speech at the opening ceremony of the Association of International Forwarding and Logistics Service Providers (UTIKAD) summit, İlker Aycı, chairman of the board of directors and the executive committee of Turkish Airlines said that Turkish Cargo was listed most widely-flying air cargo company in the world, operating direct cargo flights to 86 countries with its 24-plane air cargo fleet.

Having increased its rank from 13th to 7th in the global air cargo market, he added that Turkish Airlines would increase its share of 4 percent in the global air cargo market.

"Turkish Airlines attaches great importance to logistics and has placed logistics at the center of its strategic plans in the last few years," he said. Observing a gradual shift in the logistics sector, he said, "We are moving from a period, in which when countries and companies are competing with each other, to a period in which supply chains compete with each other."

*This feature was originally published in January - February 2020 issue of Logistics Update Africa.*
Etihad’s cargo IATA CEIV certification opens membership to cool chain association

On the back of its recent successes in obtaining IATA CEIV certifications for both its pharma and fresh products, Etihad Cargo, the cargo and logistics arm of Etihad Aviation Group, has announced an extension of its cold chain global business partnerships by joining the exclusive Cool Chain Association as well as Pharma.Aero.

The affiliation with the two cross-industry associations, which includes pharma shippers, CEIV certified cargo communities, airport operators and other air cargo industry stakeholders, provides the UAE-based carrier with active participation in the development and enhancement of industry standards and processes.

The news comes less than a year after Etihad Cargo became the first regional carrier and airport Hub in the Middle East to be awarded CEIV certification in Pharmaceutical Logistics, and only the second carrier in the world to obtain the CEIV certification in Perishables Logistics (Fresh) two weeks ago. Its dedicated TempCheck and FreshForward products provide specially designed, temperature-controlled equipment to transport pharmaceuticals and perishable items in the quickest possible time, adhering to the highest compliance guidelines.

Andre Blech, head of cargo operations and delivery at Etihad Aviation Group, said: “Our memberships of the Cool Chain Association and Pharma.Aero are testament to the progress Etihad Cargo has made over the past 18 months as we continue to drive forward our ambition to provide reliable end-to-end air transportation for perishable and pharmaceutical shippers.”

The Cool Chain Association will provide Etihad Cargo with a strategic conduit for knowledge exchange and technological ideas, in addition to a tailored platform to expand its current government, industry and supply chain partnerships on a global level.

Stavros Evangelakakis, Chairman of the Cool Chain Association and Global Product Manager, Cargolux, said: “The CCA brings together industry leaders from across the cool chain to network, share insight, and trial new ideas. CCA members are focused on driving genuine change in the pharma and perishables cool chain with a focus on contributing to reducing waste and improving the lives of patients by ensuring transportation meets the requirements of the shipper, and Etihad will bring valuable insight and input from an airline perspective. We look forward to their contribution.”

Etihad Cargo’s Pharma.Aero membership carries active participation at IATA LAPB meetings and regulation updates, ensuring its seat at the centre of industry-wide decision-making processes.

Nathan De Valck, chairman of Pharma.Aero, said: “We welcome Etihad Cargo into the Pharma.Aero membership and look forward to their active contribution in our project groups to further improve pharma handling processes in collaboration with the pharmaceutical manufacturers. As the first Middle East carrier to join Pharma.Aero, Etihad Cargo marks the expansion of our global membership into that region.”

Kool chain and the gang: Etihad extends freight partnerships

By Alastair Newport — On Jan 15, 2020

This one is for all you freight fans out there. Following its recent success in achieving IATA CEIV certificates for its pharmaceutical and fresh produce offering, Etihad’s logistics division, Etihad Cargo, has announced it will be extending its cold chain (temperature-controlled supply network) business partnerships by joining the Cool Chain Association and Pharma.Aero.

The news comes less than a year after Etihad Cargo became the first Middle Eastern carrier and airport to be awarded CEIV certification in Pharmaceutical Logistics, and only the second carrier in the world to obtain the CEIV certification in Perishables Logistics (Fresh) — just two weeks ago.

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Etihad Cargo's IATA CEIV certification opens membership to cool chain association and Pharma.Aero

The affiliation with the two cross-industry associations, which includes pharma shippers, CEIV certified cargo communities, airport operators and other air cargo industry stakeholders, provides the UAE-based carrier with active participation in the development and enhancement of industry standards and processes.
Press Release

Abu Dhabi – On the back of its recent successes in obtaining IATA CEIV certifications for both its pharma and fresh products, Etihad Cargo, the cargo and logistics arm of Etihad Aviation Group, has announced an extension of its cold chain global business partnerships by joining the exclusive Cool Chain Association as well as Pharma.Aero.

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The news comes less than a year after Etihad Cargo became the first regional carrier and airport Hub in the Middle East to be awarded CEIV certification in Pharmaceutical Logistics, and only the second carrier in the world to obtain the CEIV certification in Perishables Logistics (Fresh) two weeks ago. Its dedicated TempCheck and FreshForward products provide specially designed, temperature-controlled equipment to transport pharmaceuticals and perishable items in the quickest possible time, adhering to the highest compliance guidelines.
Today we received our CEIV Fresh certification from IATA following another rigorous validation process over the past months, reinforcing the strength of our FreshForward perishables product. We are proudly the first Middle East airline to hold both of IATA’s CEIV Fresh and CEIV Pharma certifications, and one of two carriers globally to claim this dual honour within a remarkable frame of one calendar year.

#EtihadCargo #IATA #Certified #AirCargo #AirFreight #CEIV

One year:
Two IATA CEIV certifications!
Proudly the only Middle Eastern carrier with CEIV Fresh and Pharma certifications.
Etihad ahead of the pack on CEIV Fresh

Etihad Cargo has only the second carrier to be awarded IATA’s Centre of Excellence for Perishable Logistics (CEIV Fresh) in Abu Dhabi.

The new award elevates Etihad Cargo as the first Middle East airline to hold both of IATA’s CEIV Fresh and CEIV Pharma certifications, and one of the two carriers globally to claim this dual honour. The carrier’s dedicated FreshForward product today receives a significant validation for its end-to-end temperature-controlled solution for fresh fruits, vegetables, dairy, fish, meat and flowers across its global network.

To secure the twin certifications within a remarkable frame of one calendar year, Etihad Cargo was required to meet global IATA standards, International requirements and best practices, as well as pass stringent food safety management protocols within Hazard Analysis Critical Control Point (HACCP) methodology.

Abdulla Mohamed Shadid, Managing Director Cargo and Logistics at Etihad Aviation Group, said: “Acquiring our second CEIV certification in a single year is a significant achievement for Etihad Cargo and underlines the product-specific quality of service we deliver across our global network. In-line with our commitment to offer a diverse portfolio of industry-leading products to Etihad Cargo’s global customers, FreshForward is destined for further investment and growth.”

Frederic Leger, Director, Airport, Passenger, Cargo and Security Products, IATA, added: “Perishable goods is a growing market for air cargo. Ensuring that these delicate and short shelf-life products reach the customer unspoiled with minimal loss is essential. I want to congratulate both Etihad Cargo and Etihad Airport Services (EAS) in achieving the Center of Excellence for Perishable Logistics (CEIV Fresh) certification. CEIV Fresh certification provides stakeholders throughout the air cargo supply chain with the assurance that certified companies are operating to the highest quality and standards in the transport of perishable products.”

In addition to covering Etihad Cargo’s airline operations, the CEIV’s Fresh Certification also comprises cargo handling and warehousing at Abu Dhabi International Airport (AUH). With a multi-phased cargo infrastructure development strategy in place, including an expanded fresh facility, Etihad Cargo is committed to developing a Cool Chain Centre of Excellence at its state-of-the-art UAE hub.
Etihad Cargo receives CEIV Fresh certification

Etihad Cargo, the cargo and logistics arm of Etihad Airways, has been awarded IATA’s Centre of Excellence for Perishable Logistics (CEIV Fresh) by the airline trade association.

It is the first Middle East airline to hold both IATA’s CEIV Fresh and CEIV Pharma certifications, and one of only two carriers around the world to be dual-certified.

Etihad Cargo’s FreshForward product provides an end-to-end temperature-controlled solution for fresh fruits, vegetables, dairy, fish, meat and flowers flown across the freight carrier’s global network.
To gain CEIV certification, Etihad Cargo was required to meet global IATA standards and demonstrate numerous best practices while meeting stringent food safety management protocols.

Abdulla Mohamed Shadid, managing director cargo and logistics at Etihad Aviation Group, enthused: “Acquiring our second CEIV certification in a single year is a significant achievement for Etihad Cargo and underlines the product-specific quality of service we deliver across our global network.”

Furthermore, he added: “In line with our commitment to offer a diverse portfolio of industry-leading products to Etihad Cargo’s global customers, FreshForward is destined for further investment and growth.”

Frederic Leger, director, airport, passenger, cargo and security products at IATA, added: “Perishable goods is a growing market for air cargo.

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Cool handling

As well as certifying the quality of Etihad Cargo’s airline operations in terms of perishables transportation, the CEIV Fresh Certification also incorporates cargo handling and warehousing at Abu Dhabi International Airport.

According to Etihad, “With a multi-phased cargo infrastructure development strategy in place, including an expanded fresh facility, Etihad Cargo is committed to developing a Cool Chain Centre of Excellence at its state-of-the-art UAE hub.”
In November, Etihad Cargo and Abu Dhabi Airports announced plans for a major airfreight facility boost for the airline’s hub at Abu Dhabi International Airport.

The partners will implement a “multi-phased cargo infrastructure development” strategy, starting with the imminent upgrade of Etihad’s existing air cargo terminal facilities on the Southside airport perimeter.

The programme will culminate with the inauguration of Etihad Cargo’s new air cargo terminal in the East Midfield section of the airport, an area designated by Abu Dhabi Airports for future integrated cargo, logistics and integrator activities.

Etihad Cargo is the cargo and logistics arm of the Etihad Aviation Group. As well as having access to the bellyhold capacity of its parent carrier’s fleet of 102 passenger aircraft, including Boeing 787, 777 and Airbus A380 aircraft, Etihad Cargo also operates a fleet of five B777 freighter aircraft.
Etihad Cargo named center of excellence for perishable logistics following second IATA CEIV certification

The new award elevates Etihad Cargo as the first Middle East airline to hold both of IATA’s CEIV Fresh and CEIV Pharma certifications, and one of the two carriers globally to claim this dual honour.

Abu Dhabi, United Arab Emirates – Etihad Cargo, the cargo and logistics arm of Etihad Airways, has cemented its position as a leading international air cargo carrier after becoming only the second carrier to be awarded IATA’s Centre of Excellence for Perishable Logistics (CEIV Fresh) in Abu Dhabi.

The new award elevates Etihad Cargo as the first Middle East airline to hold both of IATA’s CEIV Fresh and CEIV Pharma certifications, and one of the two carriers globally to claim this dual honour. The carrier’s dedicated FreshForward product today receives a significant validation for its end-to-end temperature-controlled solution for fresh fruits, vegetables, dairy, fish, meat and flowers across its global network.

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-Ends-

- IATA (International Air Transport Association) represents some 290 airlines comprising 82% of global air traffic.
- The IATA Center of Excellence for Independent Validators (CEIV) programs are standardized global certification programs that support excellence in the transport and handling of special cargo products across the world. CEIV Fresh follows on from CEIV Pharma for the transport of temperature sensitive healthcare shipments and CEIV Live Animals for the transport of live animals.
- You can find more information on CEIV Fresh at www.iata.org/ceiv-fresh
About Etihad Cargo:

Etihad Cargo is the cargo and logistics arm of the Etihad Aviation Group. Since its establishment in 2004, Etihad Cargo has grown rapidly to become one of the leading air cargo carriers in the world, offering customers a range of cargo products and services to five major continents. Our hub in Abu Dhabi is strategically located at the centre of the world’s busiest trade lanes, providing an integral link between Asia, Europe, North America, Australia and Africa.

With a modern fleet of 102 passenger aircraft including Boeing 787, 777 and Airbus A380 aircraft serving 83 destinations across the world, Etihad Cargo also operates a fleet of five Boeing 777 freighter aircraft, providing the perfect compliment to the passenger bellyhold cargo capacity, as well as an extensive road feeder trucking network linking major air gateways in North America, Europe, GCC, Asia and Australia. Through our market leading online booking portal at www.etihadcargo.com, customers can instantly book their cargo and follow the status of their shipments using our advanced track and trace capability.

In addition to general cargo, Etihad Cargo offers a wide range of specialty products including live animals, dangerous good, valuables and vulnerables, personal effects, as well as our market leading cold chain products (the latter holding IATA’s stringent Center of Excellence for Independent Validators certifications for both Pharmaceutical Logistics as well as Perishables Logistics).
Jet Airways shutdown impacted sentiments of air cargo movements: Manoj Singh, MIAL

By: Our Correspondent

CSIA has exclusive terminals for cargo operations and is in the process of increasing its pharma handling capacity to 450,000 tons.

December 10, 2019: Mumbai International Airport Limited (MIAL) is one of the most important air cargo hubs for India which has a cargo capacity of one and a half million tonnes for a single calendar year. Manoj Singh, senior vice president and head cargo, MIAL talks about Indian air cargo market and how MIAL has positioned itself in the highly competitive market in an email interview.

Tell us about your views on the current Indian air cargo market.

The Indian air cargo constituted a cargo volume of 3.56 million tons of cargo in FY 2019 with a growth rate of 6 percent over the previous year, adding significant momentum to global growth. In the past few decades, owing to a substantial influence of market forces and advanced technology, the global air cargo industry has evolved considerably. With the introduction of blockchain and artificial intelligence, this has facilitated several options from shippers to receivers for physical tracking movements of cargo, flight times, wait times, holdovers, etc. this has enhanced the overall customer service.
As per research reports, demand for domestic air freight is expected to grow at 7-9 percent CAGR propelled by rapid demand in line with the e-commerce industry as well as from small and medium B2B segments. Besides, the improvement of air connectivity to smaller cities has propelled growth in the cargo segment. Furthermore, the Open Sky Policy for air cargo and improved international connectivity coupled with expanding cargo-handling infrastructure, both physical and digital have also helped in driving a high growth of air cargo in India over the last few years.

**How Mumbai International Airport is positioned in the current Indian air cargo market?**

Chhatrapati Shivaji International Airport (CSIA) has an annual capacity to service over one and a half million tonnes of cargo and currently maintains a robust and growing market share of 27 percent in the overall Indian air cargo market; CSIA has registered an increase of 6.3 percent in FY19 over FY18. The Mumbai air cargo terminal is one of the leading airports in India when it comes to air cargo handling.

**What are the cargoes moving through CSIA and how MIAL manage them?**

CSIA connects to over 500 cargo destinations and is a gateway for pharmaceuticals, perishables, and engineering goods to India. CSIA has exclusive terminals for cargo operations and is in the process of increasing its pharma handling capacity at Mumbai to 4,50,000 tons.

GVK MIAL is the first airport in India and third in Asia to obtain “IATA CEIV Pharma” accreditation, a global industry recognition supporting the air transport industry and is in full compliance with pharmaceutical manufacturers’ requirements.

GVK MIAL has been at the forefront in developing infrastructure at CSIA by enhancing capacity and creating robust process management. With the introduction of CSIA’s first air cargo community portal – GMAX has provided access to world-class technology enabling a smooth flow of cargo and an increase in freight penetration. Besides, technology has enabled stakeholders access to mobile applications that offer real-time tracking of shipment that helps in delivering customized handling solutions for its clientele.

Additionally, CSIA has further commissioned India’s largest Export Argo terminal in April 2019, with an annual capacity of 1,60,000 tons strengthening the export business of Indian stakeholders. CSIA will also be soon launching its “Cooltainer” operations that will have a temperature-controlled transportation facility for managing the movements of pharmaceuticals between terminal and tarmac with no downtime or loss in temperature; this service goes live from December 2019.

**The official data of DGCA on air freight showed a 5.3 percent decline in August 2019. What is happening?**

The global air cargo industry has witnessed a fall in cargo volumes due to economic slowdown, rising fuel prices, and weakening trade that have driven a decline in demand, which began at the end of last year and continued through August 2019. The domestic aviation sector, which has seen consistent double-digit growth, is now witnessing subdued air travel demand resulting in low margins and losses. One of the reasons is the discontinuation of Jet Airways operations impacting overall sentiments in air cargo movements.
In the last few months, a decline in air freight has seen companies shifting to ocean transport while there are companies that are focusing on inbound cargo business from global markets to increase air freight growth.

**China Airlines Cargo recently started a new freighter service through Mumbai. What does it talk about air cargo demand and potential at CSIA?**

China Airlines Cargo commenced its freighter service twice a week on the Taipei-Mumbai-Amsterdam route with the deployment of a widebody Boeing 747 aircraft from November 2019. The airline is focusing on western and southern India to strengthen its Mumbai gateway network.

CSIA and China Airlines are both certified with IATA CEIV pharmaceutical certification, which will help in accelerating growth in Pharma Exim movement, e-commerce, Industrial Machinery between Mumbai and several destinations like Far East, Europe, and the USA. Furthermore, CSIA is in the process of inducting a few more airlines to enhance its cargo capacity and offer its stakeholders seamless reach across the world.

**What are the new trends and concepts that are ruling the air cargo market and how MIAL is adopting them?**

Agility, efficiency, innovation, transparency, and customer satisfaction are all drivers of a successful new-age digital air cargo supply chain offered by CSIA. Today, stakeholders are expecting faster and more transparent business with greater efficiency. Airfreight companies have to innovate to keep up with customer expectations. In this regard, automation and digitization in supply chain management play a vital role in not only facilitating significant cost savings to supply chain partners.

The newly automated blockchain facility is an upcoming concept and is set to achieve its full potential in the air freight industry. Blockchain will help in supporting existing IT systems to address significant challenges & issues due to its decentralized digital ledger record concept. This technology has numerous benefits to offer such as accurate tracking of consignments, end-end visibility, reduction of transport time, cost savings, real-time & precise information, accountability, ownership, security & transparency of data and secured financial transactions.

GVK MIAL has always been at the forefront in introducing new digital solutions and IT innovations in the air cargo supply chain at CSIA. With the reduction of dwell time, cargo owners can save on storage charges applied leading to better profits and faster movement of cargo. Customer satisfaction and strengthening customer confidence in air freight transport have always been our vision.

MIAL has accordingly invested in IT systems that help to provide the best to our stakeholders. GVK MIAL is India’s first airport to introduce web-based air cargo community platform (GMAX) and air cargo custodian mobile application.

With the purpose of hassle-free payments, CSIA has introduced superior technology for its payment gateway modules within GMAX. With a long-term focus on creating an effective warehouse management solution, CSIA is working on connecting GMAX to all its digital devices operating in the air cargo terminal using the “IoT” application for seamless tracking and accurate inventory management.

Atlanta Dachser receives IATA CEIV Pharma certification

05 / 12 / 2019

By Rachelle Harry

Logistics company Dachser has achieved IATA CEIV Pharma certification for four of its locations: Frankfurt, Germany; Mumbai and Hyderabad, India; and most recently Atlanta, US.

IATA CEIV-certified companies meet the global standards and demonstrate the best practices in the handling of pharmaceutical products throughout the supply chain. These standards include European Union and World Health Organization Good Distribution Practices (GDP), United States Pharmacopelia standards, and IATA temperature control regulations.

In order for a company to become CEIV Pharma-certified, staff receive detailed training and processes such as the temperature control of shipments are subjected to assessments and reviews by two separate, independent auditors.

Dachser’s certified premises meet and exceed international standards and guidelines, Dachser said. The company obtained CEIV Pharma certification of its Frankfurt Airport branch in late 2018, and of its Indian branches in Mumbai and Hyderabad in mid-2019.

Certification of its Atlanta branch marks another milestone in Dachser’s expansion of its global network for its life science and healthcare solutions.

Timo Stroh, head of global airfreight at Dachser, commented: “Our locations in Germany, India, and the US enable us to serve our customers in the life science and healthcare sectors in the key regions around the world.”

“This certification demonstrates that we fulfil the highest service and quality standards through uniform processes and a compliant network. In turn, our customers benefit from secure, compliant, and efficient air freight services.”
Dachser newly CEIV Pharma certified in North America

Dachser has received the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification from the International Air Transportation Association (IATA) for its Atlanta branch in the United States – its first certification in North America. According to a press release issued by the company, following Frankfurt (FRA), Mumbai (BOM) and Hyderabad (HYD), [...] 

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Dachser Air & Sea Logistics certified for pharmaceutical shipments on three continents

By: AJOT | Dec 03 2019 at 11:17 AM | Logistics

Following Frankfurt, Mumbai, and Hyderabad, Atlanta is now Dachser’s fourth location to receive certification in ten months, further expanding the company’s network services for its customers in the life science and healthcare sector.

Certification of the Atlanta branch in the US marks a further milestone in Dachser’s expansion of its global network for its Life Science & Healthcare Business Field Solution. In late 2018, Dachser obtained the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification from IATA for its Frankfurt airport branch, followed by its Indian branches in Mumbai and Hyderabad in mid-2019. “Our locations in Germany, India, and the US enable us to serve our customers in the life science and healthcare sectors in the key regions around the world,” says Timo Stroh, Head of Global Air Freight at Dachser. “This certification demonstrates that we fulfill the highest service and quality standards through uniform processes and a compliant network. In turn, our customers benefit from secure, compliant, and efficient air freight services.”

Dachser meets and exceeds international standards and guidelines
As an industry standard, the IATA certification fulfills the specific requirements of shippers of pharmaceutical products with regard to secure, compliant, and efficient air-freight services. CEIV Pharma certification attests that the company’s handling of pharmaceutical products meets and even exceeds international global standards and guidelines. These include European Union and World Health Organization Good Distribution Practices (GDP), United States Pharmacopeia standards, and IATA temperature control regulations. The certification process entailed internal and external training, a review of procedures for handling temperature-controlled life science and healthcare shipments, and an extensive assessment of these complex processes by two separate independent auditors.
Swissport lays foundations at Frankfurt Airport

Fraport and Swissport Cargo Services Deutschland have laid the foundation stone for the cargo handler’s new facility at Frankfurt Airport.

The new building in CargoCity South will expand Swissport’s handling capacity by almost 50% and meet requirements for state-of-the-art airfreight handling.

The warehouse includes a material handling system allowing containers and pallets to be automatically stored in and removed from the facility.

The cargo centre will be fitted out in accordance with strict IATA criteria and will be CEIV Pharma certified after going into operation.

The roof will have the first large-scale photovoltaic system at Frankfurt Airport, generating 1.5 million kilowatt hours of electricity a year.

Felix Kreutel, senior vice president of real estate and properties at Fraport says: “Fraport operates Europe’s largest cargo hub at Frankfurt Airport. We intend to write another chapter in this success story together with our long-standing customer Swissport. To achieve this, we are continuously optimising our service and product range and offering intelligent infrastructure solutions for our customers.”

The building will handle up to 200,000 tonnes of airfreight a year, with Willy Ruf, Swissport’s senior vice president Central and Eastern Europe commenting: “We are looking forward to offering our customers individual air cargo services at one of Europe’s most modern and sustainable airfreight facilities starting in the autumn of 2020. Frankfurt Airport thus remains one of the most important airfreight locations in our global Swissport network.”

Handover is scheduled for the third quarter of 2020, and the facility was designed by M&P Architekten, with Goldbeck acting as general contractor.
Turkish Cargo has created a pharma corridor between over 400 stations by carrying pharmaceuticals in certified destinations such as Mumbai, Brussels, Istanbul, Singapore, Dubai, Basel, London and Amsterdam.

Turhan Ozen, chief cargo officer of Turkish Airlines, said: “As Turkish Cargo, we carry out the pharmaceutical transports from Ataturk and Istanbul Airports that have been certified by the global air cargo authorities and thus hold the IATA CEIV certificate within the cold chain integrity.

“While maintaining our successful dual hub operations, we carry out the land transports between two airports by using active temperature-controlled vehicles that hold all the necessary international certificates to preserve the cold chain integrity. Besides, the natural hub Istanbul, which is at the centre of gravity of the air cargo trade, provides the appropriate climate conditions for the time and temperature-sensitive cargo transportation throughout the year.”

Operating in 15 stations that hold the International Air Transport Association (IATA) Center of Excellence for Independent Validators (CEIV) certificate, Turkish Cargo also has completed the IATA CEIV Pharma certificate renewal process for Ataturk Airport and is qualified for the same certificate for Istanbul Airport now as well.

Turkish Cargo continues to offer active and passive solutions for medicine consignments through its storage areas within the temperature range of -20/25°C that meets high-quality standards along with temperature-controlled wide-body and cargo aircraft. ULD users will be able to count on these capabilities when they need them the most.
RI Ogaleão wins IATA’s CEIV Pharma recertification

Ogaleão Cargo has won IATA (International Air Transport Association) CEIV Pharma recertification, which recognises logistics terminals that offer quality and reliability in services to the pharmaceutical industry.

With its first certification in 2016, RioGaleão became the only airport in the Americas to possess the CEIV Pharma.

The recertification recognises the maintaining of good practices adopted in the pharmaceutical terminal, infrastructure and storage processes, including those requiring controlled temperature, as well as the continual training of professionals involved.

The certification process must be repeated every three years. To achieve recertification, RioGaleão Cargo teams passed through a series of IATA trainings that cover the latest trends to ensure high quality operations related to process and competence and specialisation of the staff.

The training addressed topics such as risk management, internal audit, nonconformity analysis, change management, operational controls and SLAs.

All content has been revised based on Quality Management System requirements, and with full focus on meeting air cargo industry best practices for the storage, acceptance and handling of pharmaceuticals.

“The pursuit of excellence must be a permanent endeavor. The achievement of CEIV Pharma Recertification shows that we are keeping our focus on going the extra mile, always providing the best services to our customers, adopting the best practices in moving products in the pharmaceutical sector,” said Patrick Fehring, director of RioGaleão Cargo.

IATA Validator Carmen Martinez, responsible for conducting the workshops “Temperature Controlled Cargo Operations” and “Audit. Quality and Risk Management for Temperature Control Cargo”, noted the commitment of the RioGaleão Cargo team in the recertification process.

The two workshops together totalled more than 64 hours of training, including theoretical content, group dynamics and technical visits to the temperature-controlled facilities of the terminals.

“It was a pleasure to share eight days of hard and enthusiastic work with the RioGaleão airport staff. The team is committed to excellence and fully aware of the needs of pharmaceutical products and related services.

Top management is also involved with the need for continuous improvement, and this course has demonstrated the interest in expanding and improving knowledge and experience sharing at all staff levels, which is extremely important to consistently meet pharmaceutical requirements,” said Martinez.

The pharmaceutical segment ranks second among the top five RioGaleão Cargo imports, representing 17% of cargo terminal handling. Located close to the main pharmaceutical centres in Latin America, RioGaleão receives 20% of the sector’s total cargo in Brazil, by weight.
Bolloré Logistics Japan receives CEIV Pharma certification for Tokyo airport hubs

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Sao Paulo Guarulhos Airport receives CEIV Pharma certification

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China Airlines Cargo’s Boeing 747 400F lands in Mumbai

By STAT Times

The Taipei based Airline will now operate two return cargo services every week in Taipei-Mumbai-Amsterdam route. The first fresher service uplifted 39 tonnes of temperature-controlled pharma, perishables and general export cargo, while it came with 35 tonnes of import cargo from Taipei.

No day 18, 2019: The freighter aircraft of China Airlines Cargo, Boeing 747 400F, landed at Chhatrapati Shivaji Maharaj International Airport on Saturday morning launching its first-ever cargo service to Mumbai connecting Taipei and Amsterdam.

“Our two decade long presence in New Delhi has been through many ups and downs while mostly catering to the northern India. It is the right time for us to start our operations in Mumbai so that we can serve western and southern India too by connecting it to global hubs,” said Daniel Niu, country general manager, China Airlines.

Manoj Singh, senior vice president and head (Cargo), said “We are committed to extending our cargo operations for China Airlines with seamless processing of EXIM cargo. China Airlines could serve as a gateway to European cities connecting Amsterdam to Paris, Frankfurt and Brussels through trucking. With Taipei, the cargo operator offers connectivity to the USA, South East Asia, Japan and Korea.”
Recently, China Airlines Cargo also announced its continuing collaboration with Group Concorde as its general cargo sales agent even in Mumbai after 20 years of partnership in Delhi. CSMIA and China Airlines are certified with IATA CEIV Pharma, an internationally recognised accreditation for the management of sensitive pharma cargo.

MIAL is presently enhancing its Export pharma handling capacity and will be having country’s largest facility of 450000MT after completion. Soon, MIAL will be launching the ‘Cooltainer Operations’ for temperature-controlled transport for pharmaceuticals between terminal and tarmac.
Alitalia Obtains CEIV Pharma Certification

The certification was also issued to the airline's ground handling operation at Rome Fiumicino, which oversees the loading and unloading of medicines from aircraft.

Nov 18th, 2019

Rome, 15 November 2019 - Alitalia has received for the first time the CEIV Pharma (Center of Excellence for Independent Validators in Pharmaceutical Logistics) certification from the International Air Transport Association (IATA).
This is the main international certificate attesting that the Italian airline complies with the highest standards of transport for pharmaceutical products. The certification was issued also to the airline’s ground handling in Rome Fiumicino, which oversees the loading and unloading of medicines from aircraft, one of the ground assistance activities carried out for both Alitalia and other airlines flights at Rome's airport.

The three-year certification, introduced by the IATA with the aim to meet consistent standards in the global air transport of medicines, is a further confirmation of the commitment and attention implemented by Alitalia to guarantee the highest level of safety and efficiency in the transport of pharmaceutical products, ensuring their integrity and preventing any logistical problem throughout the transportation chain. The process to obtain this important international recognition was complex and involved various business areas so that the procedures for transporting medicines on Alitalia aircraft are now compliant with international regulations and guidelines established by pharmaceutical companies.

"Italy is the leading manufacturer of drugs in Europe and the CEIV Pharma certification received from the IATA will therefore allow us to better compete in a highly specialized sector such as the transport of pharmaceutical products in aircraft bellies. For Alitalia, this result gives further value to the decision to return to manage directly the commercial activities related to the cargo sector, that allowed us to re-launch the Alitalia Cargo brand and improve the profitability of such an important business in air transport," said Fabio Maria Lazzerini, Chief Business Officer at Alitalia. "This significant recognition issued by the IATA will drive us to make further investments in staff training and improvement of processes to ensure an increasingly efficient and safe transport of pharmaceutical products."
Pharma keeps rocking in Rio

RIOGALEAO Cargo has renewed its IATA CEIV Pharma certification, having been the first been recognised in 2016.

When RIOgaleao was certified in 2016, it was the only airport in the Americas with CEIV, and recertification recognises that standards have been adopted and maintained. The programme requires audits and technical training, and must be repeated every three years with teams passing IATA courses covering the latest trends.

Training addresses topics such as risk management, internal audits, nonconformity analysis, change management, operational controls and SLAs.

Patrick Fehring, director of RIOgaleao Cargo says: “The pursuit of excellence must be a permanent endeavour. The achievement of CEIV Pharma Recertification shows that we are keeping our focus on going the extra mile, always providing the best services to our customers, adopting the best practices in moving products in the pharmaceutical sector.”
17-Nov-2019 6:40 PM

Alitalia receives CEIV Pharma certification

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Dachser Air & Sea Logistics certified for shipments of pharmaceutical products

The branch of Dachser in Atlanta, in the United States of America (USA), announced that it has received certification from IATA (International Air Transport Association), which ensures that the multinational meets the high safety standards for shipping pharmaceuticals.

At the end of 2018, the branches of Frankfurt (Germany), Mumbai and Hyderabad (India) had received the Certificate of Excellence Center for the Validation Independent in Pharmaceutical Logistics (CeiV Pharma), which means that the logistics multinational currently has active permission for the transport and handling shipments of pharmaceutical products on three continents. Integrated in the solution specifically dedicated to the health and life sciences Dachser, this achievement represents "another milestone in multinational expansion", said the company, in a statement, to which the Cargo Magazine had access.

According to Timo Stroh, global head airlift of Dachser, this certification demonstrates that "the company meets the highest standards of quality and service in the shipping process." The official also pointed out that the IATA certification "ensures that the logistics operator complies with the specific requirements of shipments of pharmaceutical products, in relation to the safety and efficiency of air transport services'.

Dachser: Excellence in international standards and guidelines

IATA certification ensures that the Dachser meets the specific requirements and international guidelines for handling and air transport of pharmaceuticals. Note that the certification process involved intensive training of logistics multinational teams, a review of procedures to send products in the health and life sciences with controlled temperature and also an evaluation process fulfilled by two auditors independent external. This certification meets the standards set by the European Union and the World Health Organization, the United States Pharmacopeia and fulfills also the IATA control regulations.

https://revistacargo.pt/dachser-air-sea-logistics-certificada-para-envios-de-produtos-farmaceuticos/
Frankfurt Airport reports fall in freight
13 / 11 / 2019

Freight at Frankfurt Airport fell by 8.0% in October compared with the same month in 2018, to 175,622 tonnes.

Airport operator Fraport said that traffic for the year to date was also down, by 3.4%, to 1.74 million tonnes.

The weak cargo performance contrasted with the passenger business, which was up 1% in October and 2.2% in the first ten months of 2019, compared with 2018.

- IATA: Volume decline continues, but expected to level off
- Air cargo in longest slump since global financial crisis
- Air cargo hits the ground with a bump in August

At other airports in the Fraport Group, Lima saw a 10.5% fall in cargo to 24,532 tonnes, and -5.2% on a year to date basis, to 220,855 tonnes.

Equity-consolidated airport Xi'an in China however saw cargo jump by 21.9% in October, to 35,916 tonnes, and by 21.3% on a year to date basis, to almost 300,000 tonnes.
Changi Airport partners with air cargo community to boost perishable logistics

The airport, together with three other parties will pursue IATA certification.

Changi Airport Group Civil Aviation Authority of Singapore, Enterprise Singapore, and Workforce Singapore, have joined forces to enhance the airport’s cargo handling capabilities through the grant of the certification of International Air Transport Association’s (IATA) Centre of Excellence for Independent Validators for Perishable Logistics (CEIV Fresh).

The four parties will co-fund certification costs to strengthen Changi’s capabilities in the handling of perishable cargo.

Perishable cargo represents about 13% of Changi’s total air exports and imports by volume, where top cargo markets to and from the airport come from Australia, Norway and India.

At the same time, the nine IATA CEIV Pharma certified members of the Pharma@Changi initiative, which was launched in October 2017, have also renewed their commitment for the next two years to jointly pursue the best standards in Changi’s pharmaceutical handling.
RI0galeão Cargo renews IATA’s CEIV Pharma certification

By STAT Times

RI0galeão Cargo has been certificated yet again by IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) for its pharma handling processes.

RI0galeão became the only airport in the Americas to gain the CEIV Pharma from IATA when it first got certified back in 2016. The re-certification reaffirms RI0galeão’s good practices at its pharmaceutical terminal, infrastructure and storage processes. This includes processes that require temperature control apart from continual training of professionals.

IATA CEIV Pharma certification program, which is repeated once every three years, consists of a series of audits and technical training. For the recertification process, RI0galeão Cargo’s teams had to go through various trainings conducted by IATA regarding the latest trends to ensure high quality operations and specialization of the staff.

The training addressed key topics such as risk management, internal audit, non-conformity analysis, change management, operational controls and SLAs. All content has been revised based on Quality Management System requirements, and with full focus on meeting air cargo industry best practices for the storage, acceptance and handling of pharmaceuticals.

“The pursuit of excellence must be a permanent endeavor. The achievement of CEIV Pharma Recertification shows that we are keeping our focus on going the extra mile, always providing the best services to our customers, adopting the best practices in moving products in the pharmaceutical sector,” said Patrick Fehring, Director of RI0galeão Cargo.

IATA Validator Carmen Martínez, responsible for conducting the workshops ‘Temperature Controlled Cargo Operations’ and ‘Audit, Quality and Risk Management for Temperature Control Cargo’ was appreciative of RI0galeão Cargo team’s commitment in the recertification process.

The two workshops together totaled more than 64 hours of training, including theoretical content, group dynamics and technical visits to the temperature-controlled facilities of the terminals.

“It was a pleasure to share eight days of hard and enthusiastic work with the RI0galeão airport staff. The team is committed to excellence and fully aware of the needs of pharmaceutical products and related services. Top management is also involved with the need for continuous improvement, and this course has demonstrated the interest in expanding and improving knowledge and experience sharing at all staff levels, which is extremely important to consistently meet pharmaceutical requirements,” said Carmen Martinez.

https://aircargoworld.com/allposts/rio-de-janeiro-airport-recertified-under-ceiv-pharma/
Rio de Janeiro Airport recertified under CEIV Pharma

Brazil’s RI Ogaleão Airport (GIG) completed its successful recertification under IATA’s CEIV Pharma program. The airport received its initial certification in 2016 and completed staff training to recertify, the airport said in a Monday statement.

An IATA Validator conducted workshops on “Temperature Controlled Cargo Operations” and “Audit, Quality and Risk Management for Temperature Control Cargo” as part of the airport’s recertification. Together, the workshops accounted for more than 64 hours of training.

Pharmaceutical cargo imports account for 17% of cargo terminal handling at GIG, the airport said, making pharma products the second among the top five imports at the airport. GIG receives 20% of total pharma cargo in Brazil by weight.
Dascher’s fab four CEIV pharma certification

Dachser Air & Sea has received IATA CEIV Pharma certification in Atlanta, US, the fourth location to be certified in 10 months.

The certificate in Atlanta follows Frankfurt, Germany in late 2018; and Mumbai and Hyderabad in India in mid-2019 to be certified.

Timo Stroh, head of global airfreight at Dachser says: “Our locations in Germany, India, and the US enable us to serve our customers in the life science and healthcare sectors in the key regions around the world. This certification demonstrates that we fulfil the highest service and quality standards through uniform processes and a compliant network. In turn, our customers benefit from secure, compliant, and efficient air freight services.”

In China, Dachser has moved to a new facility in Nanjing with double the floor space. Dachser has been present in Nanjing for seven years, starting with just sea freight but has also handled airfreight shipments since 2018.

Yves Larquemin, managing director of Far East North says: “The relocation to larger premises shows that Dachser Nanjing, and our other branches in northern China, will drive forward the long-term development on the market with high-quality services for local and multinational companies.”

https://issuu.com/azurainternational/docs/acw_11th_november_19?fr=sZGNmMTE0MjE0
FROM MAGAZINE: Building operational and technical competencies

By: Our Correspondent

Dachser, the “intelligent logistics” company, founded in 1930 by Thomas Dachser in Kempten/Allgäu, Germany, is one of the most successful companies in the world combining the ethical culture of a traditional family-owned enterprise with a passion for entrepreneurial excellence in logistics. Dachser today employs 30,609 people in 399 locations across 44 countries. Dachser generated revenue of 5.57 billion Euros in 2018. That same year, the logistics provider handled a total of 83.7 million shipments weighing 41.28 million tonnes. In Asia, Dachser employs more than 1,817 people in 49 offices. As of 2018, Dachser Asia Pacific had annual sales of 432.6 million Euros. In the same year, the Asia Pacific division handled 378,100 shipments weighing 642,500 tonnes.

Huned Gandhi, Managing Director Air & Sea Logistics Indian Subcontinent, Dachser
Huned Gandhi, Managing Director Air & Sea Logistics Indian Subcontinent, Dachser, speaks to Reji John, on some of the recent developments in the Indian Subcontinent and a few key initiatives in enhancing high yield cargo shipments from this region. Gandhi joined Dachser India in 2014 and his scope of responsibility was extended to the Indian Subcontinent cluster in 2017. Heading Dachser’s extensive country organisations on the Indian Subcontinent, Gandhi has a strong focus on sustainable growth. Edited excerpts:

How significant was the IATA CEIV certification for pharma for your Mumbai and Hyderabad branches, two key pharma export hubs of India?
The Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification is a globally recognised certificate that acknowledges companies who excel in transporting Life Science and Healthcare (LSH) products. It is a hallmark for quality and an industry standard that recognizes the logistics service provider as being able to safely and efficiently handle pharmaceutical shipments through the supply chain to assure product integrity and compliance with national and international guidelines. Obtaining the CEIV Pharma certification is an important milestone for Dachser India, given that only a handful of companies are currently accredited in India. It emphasizes our continued focus for providing highly reliable logistic services to our valued customers in the LSH segment.

Has the IATA CEIV certification for your two branches already seen a rise in pharma export volume that you handle out of these two locations?
Dachser India embarked on IATA CEIV programme to enhance the efficiency and knowledge of our teams so that we can continue to offer high quality services to all our Life Sciences and Healthcare customers. We have been growing steadily on this segment and are confident of achieving strong growth over the years with the high quality we strive to offer.

For Dachser, what are some of the recent initiatives to increase the pharma cargo under temperature-controlled logistics?
The decision on whether to ship the goods by cool chain or under ambient conditions is taken by the shipper themselves in line with their product characteristics, stability level, regulatory requirements, etc. On our part we ensure that shipments are flawlessly delivered as per shipper’s instructions and we also guide them on all available solutions for maintaining the required temperature during the transportation.

According to Dachser, what are some of the biggest challenges in temperature-controlled logistics for pharma products out of India?
Bringing up all the supply chain stakeholders, sub-contractors up to similar exacting standards that Dachser India and our customer’s expect is quite a daunting task, which we are quite well coping that all parties that we work with are striving / working under the framework of GDP/CEIV guidelines.
As a global company in freight forwarding, what are some of the best practices that you bring on board and try to implement within India, which still lack standards that other advanced markets have?

Having a well-defined and living quality management system, investing in personnel training and development, structured approach to laying out standard operating process, documentation, route validation and lane assessment, deviation and exception handling, subcontractor management are some of the areas where we are implementing tried and tested best practices followed by the Dachser network and often they are further fine-tuned in close collaboration with our customers.

Recently, Dachser India was also granted the certification to be an Authorised Economic Operator (AEO), how does it make Dachser different?

Authorised Economic Operator (AEO) programme is regarded as a globally recognised quality mark that shows commitment towards security and efficiency in international supply chains. Compliance is therefore the most important aspect for qualification. Achieving the AEO status after going through the exceptionally stringent review process is an incredible accomplishment, this endorses our continued focus on compliance, supply chain security and our goal to provide highly secure and reliable services to our customers worldwide.

What are some of the things that Dachser did in its operations to achieve this prestigious certification from Central Board of Indirect Taxes and Customs (CBIC)?

Dachser India is well established and known as a reliable, compliant and a trustworthy partner. Our continues efforts to enhance international supply chain security during potentially disruptive times, company’s exceptional level of reliability, digital process management and documentation to provide customers with maximum efficiency in customs clearance have helped us meet all the criteria for the AEO status.

How do you see certifications like the above (IATA CEIV for Pharma and AEO) enhance Dachser’s value proposition to your customers?

With many years’ of experience in handling life science and healthcare products, Dachser India is a cornerstone of Dachser’s corporate air freight strategy. Building on this experience, Dachser India initiated the complex process of applying for the CEIV Pharma certification, which included a detailed and rigorous auditing process to ensure all facilities, equipment, operations and staff are compliant with industry requirements. The standards apply to handling, training, deviation management and efficiency of processes, ensuring the highest service and quality standards.

By way of CEIV certification at our Mumbai and Hyderabad branches, Dachser India has made a big step forward to further enhance its operational and technical competencies in serving our LSH customers. For logistics providers, AEO ensures, privileges include reduced examination and inspection, which translates into a faster transit of goods without case by case permission. In all, the certification serves to enhance competitiveness through swift custom clearance and simplified international trade.

This interview was originally published in Indian Transport & Logistics News’ November - December 2019 issue.

https://www.itln.in/building-operational-and-technical-competencies-logistics
dnata awarded IATA CEIV pharma certification at DWC

By STAT Times

Nov 7, 2019: dnata, cargo handler, has obtained IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification at Dubai World Central (DWC).

The company’s Dubai International (DXB) facility has already been certified by IATA for CEIV Pharma.

The pharma handling processes have been certified at both DXB and DWC demonstrating ‘the company’s ability to move pharmaceutical products under the strictest standards across its operations in the UAE’.

The DXB and DWC facilities are equipped with the latest technologies, according to dnata.

The cold storage areas in the cargo centres are modular, enabling teams to manage changing handling demands with dedicated climate control capability. Web-based monitoring systems are also in place to facilitate real-time management of all areas, added the company.

Furthermore, to ensure seamless delivery of temperature-sensitive goods from the warehouse to the aircraft, dnata launched ‘cool dollies’ in its operations.

In recent years dnata has significantly invested in infrastructure and equipment to enhance its pharma handling capabilities.

The company’s facilities at both DXB and DWC were designed with flexibility and unique product handling requirements in mind, taking advantage of the latest technologies.

Bernd Struck, senior vice president, UAE Cargo & DWC Airline Services, dnata said: “Air cargo has been playing an increasing role in the transportation of temperature-sensitive cargo, including pharmaceutical products. We constantly enhance our operations to meet the growing demand, and invest in cutting-edge technologies to provide the highest possible value to our customers.”

Glyn Hughes, Global head Cargo, IATA said: “Improving industry logistics networks to achieve supply chain excellence increasingly requires transparency and cooperation amongst all supply chain partners to provide the high quality services customers demand to ultimately safeguard patient safety.”

In the FY 2018-19, dnata handled 3,130 tonnes of pharmaceutical products at the two Dubai airports.
Avison Young closes $7.8M sale of Central Business Park

South Florida team sells $100+ million worth of industrial properties in October 2019 alone, as investor interest for stabilized assets in the sector ramps up

Margate, Fla. — Avison Young’s Florida Capital Markets Group negotiated the $7.8 million sale of Central Business Park, a two-building, multi-tenant industrial portfolio totaling 59,687 square feet of fully-leased space at 1690 and 1700 Banks Road in Margate, Florida. Avison Young represented the sellers, Steven Chess, LLC, and Robert Chess, LLC. The buyer was Center Business Park, LLC.

“We secured a local private investor looking to capitalize on Central Business Park’s stable cash flow at full occupancy,” said David Duckworth, Principal with Avison Young. “At a strong per-square-foot price of $131, the sale represents the trend of investors continuing to eye stabilized industrial assets in South Florida.”

In addition to Duckworth, Avison Young Principals John K. Crotty, CCIM; Michael T. Fay, who is also Managing Director of the firm’s Miami operations; Tom Viscount; Senior Associate Brian de la Fé; Associate Berkley Bloodworth; and Associate Emily Brais led the marketing and sale. In the month of October 2019 alone, the South Florida team closed over $100 million worth of industrial sale transactions.

“Margate is within Coral Springs submarket which is experiencing decreasing industrial vacancy and rising rental rates in line with trends seen throughout Broward County,” said Viscount. “Demand for space across South Florida has fueled unprecedented investment activity, solidifying industrial as one of the region’s hottest asset types.”

Situated a block southwest of the corner of Copans Road and US-441, Central Business Park provides great access to Florida’s Turnpike, Interstate 95, and Sawgrass Expressway. The portfolio features diverse, synergistic tenants including Jacobs Telecommunications, a multi-national corporation with over $15 billion in revenue. In addition, the asset boasts a well-distributed lease expiration schedule and upside potential to increase current rents 3% per year.

dnata gains IATA's CEIV Pharma certification at Dubai World Central (DWC)

The accreditation complements dnata's existing CEIV Pharma certification at Dubai International (DXB), demonstrating the company's ability to move pharmaceutical products under the strictest standards across its operations in the UAE.

Press Release

Dubai: dnata, one of the world's largest air services providers, has been certified by IATA's Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) for its pharma handling processes at its state-of-the-art cargo facility at Dubai World Central (DWC). The accreditation complements dnata's existing CEIV Pharma certification at Dubai International (DXB), demonstrating the company's ability to move pharmaceutical products under the strictest standards across its operations in the UAE.

In recent years dnata has significantly invested in infrastructure and equipment to enhance its pharma handling capabilities. The company's facilities at both DXB and DWC were designed with flexibility and unique product handling requirements in mind, taking advantage of the latest technologies. The cold storage areas in the cargo centres are modular, enabling teams to manage changing handling demands with dedicated climate control capability. Web-based monitoring systems are also in place to facilitate real-time management of all areas.

To ensure seamless delivery of temperature-sensitive goods from the warehouse to the aircraft, dnata launched 'cool dollies' in its operations. These high-tech containers were specially designed to serve the pharmaceutical industry with a closed temperature-controlled system.

dnata gains IATA’s CEIV Pharma certification at DWC

By: AJOT | Nov 06 2019 at 07:44 AM | Logistics

Dubai - dnata, one of the world’s largest air services providers, has been certified by IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) for its pharma handling processes at its state-of-the-art cargo facility at Dubai World Central (DWC). The accreditation complements dnata’s existing CEIV Pharma certification at Dubai International (DXB), demonstrating the company’s ability to move pharmaceutical products under the strictest standards across its operations in the UAE.

In recent years dnata has significantly invested in infrastructure and equipment to enhance its pharma handling capabilities. The company’s facilities at both DXB and DWC were designed with flexibility and unique product handling requirements in mind, taking advantage of the latest technologies. The cold storage areas in the cargo centres are modular, enabling teams to manage changing handling demands with dedicated climate control capability. Web-based monitoring systems are also in place to facilitate real-time management of all areas.

To ensure seamless delivery of temperature-sensitive goods from the warehouse to the aircraft, dnata launched ‘cool dollies’ in its operations. These high-tech containers were specially designed to serve the pharmaceutical industry with a closed temperature-controlled system.

In the financial year 2018-19 dnata handled 3,130 tons of pharmaceutical products at the two Dubai airports.

Bernd Struck, Senior Vice President, UAE Cargo & DWC Airline Services, dnata, said: “Air cargo has been playing an increasing role in the transportation of temperature-sensitive cargo, including pharmaceutical products. We constantly enhance our operations to meet the growing demand, and invest in cutting-edge technologies to provide the highest possible value to our customers. The achievement of the prestigious CEIV certification at our DWC cargo hub demonstrates the quality and reliability of our services.”

Glyn Hughes, Global Head Cargo, IATA, said: “Improving industry logistics networks to achieve supply chain excellence increasingly requires transparency and cooperation amongst all supply chain partners to provide the high quality services customers demand to ultimately safeguard patient safety. We are delighted to recognize dnata’s cargo facility at Dubai World Central (DWC) as an additional CEIV Pharma certified entity, raising the bar in the industry with a commitment to quality and continuous improvements. I congratulate dnata on this achievement.”

The CEIV Pharma program was created by IATA to provide a globally consistent and recognized pharmaceutical product handling certification that focuses on airfreight and temporary storage. The stringent standards set by CEIV Pharma and the rigorous assessments conducted either meet or exceed many of the current worldwide regulations.

dnata’s global commitment to providing best-in-class pharma handling services is underlined by the CEIV Pharma certification of its Amsterdam, Dallas, Dubai, Singapore and Toronto cargo centres, as well the GDP certification of its Amsterdam, London, Manchester, Singapore, and Zurich facilities.

A global air services provider and the trusted partner of over 300 airline customers, dnata offers ground handling, cargo and catering services at 127 airports in 19 countries.

Palo Alto Networks helps Kerry Logistics with mission-critical supply chain protection

Global logistics provider adopts zero trust to manage security and address network vulnerabilities

Hong Kong - Palo Alto Networks, the global cybersecurity leader, announced it is working with Kerry Logistics Network Limited (‘Kerry Logistics’) to strengthen security across its supply chains in the Asia-Pacific region.

Protecting the network is mission-critical for Kerry Logistics. There are more than 32,000 Kerry Logistics’ employees connected to the network, with the number of devices from scanners to tablets to wearable technology – projected to triple. In addition, the company needs to provide real-time delivery status for customers.

With a strong security posture, Kerry Logistics can detect and prevent cyberthreats faster and manage its security more efficiently. A more disciplined approach to security rules also allows Kerry Logistics to meet regulatory requirements, including ISO 27001 certification. The utilization of Palo Alto Networks Next-Generation Firewalls in both virtual and on-premises environments additionally helps to support Kerry Logistics’ cloud-first strategy.

With the strongest network in Asia, Kerry Logistics has been expanding its presence around the globe. Palo Alto Networks offers Kerry Logistics consistent management capabilities through a single console for deploying its security across all environments, which benefits the company’s IT administrators as they move workloads from on-premises to the public cloud.

“Palo Alto Networks allows our IT administrators to adapt to a diverse range of scenarios with ease and speed. In a dynamic industry such as logistics, time-saving is everything. Security threats are increasingly sophisticated, using methods we have never seen before. Palo Alto Networks ensures we enjoy effective protection from these attacks and offers additional opportunities to strengthen our security perimeter. In logistics, time is the market, and we can now adopt a Zero Trust approach to security.” - Edward Tsang, deputy general manager of Information Technology Services, Kerry Logistics

After selecting and deploying Palo Alto Networks PA-5000 Series Next-Generation Firewalls, Kerry Logistics is in the process of adding Panorama™ network security management, simplifying management tasks while delivering comprehensive controls and deep visibility into network-wide traffic and security threats.

Airlines and Airports spend a record $50 billion on improving the passenger experience

Posted 6 November 2019 · Add Comment

Airlines and airports spent a record US$50 billion in 2018 on IT to support improvements to the passenger journey and are now beginning to enjoy the benefit of that investment.

Figures published by SITA for the first time show that this investment has resulted in a significant improvement in both the satisfaction levels for passengers and average processing time.

The SITA 2019 Air Transport IT Insights, show that 60% of airline CIOs recorded up to a 20% year-on-year improvement in passenger satisfaction. During the same period, 45% of them recorded up to 20% improvement in the rate of passengers processed. These strong returns on investment in technology were also seen at airports where 63% of CIOs reported a year-on-year improvement of up to 20% in passenger satisfaction levels while 44% recorded quicker passenger processing times. Both airlines and airports also recorded an improvement in their business performance.

Matthys Serfontein, SITA President, Air Travel Solutions, said: “The good news is that the growing investment in automating the passenger journey means the industry is providing a faster, more pleasant airport experience. This is a real success story for automating the passenger journey, particularly at a time when we expect passenger numbers to double over the next 20 years, with physical airport infrastructure struggling to keep pace. Technology is key to alleviating the industry’s capacity crunch and avoiding negative impacts on passengers.”

This year’s report shows that the industry continues to increase its IT spend, reaching $50bn in 2018. This was driven in part by a sharp increase in airline IT spend after several years of virtually flat growth. Total IT spend for airlines as a percentage of revenue rose to 4.84% while airport IT spend grew to 6.06% of revenue in 2018. Projections for 2019 show investments will continue to grow

Serfontein said: “The increase in airline spend over the past year was driven by the larger airlines which continue to invest to speed up the pace of digital transformation. Investments in business intelligence and cloud services have emerged as priorities.”

From an operational point of view, airlines and airports are increasingly investing in intelligence to provide real-time and historic views of their operations, allowing them to proactively manage everything from baggage and passenger flows, to aircraft turnaround and the allocation of key assets, such as parking stands and gates.

Serfontein said: “Overall, we can see that the industry is focused on improvements to its operations to make it more efficient and facilitate better collaboration with partners and other stakeholders in what is a highly integrated industry. This in turn is having a profoundly positive impact on the service they are able to provide to passengers.”

In the financial year 2018-19 dnata handled 3,130 tons of pharmaceutical products at the two Dubai airports.

Bernd Struck, senior vice president, UAE Cargo & DWC Airline Services, dnata, said: “Air cargo has been playing an increasing role in the transportation of temperature-sensitive cargo, including pharmaceutical products. We constantly enhance our operations to meet the growing demand, and invest in cutting-edge technologies to provide the highest possible value to our customers. The achievement of the prestigious CEIV certification at our DWC cargo hub demonstrates the quality and reliability of our services.”

Glyn Hughes, global head cargo, IATA, said: “Improving industry logistics networks to achieve supply chain excellence increasingly requires transparency and cooperation amongst all supply chain partners to provide the high quality services customers demand to ultimately safeguard patient safety. We are delighted to recognize dnata’s cargo facility at Dubai World Central (DWC) as an additional CEIV Pharma certified entity, raising the bar in the industry with a commitment to quality and continuous improvements. I congratulate dnata on this achievement.”

Dnata gains CEIV certification at DWC

06 / 11 / 2019
By Damian Brett

Cargo handler dnata has been certified by IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) for its pharma handling processes at Dubai World Central (DWC).

The accreditation complements dnata’s existing CEIV Pharma certification at Dubai International (DXB), demonstrating “the company’s ability to move pharmaceutical products under the strictest standards across its operations in the UAE”.

In the financial year 2018-19, dnata handled 3,130 tons of pharmaceutical products at the two Dubai airports.

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Dnata is also CEIV Pharma certified in Amsterdam, Dallas, Singapore and Toronto, as well the GDP certification at Amsterdam, London, Manchester, Singapore, and Zurich facilities.

https://www.aircargonews.net/region/middle-east/dnata-gains-ceiv-certification-at-dwc/
Dnata gains IATA’s CEIV Pharma certification at DWC

Dnata has been certified by IATA's Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) for its pharma handling processes at its state-of-the-art cargo facility at Dubai World Central (DWC).

The accreditation complements Dnata’s existing CEIV Pharma certification at Dubai International (DXB), demonstrating the company’s ability to move pharmaceutical products under the strictest standards across its operations in the UAE.

In recent years Dnata has significantly invested in infrastructure and equipment to enhance its pharma handling capabilities. The company’s facilities at both DXB and DWC were designed with flexibility and unique product handling requirements in mind, taking advantage of the latest technologies. The cold storage areas in the cargo centres are modular, enabling teams to manage changing handling demands with dedicated climate control capability. Web-based monitoring systems are also in place to facilitate real-time management of all areas.

To ensure delivery of temperature-sensitive goods from the warehouse to the aircraft, Dnata launched ‘cool dollies’ in its operations. These high-tech containers were specially designed to serve the pharmaceutical industry with a closed temperature-controlled system.

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dnata has received the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification from the International Air Transport Association (IATA) for its pharma-handling processes at its Dubai World Central (DWC) facility. The UAE-based company's facility at Dubai International (DXB) is already CEIV Pharma-certified.

According to dnata, it has significantly invested over the past few years in infrastructure and equipment to enhance its pharma capabilities. The cold storage areas in the cargo facilities are modular and enable teams to manage changing handling demands with dedicated climate control capability. Web-based monitoring systems allow for real-time management of all areas. dnata also began using cool dollies to ensure seamless delivery of temperature-sensitive goods from the warehouse to the aircraft.

"Air cargo has been playing an increasing role in the transportation of temperature-sensitive cargo, including pharmaceutical products," said Bernd Struck, senior vice president of UAE cargo and DWC airline services at dnata. "We constantly enhance our operations to meet the growing demand, and invest in cutting-edge technologies to provide the highest possible value to our customers."

IATA's CEIV Pharma certification sets a common standard for the handling of pharmaceutical products, with the aim of improving the overall supply chain for these temperature-sensitive shipments. "Improving industry logistics networks to achieve supply chain excellence increasingly requires transparency and cooperation amongst all supply chain partners to provide the high-quality services customers demand to ultimately safeguard patient safety," said Glyn Hughes, global head of cargo at IATA.

Across the two Dubai airports, dnata handled 3,130 tonnes of pharmaceutical products in the financial year 2018-19. Outside of the UAE, dnata has achieved the CEIV Pharma certification in Amsterdam (AMS), Dallas (DFW), Singapore (SIN) and Toronto (YYZ), as well as the Good Distribution Practice (GDP) certification in Amsterdam (AMS), London (LHR), Manchester (MAN), Singapore (SIN) and Zurich (ZRH).
Atlanta becomes 4th DACHSER branch to be IATA CEIV Pharma certified

By STAT Times

Nov 5, 2019: Atlanta has become the fourth DACHSER branch to receive the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification from International Air Transport Association (IATA).

The Atlanta validation follows that of Frankfurt in late 2018, and Mumbai and Hyderabad this year, thus expanding the company's network services for its customers in the life science and healthcare sector.

"Our locations in Germany, India, and the US enable us to serve our customers in the life science and healthcare sectors in the key regions around the world. This certification demonstrates that we fulfill the highest service and quality standards through uniform processes and a compliant network. In turn, our customers benefit from secure, compliant, and efficient air freight services," said Timo Stroh, head of global air freight at DACHSER.

The CEIV Pharma certification is an industry standard that fulfills the specific requirements of shippers of pharmaceutical products with regard to secure, compliant, and efficient air-freight services. CEIV Pharma certification attests that the company's handling of pharmaceutical products meets and even exceeds international global standards and guidelines.
China Airlines Cargo to begin Mumbai freighter service from Nov 16

By STAT Times

Nov 1, 2019: After 20 years of operating in the Delhi market, China Airlines Cargo, the cargo division of China Airlines Limited of Taiwan is set to launch a freighter service from Mumbai. Group Concorde, which has been the airline’s general cargo sales agent in India for the last 20 years, will also look after the sales in Mumbai.

The airline will operate four flights a week, two per week coming from Taipei to Mumbai and going forward to Amsterdam, and two per week coming from Amsterdam and going to Taipei.

The operations will focus on active and passive pharma. In April this year, the GVK-led Mumbai International Airport Limited (MIAL) became the first airport in India and third in Asia to achieve IATA CEIV certification. The Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certificate is an industry recognition, supporting the air transport industry to comply with pharmaceutical manufacturers’ requirements.

For pharmaceuticals, China Airlines Cargo offers services for products requiring the strictest temperature control, products that need to be kept in a certain range of temperature, and products that need to be stored in temperature-controlled facilities or room temperature.

The first flight is scheduled to operate on November 16 (subject to all government approvals) westbound, and November 17 eastbound.

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Pukhraj Singh Chug, chairman, Group Concorde said, “China Airlines Cargo is a premium carrier and well-known brand in Delhi. It’s time we showcase its strength to customers in Mumbai. It is a service-oriented carrier and have always satisfied its customers. We are positive that the Mumbai market will be elated to have the services of CI to enhance the customer experience.”

https://www.stattimes.com/china-airlines-cargo-to-begin-mumbai-freighter-service-from-nov-16-air-cargo
Dachser Air & Sea Logistics is now certified for handling pharmaceutical shipments on three continents

Following Frankfurt, Mumbai, and Hyderabad, Atlanta is now Dachser’s fourth location to receive certification in ten months, further expanding the company’s network services for its customers in the life science and healthcare sector.

Certification of the Atlanta branch in the US marks a further milestone in Dachser’s expansion of its global network for its Life Science & Healthcare Business Field Solution. In late 2018, Dachser obtained the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification from IATA for its Frankfurt airport branch, followed by its Indian branches in Mumbai and Hyderabad in mid-2019. “Our locations in Germany, India, and the US enable us to serve our customers in the life science and healthcare sectors in the key regions around the world,” says Timo Stroh, Head of Global Air Freight at Dachser. “This certification demonstrates that we fulfill the highest service and quality standards through uniform processes and a compliant network. In turn, our customers benefit from secure, compliant, and efficient air freight services.”

Dachser meets and exceeds international standards and guidelines

As an industry standard, the IATA certification fulfills the specific requirements of shippers of pharmaceutical products with regard to secure, compliant, and efficient air-freight services. CEIV Pharma certification attests that the company’s handling of pharmaceutical products meets and even exceeds international global standards and guidelines. These include the European Union and World Health Organization Good Distribution Practices (GDP), United States Pharmacopeia standards, and IATA temperature control regulations. The certification process entailed internal and external training, a review of procedures for handling temperature-controlled life science and healthcare shipments, and an extensive assessment of these complex processes by two separate independent auditors.
KEMPTEN, Germany, Nov. 1, 2019 /PRNewswire/ -- Following Frankfurt, Mumbai, and Hyderabad, Atlanta is now Dachser's fourth location to receive certification in ten months, further expanding the company's network services for its customers in the life science and healthcare sector.

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About Dachser:

A family-owned company headquartered in Kempten, Germany, Dachser offers transport logistics, warehousing, and customer-specific services in two business fields: Dachser Air & Sea Logistics and Dachser Road Logistics. The latter consists of two business lines: Dachser European Logistics and Dachser Food Logistics. Comprehensive contract logistics services and industry-specific solutions round out the company’s range. A seamless shipping network -- both in Europe and overseas -- and fully integrated IT systems ensure intelligent logistics solutions worldwide.

Thanks to some 30,600 employees at 399 locations all over the globe, Dachser generated consolidated net revenue of approximately EUR 5.6 billion in 2018. That same year, the logistics provider handled a total of 83.7 million shipments weighing 41.3 million metric tons. Country organizations represent Dachser in 44 countries.

In Asia, Dachser employs more than 1,817 people in 49 locations in 11 countries. The Regional Head Office Asia Pacific is located in Hong Kong. For more information, please visit www.dachser.hk.
Delta Cargo Partners with Roadie to Offer Door-to-Door Parcel Delivery Nationwide

October 31, 2019 | SupplyChainBrain

Delta Cargo recently announced a partnership with Roadie, an Atlanta-based same-day delivery service, to launch DASH Door-to-Door. The 24/7 pick-up and delivery service, from your business or home, is now available from Atlanta to over 55 cities in the United States. The companies plan to expand the service to dozens more cities before the end of the year. DASH Door-to-Door pairs TSA-approved drivers with air cargo to create cross-country door-to-door service.

“The launch of DASH Door-to-Door is a game changer for Delta Cargo, as anyone who needs to get a small parcel somewhere urgently can now have a same-day delivery, door-to-door service in the U.S., without having to travel to the airport,” said Matt Weisenburg, Director of Cargo Strategy and Alliances at Delta. “We have been working with Roadie since 2015 on the passenger side of the business and have seen great customer satisfaction with the transparency and quality of the service. So, we wanted to continue this momentum and bring this innovative product offering to our cargo customers.”

DASH Door-to-Door was created for time-critical shipments in industries including medical, manufacturing, automotive, industrial parts and more. When booking DASH Door-to-Door, customers can get a dynamic price quote, with a single booking for flights with pick-up/delivery, as well as end-to-end tracking and real-time status updates to provide customers with full peace of mind throughout the parcel journey.

“Customers want what they want when they want it,” said Marc Gorlin, Founder & CEO of Roadie. “This partnership means we can deliver - whether it’s across town or across the country. Roadie was first to market with an ‘on-the-way’ delivery service utilizing excess capacity in passenger vehicles already on the road. Expanding our model into the belly of a 737 is just the latest step in realizing our vision to make same-day delivery faster, more efficient and more sustainable.”

About Delta Cargo

Delta Cargo offers access to an industry-leading global network, reaching more than 310 destinations in 54 countries on six continents and carrying more than 2.2 billion cargo ton-miles each year. Whether it’s life-saving pharmaceuticals, organs for transplant, fresh flowers, asparagus or bulk shipments, Delta Cargo offers reliable shipping services with GPS, real-time tracking and same-day delivery options. With its 24/7 Cargo Control Center

Swissport opened its Pharma Center at Brussels Airport on Wednesday 23 October, in a ceremony attended by industry and government representatives, and members of the press.

The facility, which was a car park at the start of the year, offers 3,620 sq m of temperature-controlled warehouse space. Once completed, the cargo complex will offer 25,000 sq m of warehouse space.

Speaking at the opening ceremony, Swissport’s executive vice president Europe, Middle East and Africa, Lukas Wirth told the delegates: “It is right to say this is a great day for Swissport and Brussels Airport. We have no lesser ambition than to redefine the handling of pharmaceuticals. I have to thank Belgium’s deputy Prime Minister (who was in attendance) for creating an economic environment to invest in the marketplace. I also have to thank Brussels Airport Company with whom we have a long-standing, trusted and reliable relationship.”

The pharma centre has two areas for handling pharmaceuticals, with 2,650 sq m for shipments requiring temperatures between 15-25°C and another 1,000 sq m for 2-8°C. There are eight dedicated truck docks, and other features include automated material handling systems, elevator decks and forklifts and pallet movers.

He adds: “This is the single largest investment globally and we strongly believe pharma will continue to grow. Brussels is a very important place for pharma handling which is why we have signed a 20-year lease with the airport.”

The rest of the facility will be refurbished in stages until mid-2021, with a four-storey office building becoming operational at the end of next year.

The Deputy Prime Minister of Belgium, Alexander De Croo was in attendance, and explained the importance of pharmaceuticals for the country. He says the best resources Belgians have are their brains.

He says: “In an international environment we are very open and attract the brightest minds in the world. We must keep this advantage as a small but open economy.”

Belgium is the second largest producer of pharmaceuticals after Germany, worth €40 billion a year, representing 10% of total exports.

Brussels’ cargo community is helping out, with De Croo commenting: “Brussels was the first CEE airport and is in a very attractive position. The Ebola crisis a few years ago showed the role played to develop and transport vaccines. It is no accident that Belgium is the biggest supplier of vaccines to the United Nations.”

The deputy PM admitted that aviation is a controversial topic, saying: “The political environment has not always been easy for the airport. I know it is delicate but we need to find stability and highlight the economic benefits. There needs to be a balance though economic growth cannot be to the detriment of social well-being.”

https://issuu.com/azurainternational/docs/acw_28th_october_19?fr=sNTYyOTE0MjE0
Turkish Cargo adds flights to Kuala Lumpur and Ahmedabad
24 / 10 / 2019
By Rachelle Harry

Turkish Cargo has increased its cargo flight network with the addition of flights to Kuala Lumpur, Malaysia, and Ahmedabad, India.

Thanks to the Kuala Lumpur flights, Turkish Cargo will be able to move Malaysia’s main exports, such as electronic products, medical products, and spare parts, to various countries, such as the Netherlands, Germany and US through its Istanbul hub.

The airline plans to use Boeing 777F aircraft on the ISL–KUL–SGN (Ho Chi Minh/Vietnam) route. Turkish cargo, will also operate Airbus 330F aircraft to Ahmedabad on the DOH–AMD–ISL and BAH–AMD–ISL routes. The airline, which has received IATA CEIV Pharma certification, plans to become “an important air cargo brand for Ahmedabad”, which has a large pharmaceutical market.

Turkish Cargo’s flight network covers more than 300 destinations in 126 countries.

Yusen Logistics gears up to obtain CEIV pharma certification at Narita Airport

By STAT Times

Oct 16, 2019: Yusen Logistics is gearing up to acquire CEIV Pharma certification, in a joint approach with the community formed by Narita International Airport Corporation in Japan.

The establishment of the community, combined with joint CEIV Pharma certification, will enable it to provide even safer, high-quality pharmaceutical transportation.

IATA’s CEIV pharma certification helps the industry to improve the transport and handling of pharmaceutical products.

The Japanese logistics firm highlighted in the official release that it is strengthening its logistics services for medical and pharmaceutical products around the world.

In November 2016, Yusen Logistics (Benelux) BV utilized Pharma Gateway Amsterdam—a community centered on Amsterdam Airport Schiphol—to become the first Japanese logistics company to acquire CEIV Pharma certification.

Yusen Logistics became the first Japanese air freight forwarder at Kansai International Airport to acquired IATA-CEIV Pharma certification in September 2018.

CEIV re-certification as easy as ABC

AirBridgeCargo Airlines has successfully gained its IATA CEIV Pharma re-certification following two-day audit procedures for compliance with IATA’s Center of Excellence for Validators in Pharmaceutical Logistics (CEIV Pharma) certification program.

The audit, which was carried out by IATA’s representing company, was held at Moscow Sheremetyevo International Airport which serves as a cargo hub for ABC operations and also covered all internal process concerning transportation of pharmaceutical products.

Fedor Novikov, deputy general director, special products said: “Three years ago we became the first airline in Russia to get IATA CEIV Pharma certification, which served as a trigger for further dynamic development of our dedicated ‘abc pharma’ product.

“We managed a more than 20% uptick in pharma shipments for the first eight months of 2019 and leveraged around 22,500 tonnes of pharma products.”
Ban air miles to combat climate crisis, recommends UK research

Jack Guy, CNN • Updated 15th October 2019
(CNN) — Air miles programs should be banned and a levy on frequent flyers implemented in order to reduce carbon emissions from aviation, according to new research.

The measure is one of a number of recommendations from Richard Carmichael at Imperial College London, who published a report Thursday on how the UK can meet its target of net-zero carbon emissions by 2050.

Carmichael carried out his report for the Committee on Climate Change (CCC), an independent body that advises the UK government, which has previously said the country needed to become carbon-neutral by 2050 in order to fulfill its obligations under the Paris Agreement on climate change.

The UK later became the first major economy to legally commit to the target. This report does not represent CCC's recommendations.

"Flying is a uniquely high-impact activity and is the quickest and cheapest way for a consumer to increase their carbon footprint," the report says.

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Related content
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Airlines have a climate problem, Now one company is promising carbon-neutral flying by 2030

Air miles programs encourage people to take extra flights to keep up their "privileged traveler status" and should be banned, according to the report.

So-called "mileage runs" are a common way for travelers to top up their points in order to maintain access to perks such as priority boarding.

An air miles levy would be based on the number of miles flown by each passenger, penalizing those who fly the most while leaving the majority of people unaffected.

Research shows that 15% of the UK population take 70% of flights, and these travelers -- who tend to be wealthier and less price-sensitive -- would shoulder most of the burden. By way of comparison, 50% of Britons don’t fly at all in any one year.

The levy would also encourage short-haul flights rather than more damaging long-haul flights, shift demand from planes to trains, and raise money that could be used to fund research into low-carbon aviation technology, the report said.

"Given the scope for frequent flyers to have carbon footprints many times that of the average UK household, a lack of policy in this area is likely to be increasingly seen as inconsistent and unjust and risks damaging public engagement with climate action," the report reads.

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Shipping is one of the dirtiest industries. Now it's trying to clean up its act

While the report pushes for government policies to tackle emissions, private initiatives have already sprung up.

Last week, International Airlines Group (IAG) -- which includes British Airways, Aer Lingus and Iberia -- promised to remove or offset all carbon emissions from its fleet of more than 570 aircraft by 2050.

IAG said it would replace older aircraft, invest in sustainable jet fuel and develop technology that removes CO2 from the atmosphere.

And some employers have signed up to a program that grants extra paid leave for staff who travel by train rather than plane.

Climate Perks is an organization that works to encourage people to cut their carbon footprint by traveling by train without sacrificing their vacation time.

This story has been updated to clarify the authorship of the report. It was researched and published by Richard Carmichael at Imperial College London for the Committee on Climate Change.
IATA inicia programa para alcanzar estándares en el proceso de transporte y carga en Bolivia

Con la llegada a nuestro país del Director Senior de Consultoría en IATA, Jefe del Programa CEIV Pharma y Responsable de las Validaciones de los Programas CEIV Live Animals y CEIV Fresh, Ronald Schaefer, se realizó una disertación relativa al tema de **Certificación de Aeropuertos para el manejo de fármacos – CEIV Pharma**, con el fin de elevar los estándares, mejorar la implementación y alinear a las empresas involucradas en el transporte de mercancía de origen a destino.

Según se pudo conocer, el Programa CEIV Pharma buscará, a partir de este encuentro, sensibilizar sobre la responsabilidad que todos quienes son parte de la cadena de transporte de los medicamentos, capacitar en el manejo de procedimientos y llegar a los estándares requeridos que evitarán cambios bruscos de temperatura que afecten a la calidad del medicamento o vacunas y estas no lleguen en condiciones adecuadas a su destino. El programa se inició hace más de 5 años en Europa, siguió en Asia y es el turno de América. En el mundo ya se tienen 261 empresas certificadas que ya están aplicando este proceso. En Latinoamérica ya existen algunas experiencias de este tipo, lamentablemente aún en Bolivia no existe ninguna empresa certificada, ya que esta charla es el inicio de este proceso que puede tardar entre 6 a 18 meses para involucrarse en el proceso de estandarización, previo a su certificación. También existen otros 2 programas al respecto que son con animales vivos y productos percederos, que en su momento también se buscará implementar esos estándares.
More pharma supply chain players opt for CEIV to increase traffic

IATA's Centre of Excellence for Independent Validators (CEIV) programme continues to be a popular way of manifesting a company's commitment to pharmaceutical transport.

The list of companies and tradelanes gaining certification, or renewing it, grows ever longer, keeping air freight it hopes, a step ahead of an ever-hungry and reliable sea freight offering.

AirBridgeCargo said today it had re-certified its operations at its Moscow Sheremetyevo hub, and claimed CEIV had brought in more pharma traffic.

"Three years ago we became the first airline in Russia to get IATA CEIV Pharma certification, which served as a trigger for further dynamic development of our dedicated 'abc pharma' product," said Fedor Novikov, deputy general director, special products.

"Not only have we managed to achieve a more than 20% uptick of pharma shipments for the first eight months of 2019, and leveraged around 22,500 tonnes of pharmaceutical products, but we have significantly improved our service quality by following the path of digitalisation to achieve higher pharmaceutical handling excellence."

Last month Turkish also renewed its certification, while Menzies revealed it was about to receive it in its Amsterdam station, before moving on to Australia.

When CEIV was first launched, much of the industry was sceptical, asking if it was simply a marketing tool or a revenue stream for IATA. While both of those are true, it is also seen as a benefit to companies in terms of both training and resulting abilities.

And customers like it. At a conference this year, head of pharma at Kuehne + Nagel David Cunniffe said that when K+N selected transport providers it looked to certification from industry bodies to ensure standardised practices.

"For instance, it is about selecting airlines that can handle pharmaceuticals, so we look for those that have received IATA's CEIV certification," he said. "The shipments we are typically transporting by air are valued at anywhere between $3m and $10m, so we cannot afford any deviation in temperatures."

There are, of course, other validations of pharma abilities, such as GDP. And there will always be suspicions of an expensive programme, run by IATA, which may not have the trust of the industry. (Those suspicions are not, perhaps, helped by a rather odd section on IATAs website suggesting "read some of our endorsement letters", which turn out to be worded the same - because you can also download a pre-written, IATA-promoting letter to send to the association.)

However, it cannot be denied that the programme has been successful, both for IATA and those that certify.

https://theloadstar.com/coolstar/more-pharma-supply-chain-players-opt-for-ceiv-to-increase-traffic/
AirBridgeCargo Airlines, which became the first airline in Russia to achieve IATA CEIV Pharma three years ago, has been re-certified after an audit at its hub at Moscow Sheremetyevo International Airport.

Fedor Novikov, deputy general director, special products, said: “IATA CEIV Pharma certification served as a trigger for further dynamic development of our dedicated ‘abc pharma’ product.” The airline has seen a 20% increase in its pharma shipments in the first eight months of 2019.

“We have significantly improved our service quality through continuous personnel training, collaboration with like-minded certified partners, and by following the path of digitalisation to achieve higher pharmaceutical handling excellence,” he added.

For the last five years, ABC has built its abc pharma network, with 18 QEP and 6 IATA CEIV certified stations. Apart from reliable partners, the company counts on up-to-date cold-chain special packaging solutions to maintain the required temperature for pharmaceutical products and is cooperating with the leading manufacturers of temperature-controlled containers.

Additional monitoring is guaranteed by data loggers, TPED devices, and data-collection equipment embedded in sophisticated containers.

https://aircargoworld.com/allposts/airbridgecargo-recertified-for-ceiv-pharma/
AirBridgeCargo recertified for CEIV Pharma

Volga-Dnepr Group subsidiary carrier AirBridgeCargo Airlines was recertified under the International Air Transport Association’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma). The two-day audit took place at ABC’s cargo hub at Moscow Sheremetyevo Airport (SVO) and covered all internal processes of ABC’s pharma handling. AirBridgeCargo was the first Russian airline certified [...]
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Airfreight against the clock

Air Cargo Week was the only media outlet at the recent one-day event in Amsterdam hosted by NAX time critical, part of the Neutral Air Partners (NAP) network.
What determines whether a consignment is ‘time critical’ cargo is not the nature of the cargo but whether the shipper needs delivery made by a certain time or the consignment is a write-off. In this respect, anything can be ‘time critical’ if its arrival is the most important aspect of the delivery.

However, there are certain products and categories of consignment that tend to fall into the time critical or time determined market. These can be automotive manufacturing, pharma, humanitarian aid, fashion, media and other things that have to be at a certain place at a certain time or else.

Experts in the field of time critical shipments gathered in Amsterdam last week for a one-day meeting and workshop hosted at W hotel by NAX time critical, part of the Neutral Air Partners (NAP) network.

The event considered some of the many issues surrounding time-sensitive and emergency logistics operations worldwide.

It also looked at how air cargo companies need flexible time critical logistics solutions for moving essential aircraft and ships spares, automotive components or equipment, vital medical consignments to full charter humanitarian aid.

Almost 100 delegates saw presentations from a dozen industry players and took part in the forum as well as enjoying a cocktail reception and social networking the previous evening.

Kickstarted

The event was kickstarted by Christos Spyrou of Neutral Air Partner who introduced the speakers. The first speaker off the rank was Francisco Pizzuto of IATA (International Air Transport Association) who set out the organisation’s stall. “We are not regulators, we set standards,” said Pizzuto.

Pharma is a trade most closely associated with time critical transport and Pizzuto drew attention to CEIV pharma re-certification that Turkish Cargo has just achieved.

“Recertification is more than just a certificate on the wall. It is about quality, doing it and doing it correctly.” He said it was a formal way to show a company has adopted a standard “and that the company has worked very hard to implement that standard.”

The former Panaalpinha executive said: “Much time sensitive e-commerce depends on batteries. We in airfreight know how to handle them but we need to teach shippers how to ship batteries safely. We in IATA need to inform the big e-commerce portals on the safe handling of these products. Some of them don’t even know about IATA!”

Turhan Ozen from Turkish Cargo followed. He talked about turning “challenges into opportunities” in the time critical market.

“I am very excited as time critical services are a key foundation of future growth of Turkish Cargo,” he said. “Of course, for us, most special products are time critical – live animals is one of the most important traffics regulated by time. Our ‘friends’ are often moved around the world and they are transported with lots of standards and lots of attention. Achieving CEIV Live Animals is our aim in the near future.”

He added that fresh food, by its nature extremely time critical, is a key target for the airline, as is the CEIV Fresh certificate. “This is an important target for us,” he said.

For him, special handling occurs on the “tarmac and in the warehouse.”

A small but very important strand of time critical cargo is “valuables.” They may be a minor volume but each will be transported with urgency and security.
Another surprising time critical cargo is dangerous goods. Items like medical or nuclear items have a shelf life often measured in hours. Textiles and courier traffic can also be considered time critical by the airline, he said.

**Time critical cargo**

According to Chapman Freeborn’s Reto Hunziker, the charter broker handles some 13,000 charters a year, from helicopters to B747 freighters.

Typical time critical cargo charters include work for the United Nations, Red Cross and Red Crescent, humanitarian aid, dangerous goods, animal shipments, musical performance staging and sports movements, including NFL.

He summed up Chapman Freeborn’s time critical readiness to locate and charter capacity: “If something happens, we are ready.”

The next speaker suggested a startling reason why much time critical traffic is carried, especially in the hands of On Board Couriers (OBC). Sander Van Woesik of Wings on Board said: “One of the reasons there are so many OBCs is that manufacturers are located around the world.

“They minimise the cost and are an effective solution to machine downtime. The automotive industry can face downtimes costing $32,000 a minute.”

Other areas of activity, Van Woesik said, for OBCs can be aviation, such as Aircraft on Ground (AOG), healthcare, for example with stem cells in transit, fashion and high-end luxury goods. One sector he added that may not be immediately obvious is a “customer emergency”.

This is where you just cannot say no to a customer and must get a product to them in the quickest possible manner or lose a contract. “You can’t tell your customer it is a holiday. It must be sent now,” he said. Wings on Board has dedicated teams to supervise time critical shipments. And relay real-time information to clients.

London-based charter market disruptors CharterSync outlined the process of chartering capacity in a digital age. They used a clever demonstration of paper airplanes to get their message across.

**Boxes in planes**

Two years ago, bright minds at Schiphol decided to marry empty baggage hold capacity with the time critical service offering that sees cargo treated as baggage, allowing it to jump the queues to the airfreight sheds. 12Send was dreamt up, in days, recalled 1 2Send’s Jonas van Stekelenburg.
Hurdles in Cold Chain

Standardization of ground handling processes for temperature-controlled goods will improve the ease and effectiveness of transporting them internationally, creating them to arrive in optimal condition.

One of the least known but most important aspects of the air cargo cold chain is airport ground handling. This provides the vital interface between airfreight and local ground transportation. Increasingly, ground handling is well-resourced and carefully regulated, but that's not the case everywhere in the world, and forward-thinking handlers and airports are trying to set examples that others will follow, recognizing that the airfreight cold chain is only as strong as its weakest link.

It has been many years since the air cargo industry first started carrying temperature-sensitive pharmaceuticals and perishable shipments and, like so many other areas of business, it has been a steep learning curve that has driven the installation of new technology, demand for higher standards, and greatly increased scrutiny.

The added value of airfreight is of course, speed. With the ready availability of non-stop flights on every major route today, it’s commonplace for an airfreight shipment to take no more than a day to cross the world — which is an appealing proposition for maintaining condition, achieving tight deadlines, and reducing capital tied up in inventory transit.

The disadvantage of airfreight is the complete brevity by which the number of links in the cold chain: this typically includes the manufacturer, a forwarder/logistics provider or agent, a transport operator, the handling agent at departure airport, the airfreight carrier and the handling agent at destination airport, another freight agent/logistics provider, its transport contractor, and the customer’s region distribution center.

The concerns of those individuals range from ensuring the proper stowage of the goods on board, to the airfreighter being properly cooled throughout the journey, to the handling agent properly managing the goods on the ground. Much of the time, the handling agent is the first to see the goods at the airport and the last to see them at the customer’s premises.

One of the key elements that requires significant handling is the recooling of the goods at the gateway, which is typically one of the largest airfreight difficult. It requires that the goods be properly handled and stored throughout the journey, and that the customer’s conditions are met.

The recooling of the goods is critical, as it ensures that the goods are properly cooled and stored throughout the journey, and that the customer’s conditions are met. This requires that the goods be properly handled and stored throughout the journey, and that the customer’s conditions are met.

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IATA CEIV Pharma certificate of Turkish Cargo renewed

Sep 16, 2019

Turkish Cargo extended the validity period of its IATA CEIV (Center of Excellence for Independent Validators) Pharma certificate to 2022, proving its success in all processes throughout the air transportation of medicinal products.

Trainings for renewal period of the certificates, obtain initially in 2016 in order to be valid and applicable for a period of three years, were planned with the Turkish Airlines Aviation Academy, and completed successfully following the audits by the IATA, resulting in extension of the validity periods of such certificates for the "Turkish Airlines INC (Air Carrier) and Ataturk Airport (ISL)" station.

Turkish Cargo acts responsibly with priority to maintenance of the integrity of all cold-chain products throughout the transportation process of the critical medicinal products such as medicines, vaccines, biotechnological products, diagnosis samples, sensitive medical devices, organs, tissues, etc. which have a high level of importance in respect of temperature and time, and carries out its operations in accordance with the qualification criteria for the IATA CEIV Pharma certificate.

Implementing all handling procedures with dedicated teams working in harmony at its special cargo storage facility of 3,500 m2 in all its accomplished special cargo operations, Turkish Cargo makes use of active temperature-controlled Envirotainer and CSafe containers, the electrical air-conditioning container Opticooler, Thermal Dolly and disposable thermal sheets equipped with thermal isolation features, minimizing any and all risks in highly-critical medicinal products.

Making use of special products designed exclusively for consignments including medicines and medical products and introducing its superior shipment quality to the giant global pharmaceutical companies, Turkish Cargo provides air cargo service to 126 countries thanks to its extensive flight network.

Turkish Cargo renews IATA CEIV Pharma certificate

By Our Correspondent

The certificate, which was initially obtained in 2016 and valid for three years, was renewed following trainings planned with the Turkish Airlines Aviation Academy and audits by IATA.

September 13, 2019: Turkish Cargo has extended the validity period of its International Air Transport Association Center of Excellence for Independent Validators (IATA CEIV) Pharma certification to 2022.

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IATA CEIV Pharma certificate of Turkish Cargo renewed

PRESS RELEASE

Istanbul, 12/09/2019

Turkish Cargo, the air cargo brand flying to the most countries around the world, extended the validity period of its IATA CEIV (Center of Excellence for Independent Validators) Pharma certificate to 2022, proving its success in all processes throughout the air transportation of medicinal products.

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By LoadstarEditorial 12/09/2019

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https://www.linkedin.com/posts/etihad-cargo_etihadcargo-iata-certified-activity-6614801613309775873-NM5x/
Pharma cold chain: greener and more digitized

September 3, 2019 | Updated: September 6, 2019

By Nick Basta

Pharmaceutical Commerce's 2019 Cold Chain Special Report captures two significant trends in the industry: the shift toward “cold chain as a service” by vendors of packaging and instrumentation, and the steady growth of data—its collection, distribution and analysis—as a key factor in managing shipments and meeting business objectives.

Cold chain as a service, in turn, is driven by a desire to reduce waste and increase reuse in packaging and related materials. “Before, people paid lip service to reuse as an environmental benefit,” says Kevin Lawler, VP sales for Pelican Biothermal. “Now, it's being emphasized by the higher quality and potential cost savings that a well-run reuse program can provide.”

https://pharmaceuticalcommerce.com/cold-chain-focus/pharma-cold-chain-greener-and-more-digitized/
Conversations up and down the pharma cold chain show a diverse range of outlooks; there are still un-monitored shipments of temperature-sensitive products occurring, and there are still worrisome process upsets. Pelican Biothermal conducted a market study earlier this year among pharma supply-chain managers and logistics providers, finding that ‘nearly half (44.6%) of respondents report multiple temperature excursions per year, and 16% say temperature excursions are a monthly occurrence. Moreover, the reported excursions aren’t a matter of a degree or two. Two in five excursions (4%) exceed four degrees, and 21% are more than eight degrees.’

Clearly, there’s work to be done on improving the pharma cold chain for everyday commercial shipments; meanwhile, the attention being paid to the nascent field of cellular and genetic therapies (CGTs)—all out of proportion to their commercial significance today—is opening up new vistas of technologies, services and business practices.

Steady growth

Vendors and service providers in the pharma cold chain can rely on a steadily growing market, both in terms of the volumes of products shipped, the destinations to which they are routed, and the regulatory scrutiny they undergo. Pharmaceutical Commerce’s annual Biopharma Cold Chain Sourcebook, published last spring, projected a 6.3% increase in the global value of shipments for 2019 over 2018 (rising to $338 billion), and a 4.7% increase in the expenditures for managing the cold chain for these products, to $15.7 billion. (This figure is highly dependent on transportation costs, whose value has moderated in recent years.) Over the long term, pharma cold chain products are forecast to grow at roughly twice the rate of the industry overall (59% over 2017-2023, vs. 33% for all products). (Fig. 2)

Within the $15.7 billion projected to be spent on pharma cold chain this year, the Sourcebook projects $1.4 billion to be spent on transportation, and $4.3 billion to be spent on packaging and instrumentation. (Fig 3)

Those billions of dollars have justified rising investment by service providers, as well as attracting interest from private equity investors. Earlier this year, Deutsche Post DHL Group announced a $150-million investment in its North American contract logistics operations for life sciences, adding nine new warehouses, and increasing capacity from 8 million to 9 million sq. ft.

Late last year, Kuehne+Nagel acquired Quick International, an express courier company with extensive life sciences operations, for an undisclosed price (the news release noted that Quick’s net revenue was $200 million).

On the private-equity side, Cold Chain Technologies was acquired by Aurora Capital Partners (no purchase price disclosed), and AeroSafe Global garnered a $31.5-million capital injection from Peloton Equities and other investors. Both are developers of cold chain packaging.

Novo Holdings, the parent of Novo Nordisk and other life sciences companies, took a 24.9% interest in Envirotainer late last year—a case of a key customer (presumably, since many of Nordisk’s products are temperature-sensitive biologics) buying into one of its service providers.

Marken, a clinical trial logistics provider, has acquired four international firms in the past 12 months, in Japan and Eastern Europe; the company itself was acquired by UPS in 2017.

https://pharmaceuticalcommerce.com/cold-chain-focus/pharma-cold-chain-greener-and-more-digitized/
Significant capacity expansions in temperature-controlled storage or processing were announced by PCI Pharma Services, Reed Lane, Eversana—all in the US; meanwhile the British government announced the enlargement of its temperature-controlled storage capacity—a preparation for possible disruptions as the October deadline for Brexit approaches.

“The cold chain was the biggest reason for our investment,” says Scott Cubbler, president of DHL Supply Chain. “The expansion will enable us to reduce transit times for temperature-sensitive products, and to get closer to the patient as direct-to-patient deliveries expand.”

Among contract manufacturing organizations, there is a scramble to acquire capacity and expertise in CGTs. Recent actions include Thermo Fisher acquiring Brammer Bio; Lonza acquiring PharmaCell, and Catalent acquiring Paragon Bioservices. Each of these acquisitions was for more than $1 billion.

### Into the cloud

Arguably, the biggest shift going on currently in the pharma cold chain is real-time monitoring and tracking of shipments. The options are bewildering, and continue to multiply: monitoring and communication devices incorporated into containers (especially true of air cargo ULDs); dataloggers and communicators that take advantage of either dedicated gateways at key transit points (airports or seaports), such as that developed by SkyCell, or WiFi, or satellite-based communication networks (especially for sea freight).

In the not-too-distant past, “monitoring” meant a datalogger that recorded temperature, then allowed for the trip record to be downloaded into a database. Now, adding location (tracked via GPS signals) is becoming de rigueur, with humidity, vibration and light not far behind.

SpotSee, one of the providers of both yes/no chemical indicators for simple temperature compliance, and networked communications, has recently partnered with Bosch to develop a BLE (Bluetooth Low Energy) device, which can automatically download its data via a Bluetooth connection; it also provides a cellular device, SpotBot. Angela Kerr, VP of product development, says that the data-collection protocol depends on the application: “You don’t want a complicated electronic device for shipments going directly to a patient, who may or may not have the sophistication to deal with it—that’s where a chemical indicator with a simple yes/no functionality makes sense.” The BLE device is useful in settings like hospitals or pharmacies, and the cellular connection, which in turn communicates to cloud-based network maintained by SpotSee, is for long-distance supply chains.

In the global logistics business, there are dozens of providers of networked communications, including proprietary networks offered by specific freight forwarders. Among the providers, the companies Controlant, Sendum and Overhaul Group are mentioned as ones that have targeted the life sciences industry specifically, with an emphasis on real-time reporting of temperature, location and other environmental conditions. Overhaul recently announced a partnership with CalAmp, a telematics provider. Real-time networks are also a lively area of development for blockchain developers, with the possibility that a blockchain for monitoring life-sciences cold-chain shipments can also provide compliance with the Drug Supply Chain Security Act, for tracking pharma shipment ownership across supply chains.
Going green
There is a gradual shift, which seems to be accelerating, toward providing a reusable container for case-size shipments of products. While expanded polystyrene (EPS) or polyurethane (PUR) still remains the basic insulation material for cases, higher performing insulation such as vacuum panels has been a significant competitor, offering extended range for 2–8°C shipments, and/or a better payload-to-volume ratio (because the insulation tends to be thinner). The higher performance comes at a cost, with standard-size cases priced at over $100 each, while basic EPS ones were under $50. Consignees such as clinics or hospitals have complained about the volume of EPS cases to be discarded, and efforts to route those cases to EPS recyclers have been sporadic.

Packaging manufacturers have now stepped up to provide economically viable reverse-logistics solutions, whereby the emptied case can be returned to a local depot for reconditioning, and then sent back into the supply chain. Pelican Biothermal has been on a year-long kick to site 100 such locations all over the world; Cold Chain Technologies has a partnership with a Dutch packaging provider, Topa Packaging (and the company says that expanding this capability is a key reason for agreeing to the private-equity buyout) are some of the examples of this trend.

“Reusable, packaging first became a trend in the clinical trial supply chain, where high performance was important,” says Pelican Biothermal’s Lawler. “Now, as the total cost of ownership of a reusable program becomes clearer, it’s raised interest in commercial distribution.” Pelican Biothermal’s flagship product, the Credo Cube, is now offered as a “Credo on Demand” service, and the service includes preconditioning the phase-change material (PCM) coolant of the packages, and managing the reverse logistics. In effect, Pelican Biothermal and other providers are taking as much of the responsibility for on-spec performance as the shipper is willing to give up.

“Specifying thermal packaging used to be a complex design and manufacturing process; these days, it’s become a service offering,” says Jamie Chasteen, senior product manager at Cold Chain Technologies.

“Our transformation from a product company to a leading-edge, technology-based service company has enabled us to become a partner, rather than a vendor, to our customers,” said Jay McHarg, president of AeroSafe Global, at the time of the private-equity investment.

There is another way to address the environmental consequences of thermal packaging, and a few providers are bringing it forward: the all (recyclable) paper container. At the beginning of this year, Softbox Systems, a UK-based provider with offices worldwide, introduced the Tempcell Eco package, said to be composed primarily of corrugated cardboard (some of the materials are branded as Thermaflute, and the trademark literature describes it as composed in part of cellulosic fibers from “crushed, pulverized or unraveled waste paper”). The company says that the package is 100% curbside recyclable.

Other recent efforts include (for internal use) an all-paper container from Thermo Fisher Scientific; the company is a leading provider of biomaterials for clinical research. Testing has shown that the container (see Fig. 5) performs equivalently to an EPS case, although the operating range is somewhat limited to 24-32 hours. The company says that the package is “an important step forward in our sustainability journey.”

https://pharmaceuticalcommerce.com/cold-chain-focus/pharma-cold-chain-greener-and-more-digitized/
The growth of reusable packaging raises an important question: how to determine that a package is still functionally acceptable? And, how should a package be reconditioned? A working group that started informally, but now has the imprimatur of a technical committee of the International Safe Transit Assn. (ISTA) The group published a guidance document, “Reusable Passive Thermal Packaging System: Best Practice Guideline” in the Pharmaceutical Forum publication of the US Pharmacopeia last spring.* It details agreed-on best practices by the committee participants (who are either from biopharma companies, or from a variety of packaging and container firms, including AeroSafe Global, Cold Chain Technologies, Sonoco ThermoSafe, Topa Thermal, Pelican Biothermal and va-Q-tec).

In general, the guidance recommends evaluating the useful life of the various components of a package (insulation panels, PCMs, etc.), a tracking system to monitor the usage cycles of the package and/or its components, and standard operating procedures for inspecting and reconditioning returned packages.

The USP publication was as a so-called “Stimuli” article—meant to generate industry comment, and it is not clear that USP will perform further consideration. Nor is it clear what ISTA will do with it; evaluation of the commentary on the report is ongoing.

“In general, we recondition packages based on criteria agreed to by us and a client,” notes Pelican Biothermal’s Lawler.

The usual perspective on being green is that it is more expensive, but when it comes to ocean freight, the opposite is true: Not only does ocean freight cut transportation costs by 80% or more, it is inherently greener (lower carbon footprint) than air cargo—and becoming more so.

TOTE Maritime, which operates within US territories, recently took two steps forward in this regard. It has commissioned a new freighter that runs on LNG (as opposed to the dirty bunker oil used in many freighters); it has also commissioned a fleet of reefer containers whose refrigeration is provided by carbon dioxide, rather than the fluorocarbon refrigerants commonly used (Fig. 6). (While CO2 is, of course, the primary greenhouse gas, on a per-molecule basis it is much less harmful than fluorocarbon refrigerants.)

According to numerous citations, ocean freight experiences fewer temperature excursions than air cargo, at least on an end-to-end basis. Even so, container providers such as Klinge Corp. have developed a business providing reefer containers with backup power from an integral generator set, in cases where the electrical power typically provided from the cargo ship to the container breaks down. There has been a trend toward shipping pharmaceuticals by ocean freight; AstraZeneca, for example, is said to transport 70% of its global shipments now by ocean.

Global standard
Mention of such standards-setting organizations as USP and ISTA highlights the importance of agreed-on industry practices, and the one current standard that has achieved global recognition is CEIV Pharma, originated by the International Air Transport Assn. (IATA). (“CEIV” stands for Center of Excellence for Independent Validators, referring to the auditors that grant the certification.) CEIV Pharma started as something of a defensive action by air cargo interests to raise the level of transportation performance by air,

and to reduce the shift to ocean freight.

“There are now 261 facilities or organizations worldwide certified to CEIV Pharma,” notes Ronald Schaefer, assistant director at IATA. “The constant addition of new participants shows us that this program really fills a need in the industry. In fact, we are already at the three-year recertification point, with the vast majority of participants from Day One still fully in the program.”

CEIV Pharma organizations have created their own network, centered around a website, Pharma.aero; it is separate from IATA, but only CEIV Pharma-certified organizations can join.
Korean Air Cargo signs 3-year extension with LUG aircargo handling

By: AJOT | Sep 04 2019 at 10:26 AM | Air Cargo News

Frankfurt/Main - South Korea's leading cargo carrier, Korean Air Cargo, a member of the SkyTeam Cargo Alliance, has extended the cooperation with LUG aircargo handling at Frankfurt International Airport for a further three years to 2022. LUG aircargo handling has partnered Korean Air Cargo for some 22 years now, handling freight for passenger and all-cargo aircraft as well as road feeder services. The airline is LUG's longest standing repeat customer.

"We are delighted that we can continue our successful partnership with Korean Air Cargo. In 2022 we will celebrate our silver anniversary", says Patrik Tschirch, CEO, LUG aircargo handling GmbH.

Korean Air Cargo's network embraces five continents. The airline connects Germany's top international airport, Frankfurt, with Incheon International, the airport of South Korea's capital Seoul. It offers seven weekly passenger flights and up to nine full freighter flights to/from Frankfurt.

"Operational and innovative excellence are the foundation stones of Korean Air's high reputation worldwide. LUG aircargo handling matches our demands and expectations with highly trained people, modern infrastructure tailor-made for our airline, leading edge IT systems, and continually optimized processes. Frankfurt is a very challenging, complex airport in terms of space and traffic. We value LUG aircargo handling as a professional and reliable partner that helps us to deliver a seamless, top-notch end-to-end customer experience. We are thus very happy to continue our successful partnership with LUG in Frankfurt. Together we provide unsurpassed premium logistics solutions tailored to the demands of customers in Germany and neighboring countries," said Jochen Golle, Traffic Manager Germany & Denmark, Korean Air Cargo.

"Korean Air Cargo has been a LUG customer since May 1997. 22 years of successful cooperation – that is a long time in the fast-changing air cargo world. The contract extension confirms in my mind that we are pursuing the right strategy with our strong emphasis on quality. It also consolidates LUG’s position as the leading independent, family owned GHA in Germany.

It is good to know that our service quality, our experienced personal, our IT investments, our state-of-the-art warehousing facilities, and our direct ramp access are appreciated. We are very proud that we can handle every type of cargo including hazmat and temperature sensitive goods. Since 2018 our station in Frankfurt is CEIV Pharma certified," says Patrik Tschirch, Managing Director, LUG aircargo handling GmbH.

FRANCE - This month sees Worldwide Flight Services (WFS), which claims the title of the world’s largest air cargo handler, open its new €10 million Pharma Centre in its home town of Paris. The company already operates its range of services for airline and freight forwarding customers from the chosen venue of Charles de Gaulle airport. The investment figure quoted also includes equipment and supplies for the next decade.

The Pharma Centre offers both landside and airside acceptance capabilities and will be fully GDP compliant. It will also become IATA CEIV Pharma certified, as part of an initiative launched by Group ADP within the cargo community at Paris-CDG Airport, to fully support WFS’ dedicated temperature-controlled service to maintain strict control of the distribution chain, therefore protecting the quality and integrity of healthcare and life science products.

The 2,400 m² dedicated space, located in the heart of CDG airport’s cargo area, has its own docks and manoeuvring area for the loading and unloading of temperature-controlled pharmaceutical shipments. It will provide dedicated space for a variety of loose cargo storage in both ambient and cold and frozen rooms in a temperature range from -20°C to +25°C.

A new warehouse management system (WMS) supports the use of barcode scanning for real-time storage capacity monitoring and management. This will ensure constant tracking of shipments from the Pharma Centre to and from aircraft with time and date statements available on demand. A temperature monitoring solution with a Cloud platform will collect temperature and humidity data in real-time via sensors and enable this information to be accessed on mobile devices.

As part of WFS’ global safety and security programme, the controlled-access Pharma Centre is also equipped with modern screening, CCTV control and alarm systems, monitored 24/7 by its Security Operational Centre. The facility also reflects the company’s environmental commitment with its investment in an all-electric fleet of forklifts and pallet trucks as well as a robust plastic and wood waste recycling programme.

The award-winning WFS Academy has been recognised by IATA as one of the world’s top 10 aviation training providers and staff are IATA CEIV trained and possess a solid knowledge of time and temperature-sensitive healthcare and pharmaceutical products. Hugo Rodrigues, Vice President Cargo France at WFS, commented:

“Pharmaceuticals continue to be one of the fastest-growing air cargo products and our airline customers have responded to this opportunity with dedicated products and services to meet this demand. WFS also has a vital role to play in helping our customers deliver the quality of service they have promised and in ensuring we consistently perform to the high standards required for sensitive, temperature-controlled cargoes to protect their integrity throughout the cool chain.

“At a major air cargo gateway like Paris CDG, we believe it is incumbent on ground handlers to invest in the right equipment to handle pharma products. Once again, this demonstrates WFS’ willingness to invest in new, state-of-the-art facilities when we see opportunities to benefit our customers and our own business.”
WFS invests 10 million euros in new Pharma Centre at Paris CDG Airport

Worldwide Flight Services (WFS), the world’s largest air cargo handler, is investing €10 million in a new Pharma Centre to expand its range of services for airline and freight forwarder customers at Paris Charles de Gaulle Airport. This investment also includes equipment and supplies for the next 10 years. Opening in September 2019, it will be the only facility owned by a ground handler dedicated to pharmaceuticals at Paris Charles de Gaulle (CDG).

This latest investment follows the opening of WFS pharma facilities in Copenhagen, Johannesburg and Miami.

The Pharma Centre offers both landside and airside acceptance capabilities and will be fully GDP compliant when it opens. It will also become IATA CEIV Pharma certified, as part of an initiative launched by Group ADP within the cargo community at Paris-CDG Airport, to fully support WFS’ dedicated temperature-controlled service to maintain strict control of the distribution chain, therefore protecting the quality and integrity of healthcare and life science products.

With the CEIV Pharma certification, WFS will have a strategic advantage in the air cargo handling market with a stronger, more competitive and enhanced service.

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- A dedicated room for loose cargo storage at +15 to +25°C with a capacity for 108 euro-pallets on four levels of racking.
- A dedicated cold room for loose cargo storage at +2 to +8°C with the capacity to store 47 euro-pallets on the ground, and with additional racking also available.
- A small freezing room for loose cargo storage at -20°C capable of handling 9 euro-pallets at a time.
- Two temperature-controlled areas for +2 to +25°C for cargo unit load devices with a combined capacity to store 53 P2P or 106 AKE pallets.

WFS is also investing in new digital technology systems to improve operational efficiency and shipment visibility. A new warehouse management system (WMS) supports the use of barcode scanning for real-time storage capacity monitoring and management. This will ensure constant tracking of shipments from the Pharma Centre to and from aircraft with time and date statements available on demand. A temperature monitoring solution with a Cloud platform will collect temperature and humidity data in real-time via sensors and enable this information to be accessed on mobile devices.

Designed with the flexibility to adjust capacity on demand, the WFS Pharma Centre is served by exclusively-designed temperature-controlled three-pallet trailers and cool dollys as part of WFS’ end-to-end airport handling solution and works in accordance with the strict temperature requirements for specific pharmaceutical product groups.

As part of WFS’ global safety and security programme, the controlled-access Pharma Centre is also equipped with modern screening, CCTV control and alarm systems, monitored 24/7 by its Security Operational Centre. The facility also reflects the company’s environmental commitment with its investment in an all-electric fleet of forklifts and pallet trucks as well as a robust plastic and wood waste recycling programme.
The WFS Pharma Centre will adopt a Quality Management System with specific processes for temperature-controlled cargoes. The performance will be measured against pre-set Key Performance Indicators during management reviews and internal audits.

The WFS Pharma Centre will be operated by a dedicated team of highly trained pharmaceutical handling specialists, who are IATA CEIV trained and possess a solid knowledge of time and temperature-sensitive healthcare and pharmaceutical products transportation according to IATA’s Temperature Control Regulations. They will also receive additional training at WFS’ award-winning WFS Academy, recognised by IATA as one of the world’s top 10 aviation training providers. Employees working in the building will offer expertise on product temperature ranges, packaging technology, key risk factors and critical control points.

Hugo Rodrigues, Vice President Cargo France at WFS, commented: “Pharmaceuticals continue to be one of the fastest-growing air cargo products and our airline customers have responded to this opportunity with dedicated products and services to meet this demand. WFS also has a vital role to play in helping our customers deliver the quality of service they have promised and in ensuring we consistently perform to the high standards required for sensitive, temperature-controlled cargoes to protect their integrity throughout the cool chain. At a major air cargo gateway like Paris CDG, we believe it is incumbent on ground handlers to invest in the right equipment to handle pharma products. Once again, this demonstrates WFS’ willingness to invest in new, state-of-the-art facilities when we see opportunities to benefit our customers and our own business.”
Cargo handler WFS to open new pharma centre at Paris CDG Airport

By STAT Times

Aug 30, 2019: Cargo handling company Worldwide Flight Services (WFS) is investing €10 million, including equipment and supplies for the next 10 years, in new pharma centre, at Paris Charles de Gaulle Airport.

The 2,400 m² pharma centre, located in the heart of CDG airport’s cargo area, is opening in September and will be offering both landside and airside acceptance capabilities.

It will also become IATA CEIV Pharma certified, as part of an initiative launched by Group ADP within the cargo community at Paris-CDG Airport.

The facility has its own docks and manoeuvring area for the loading and unloading of temperature-controlled pharmaceutical shipments.

In order to ensure constant tracking of shipments from the centre to and from aircraft, a new warehouse management system (WMS) has been implemented. This will support the use of barcode scanning for real-time storage capacity monitoring and management.

A statement from WFS informed: “A temperature monitoring solution with a cloud platform will collect temperature and humidity data in real-time via sensors and enable this information to be accessed on mobile devices.”

Setting straight ground handling priorities

WFS is also investing in new digital technology systems to improve operational efficiency and shipment visibility.

As part of WFS’ global safety and security programme, the controlled-access pharma centre is also equipped with modern screening, CCTV control and alarm systems, monitored 24/7 by its Security operational centre.

The WFS pharma centre will adopt a Quality Management System with specific processes for temperature-controlled cargoes. Performance will be measured against pre-set Key Performance Indicators during management reviews and internal audits.

Ensuring flexibility to adjust capacity on demand, the WFS Pharma Centre is served by exclusively-designed temperature-controlled three-pallet trailers and cool dollies.

A team of highly trained pharmaceutical handling specialists will operate the centre. The team is IATA CEIV trained and possess a solid knowledge of time and temperature-sensitive healthcare and pharmaceutical products transportation according to IATA’s Temperature Control Regulations. They will also receive additional training at WFS’ WFS Academy.

Hugo Rodrigues, vice president Cargo France at WFS commented: “At a major air cargo gateway like Paris CDG, we believe it is incumbent on ground handlers to invest in the right equipment to handle pharma products.”

This latest investment follows the opening of WFS pharma facilities in Copenhagen, Johannesburg and Miami.

WFS adds new pharma cargo facility at Paris CDG

30 / 08 / 2019
By Damian Brett

WFS Pharma Centre at Paris Charles de Gaulle Airport
Cargo handler Worldwide Flight Services (WFS) is investing €10m in a new Pharma Centre at Paris Charles de Gaulle Airport (CDG).

Opening in September 2019, it will be the only facility owned by a ground handler dedicated to pharmaceuticals at Paris CDG.

The Pharma Centre offers both landside and airside acceptance capabilities and will be fully GDP compliant when it opens. It will also become IATA CEIV Pharma certified, as part of an initiative launched by Group ADP within the cargo community at Paris CDG Airport.

The 2,400 sq m space is “located in the heart of CDG airport’s cargo area” and, has its own docks and manoeuvring area for the loading and unloading of temperature-controlled pharmaceutical shipments.

The facility also includes:

- A dedicated room for loose cargo storage at 15°C to 25°C with a capacity for 108 euro-pallets on four levels of racking.
- A dedicated cold room for loose cargo storage at 2°C to 8°C with the capacity to store 47 euro-pallets on the ground, and with additional racking also available.
- A small freezing room for loose cargo storage at -20°C capable of handling 9 euro-pallets at a time.
- Two temperature-controlled areas for 2°C to 25°C for cargo unit load devices with a combined capacity to store 53 P2P or 106 AKP pallets.

This investment also includes equipment and supplies for the next 10 years.

WFS said it is also investing in new digital technology systems to improve operational efficiency and shipment visibility – a new warehouse management system (WMS) supports the use of barcode scanning for real-time storage capacity monitoring and management.

“This will ensure constant tracking of shipments from the Pharma Centre to and from aircraft with time and date statements available on demand,” WFS said. “A temperature monitoring solution with a Cloud platform will collect temperature and humidity data in real-time via sensors and enable this information to be accessed on mobile devices.”
Hugo Rodrigues, vice president cargo France at WFS, said: “Pharmaceuticals continue to be one of the fastest-growing air cargo products and our airline customers have responded to this opportunity with dedicated products and services to meet this demand.

“WFS also has a vital role to play in helping our customers deliver the quality of service they have promised and in ensuring we consistently perform to the high standards required for sensitive, temperature-controlled cargoes to protect their integrity throughout the cool chain.

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WFS invests €10M in new pharma center at Paris CDG Airport

By: AJOT | Aug 29 2019 at 01:11 PM | Air Cargo News

Worldwide Flight Services (WFS), the world's largest air cargo handler, is investing €10 million in a new Pharma Centre to expand its range of services for airline and freight forwarder customers at Paris Charles de Gaulle Airport. This investment also includes equipment and supplies for the next 10 years. Opening in September 2019, it will be the only facility owned by a ground handler dedicated to pharmaceuticals at Paris Charles de Gaulle (CDG).

This latest investment follows the opening of WFS pharma facilities in Copenhagen, Johannesburg and Miami. The Pharma Centre offers both landside and airside acceptance capabilities and will be fully GDP compliant when it opens. It will also become IATA CEIV Pharma certified, as part of an initiative launched by Group ADP within the cargo community at Paris-CDG Airport, to fully support WFS’ dedicated temperature-controlled service to maintain strict control of the distribution chain, therefore protecting the quality and integrity of healthcare and life science products. With the CEIV Pharma certification, WFS will have a strategic advantage in the air cargo handling market with a stronger, more competitive and enhanced service.

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Hugo Rodrigues, Vice President Cargo France at WFS, commented: “Pharmaceuticals continue to be one of the fastest-growing air cargo products and our airline customers have responded to this opportunity with dedicated products and services to meet this demand. WFS also has a vital role to play in helping our customers deliver the quality of service they have promised and in ensuring we consistently perform to the high standards required for sensitive, temperature-controlled cargoes to protect their integrity throughout the cool chain. At a major air cargo gateway like Paris CDG, we believe it is incumbent on ground handlers to invest in the right equipment to handle pharma products. Once again, this demonstrates WFS’ willingness to invest in new, state-of-the-art facilities when we see opportunities to benefit our customers and our own business.”
FROM MAGAZINE: MIAL sets the right tone for temperature-controlled solutions

By Shalini Nair

After becoming the first in India and third in Asia to obtain IATA CEIV Pharma certification, MIAL is well on its way to implement the largest temperature-controlled solution on the tarmac region. With the demanding perishable and pharma sectors, MIAL has been constantly ensuring that customers’ cargoes advance through a smooth journey till its final destination.

GVK-led Mumbai International Airport Ltd (MIAL) has been aggressively expanding its cargo handling capacities to maintain its position as the key gateway for India’s growing agro and pharmaceutical export cargo. The current expansion of new temperature-controlled pharma terminal will facilitate 3,50,000 tonnes per year with 127 unit load devices (ULDs), which is expected to be completed by September this year. In April 2019, MIAL commissioned 1,75,000 tonnes for the agro terminal with 32 ULD storage positions. Thus, the overall capacity of both the terminals now accounts to 5,25,000 tonnes per annum.

MIAL became the first airport in India and third in Asia to obtain the International Air Transport Association (IATA) Center of Excellence for Independent Validators (CEIV) pharma certification recently. After the pharma facility expansion, MIAL will be India’s largest airport-based facility for export temperature-controlled products which will be managed and operated by the Cargo Service Center during the concession period of 18 years.

Manoj Singh, senior vice president & head cargo, MIAL said, “MIAL has identified the need for an expansion of export temperature-controlled capacity at Mumbai airport to cater to the increasing growth in pharma and agro volumes. Hence, we have accordingly designed and conceptualised construction of the new state-of-the-art terminals. The recently commissioned export agro facility at MIAL encompasses features like dedicated truck docks with dock levellers, x-ray machines, automated insulated doors, weighing scales, and the ball matt system. The facility also has loading bays, data loggers, alarm system and backup for power and cooling systems. Furthermore, the facility comprises of office spaces for customs, plant quarantine and documentation cell for agents.”

By August 2019, the airport will launch India’s largest temperature-controlled solution for the transport of pharmaceuticals on the tarmac region, for which it has undertaken the lead for ‘Airs ide Transport Benchmark’. To further enhance the level of competency in pharma handling and support business, MIAL has become an active member of Pharma.Aero.

Singh further observed, “Temperature-controlled logistics is imperative for pharma products as these are sensitive to atmospheric conditions. Variability in temperature can impact the chemical stability of the drug and cause serious consequences on the health and wellbeing. Thus, considering the safety aspect due to failures in temperature-controlled cold-chain, we are focusing on providing an offering that is reliable and safe. The temperature-controlled transport solution at MIAL aims to eliminate the temperature excursion of pharma cargo by offering seamless handling from warehouse till aircraft loading. MIAL has designed a highly efficient and secured cool transport for the transportation of pharma on tarmac area. The equipment also extends safety and security of the cargo after warehouse functions and is known as COOLTAINER at the Mumbai Airport.”

Once the expansion projects are complete, MIAL will have an overall capacity to handle more than 1.5 million tonnes of cargo annually.

With more than half a million tonnes capacity for pharma and perishables cargo, MIAL is positioning itself as the advanced and the most reliable gateway for pharma and agro products. Meanwhile, the pharma and perishable throughput have been growing consistently since 2015 and in FY19 MIAL handled around 200,000 tonnes of pharma and perishable cargo, which is 31 percent of the overall cargo handled at the airport.
AeroMéxico Cargo plans to pursue IATA's CEIV Pharma and Fresh certifications for pharmaceutical and perishable shipments, Getulio Centanaro, VP Americas, AeroMéxico Cargo, said. Although Centanaro did not provide a timeline for the certifications, he said that heightened customer requirements have led the carrier to “to improve and want to create a different experience where we […]”

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DACHSER INDIA BRANCHES BOAST CEIV PHARMA CERTIFICATION

DACHSER's Mumbai and Hyderabad branches are among the few companies in India to receive the prestigious Center of Excellence for Independent Validators in Pharmaceutical Logistics certification recognizing exemplary operations in transporting Life Science and Healthcare (LSH) products. Such products are both temperature and time-sensitive, requiring meticulous, accurate, and high standards in monitoring and handling to ensure product quality.

“Congratulations to DACHSER India on their CEIV Pharma certification. The time and temperature sensitive nature of pharmaceutical products means the highest standards are needed to make sure product integrity is maintained for such shipments,” said Vinoop Goel, IATA’s Regional Director for Airports and External Relations, Asia-Pacific. “With India being a major supplier of pharmaceutical products, DACHSER India’s CEIV Pharma certification will give pharmaceutical companies confidence and assurance that their cold-chain logistics requirements are being met.”

Difficult to obtain, the CEIV Pharma certification is earned by companies implementing efficient, safe, and excellence in transporting LSH products. Currently, DACHSER’s Hyderabad branch is one of two companies in the region to boast the accreditation. Through a strenuous audit ensuring compliance among all facilities, equipment, operations and staff, DACHSER applied for the certification with the goal of adding to its already extensive history in handling pharma products.

DB Schenker Korea receives IATA CEIV pharma certification

July 5, 2019: Schenker Korea has been accredited with the IATA CEIV pharma certification, recognising the company for its commitment to ensuring product integrity and the safety of healthcare products via air freight.

The award ceremony, organised by IATA Korea, took place on June 3 at the IATA Annual General Meeting and World Air Transport Summit in Seoul. The certificate was presented by Alexandre de Juniac, director general and CEO of IATA, to Schenker Korea CEO Dirk Lukat.

The Center of Excellence for Independent Validators in Pharmaceutical Logistics, or CEIV Pharma, is an IATA programme designed to address the pharmaceutical industry's need for increased safety, security, compliance and efficiency, through the creation of a globally consistent pharmaceutical product-handling certification.

Hanmin Kim, head of air freight Schenker Korea, commented that the certification is an official recognition of Schenker Korea's pharmaceutical transportation and operational capabilities.

In January 2018, the Incheon Airport CEIV Pharma Committee was formed through the initiative of Schenker Korea by the Incheon International Airport Corporation (IIAC), with the objective of verifying end-to-end logistics processes, from the point of arrival of goods, up until the final delivery. This partnership required a strong collaboration between IIAC, Korean Airlines, Asiana Airlines, and DB Schenker.

In July 2018, IATA conducted a two-week CEIV Pharma training with more than 30 representatives from the 4 participating organisations. The training was followed by a preliminary assessment in August 2018 held by IATA validators. From there, further preparation and validation ensued until the successful audit in May 2019.

DACHSER India receives IATA CEIV Pharma certification

The International Airport Transport Association (IATA) recently awarded the Mumbai and Hyderabad branches of DACHSER India with the prestigious CEIV Pharma certification, recognizing the company for its excellence in transporting Life Science and Healthcare (LSH) products.
The certification is a significant achievement for the logistics service provider given that only very few companies are currently accredited in India. In fact, the DACHSER Hyderabad branch is only the second logistics firm in the area to receive the recognition; while its Mumbai branch is only among a few in the region.

The Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification is a globally recognized certificate that acknowledges companies who excel in transporting Life Science and Healthcare (LSH) products. It is a quality mark and an industry standard that recognizes the logistics service provider as being able to safely, security and efficiently handle pharmaceutical shipments through the supply chain to assure product integrity and compliance with national and international guidelines.

“Congratulations to DACHSER India on their CEIV Pharma certification. The time and temperature sensitive nature of pharmaceutical products means the highest standards are needed make sure product integrity is maintained for such shipments. With India being a major supplier of pharmaceutical products, DACHSER India’s CEIV Pharma certification will give pharmaceutical companies confidence and assurance that their cold-chain logistics requirements are being met.”

Vinoop Goel, IATA’s Regional Director for Airports and External Relations, Asia-Pacific

“Obtaining the CEIV Pharma certification is an important milestone for DACHSER India. It emphasizes our continued focus for providing highly reliable logistic services to our valued customers in the LSH segment”, said Huned Gandhi, Managing Director, Air & Sea Logistics for the Indian Subcontinent.
Quality and efficiency as cornerstones for success

“Quality and efficiency have always been the cornerstones for our success and our teams are extremely proud to receive this accreditation from IATA”, Gandhi added.

Indeed, transporting LSH products is not an easy business. It is a discipline of extreme challenges during the product handling process, which demands precision, consistency and composite monitoring to the environment to guarantee the conditions necessary to ship the temperature-and-time-sensitive products. IATA, therefore, created the globally consistent certification to help stakeholders achieve a high standard of product handling process across the entire supply chain.

“Congratulations to DACHSER India on their CEIV Pharma certification. The time and temperature sensitive nature of pharmaceutical products means the highest standards are needed make sure product integrity is maintained for such shipments. With India being a major supplier of pharmaceutical products, DACHSER India’s CEIV Pharma certification will give pharmaceutical companies confidence and assurance that their cold-chain logistics requirements are being met,” said Vinoop Goel, IATA’s Regional Director for Airports and External Relations, Asia-Pacific.

With many years’ experience in handling life science and healthcare products, DACHSER India is a cornerstone of DACHSER’s corporate air freight strategy. Building on this experience, DACHSER India initiated the complex process of applying for the CEIV Pharma certification, which included a detailed and rigorous auditing process to ensure all facilities, equipment, operations and staff are compliant with industry requirements. The standards apply to handling, training, deviation management and efficiency of processes, ensuring the highest service and quality standards.

“By way of CEIV certification at our Mumbai and Hyderabad branches, DACHSER India has made a big step forward to further enhance its operational and technical competencies in serving our LSH customers,” concluded Zarksis Munshi, Head of Air Freight, Air & Sea Logistics India Subcontinent.
Dachser India receives IATA CEIV Pharma certification

The International Airport Transport Association (IATA) recently awarded the Mumbai and Hyderabad branches of Dachser India with the prestigious CEIV Pharma certification, recognizing the company for its excellence in transporting Life Science and Healthcare (LSH) products.

The certification is a significant achievement for the logistics service provider given that only very few companies are currently accredited in India. In fact, the Dachser Hyderabad branch is only the second logistics firm in the area to receive the recognition; while its Mumbai branch is only among a few in the region.

Huned Gandhi, Managing Director Air & Sea Logistics Indian Subcontinent of Dachser.

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"Obtaining the CEIV Pharma certification is an important milestone for Dachser India. It emphasizes our continued focus for providing highly reliable logistic services to our valued customers in the LSH segment," said Huned Gandhi, Managing Director, Air & Sea Logistics for the Indian Subcontinent.

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"Congratulations to Dachser India on their CEIV Pharma certification. The time and temperature sensitive nature of pharmaceutical products mean the highest standards are needed to make sure product integrity is maintained for such shipments. With India being a major supplier of pharmaceutical products, Dachser India's CEIV Pharma certification will give pharmaceutical companies confidence and assurance that their cold-chain logistics requirements are being met," said Vinoop Goel, IATA's Regional Director for Airports and External Relations, Asia-Pacific.

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"By way of CEIV certification at our Mumbai and Hyderabad branches, Dachser India has made a big step forward to further enhance its operational and technical competencies in serving our LSH customers," concluded Zarksis Munshi, Head of Air Freight, Air & Sea Logistics India Subcontinent.
Swiss WorldCargo, the airfreight division of Swiss International Air Lines, is the latest carrier to offer CSafe RAP active temperature-controlled containers on their widebody aircraft, CSafe announced yesterday.

According to the statement, Swiss WorldCargo flies to more than 100 global destinations, which "will open several new lanes for the CSafe RAP."

The carrier received its CEIV Pharma certification from the International Air Transport Association (IATA) nearly a year ago, and has since made further investments in improving its pharmaceutical handling practices – most notably earlier this year, with the opening of the first Good Distribution Practice (GDP)-certified pharmaceutical facility at John F. Kennedy International Airport (JFK) in New York, in partnership with handler Worldwide Flight Services (WFS).

For its part, CSafe has also made inroads into specialty airfreight with a growing list of carrier partners. In addition to its deal with Swiss WorldCargo this year, CSafe signed a lease agreement with LATAM Cargo for provision of CSafe's RKN and RAP containers. Other carrier partners include Delta Cargo, United Cargo, Air France-KLM-Martinair Cargo and Virgin Atlantic Cargo.
CEVA strengthens partnership with the world’s largest pure play contractor for jack-up rigs

By: AJOT | Jul 03 2019 at 01:50 PM | Logistics

- Deep understanding of Shelf Drilling’s operations is a key differentiator in CEVA’s ability to design, engineer, deploy and consistently deliver logistics services
- 24/7 response capability across Shelf Drilling global network

Baar, Switzerland - CEVA Logistics has announced a two-year extension to its contract with Shelf Drilling through to March 2021. The Dubai-headquartered shallow water drilling services specialist has been working with CEVA since its inception in 2012.

Shelf Drilling is a geographically diversified market leader with operations in four key regions – South East Asia, India, West Africa and MENAM (Middle East, North Africa and Mediterranean) and focuses on building strong, long-term relationships with its customers and suppliers.

As an integral part of Shelf Drilling’s supply chain CEVA provides logistics support to the customer’s hubs located in Houston, Aberdeen, Singapore and Dubai, where it facilitates exports and imports which feed a continuous flow of re-supplies and project cargo.

Key highlights to this new agreement were CEVA’s value proposition, consistency in managing Shelf Drilling’s operational needs and CEVA’s ability to react and support during emergencies and out of hours.

“We are delighted to have retained our business with Shelf Drilling for next two years which now covers a complete 3PL End to End solution,” says Marcelo Franceschetti, Executive Vice President – Global Energy Sector at CEVA Logistics.

“Thanks to our team’s constant focus on operations and ability to meet the customer’s expectations we have proven our capabilities in this demanding market time and again. We will continue to build on our strengths and expertise in the energy sector, and this additional business is proof of our capabilities in this market.”

Chevalier AOC first Hong Kong freight forwarder to be awarded IATA CEIV Pharma Certification

By: AJOT | Jul 03 2019 at 07:36 AM | Logistics

HONG KONG - Chevalier AOC Freight Express Holdings Limited (Chevalier AOC) has become the first Hong Kong based global logistics service provider to be awarded the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) accredited by the International Air Transport Association (IATA), in recognition of its capabilities in the transportation and handling of pharmaceutical products that require stringent temperature control in accordance with international standards.

Temperature control is crucial in cold chain management. Based on the current state of the industry, pharmaceutical companies expect that an amount of up to 30% of high-value and life-saving scrapped pharmaceuticals can be attributed to logistics issues. Regulators e.g. European Council, US Food and Drug Administration, and international organizations including World Health Organization, International Federation of Pharmaceutical Manufacturers & Associations, as well as IATA, also expressed grave concerns over this problem.

The quality of pharmaceutical products can be affected in the face of numerous external environmental factors during the global distribution process. For instance, there are risks arising from thermal packaging, temperature control in aircraft cabin, airport tarmac operation, availability of proper cold rooms, customs regulations, knowledge and emergency handling skills of staff towards pharmaceuticals etc. Therefore, quality planning and management during the distribution process of pharmaceutical products is particularly critical. Currently, 70% of international pharmaceutical products transportation rests with airlines operation and many operating carriers do not offer pharmaceutical service in their entire flight network and, it is unfortunate that, not all airlines are capable of handling pharmaceutical products.

In view of the situation in the industry, IATA created the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) Certification Programme with the aim to help the industry build a network of certified pharmaceutical trade lanes which are globally consistent and recognized in pharmaceutical handling excellence. The certification ensures the best standards in terms of facilities, equipment, operations and staff qualifications etc. are applied in the transportation of sensitive pharmaceutical products with guidelines expected from pharmaceutical manufacturers. CEIV Pharma meets, and in some cases exceeds, existing international global standards and guidelines. These include European Union Good Distribution Practice and World Health Organization (Annex 5) Good Distribution Practices for Pharmaceutical Products.

Chevalier AOC is honoured to become the first Hong Kong based global logistics service provider to be awarded IATA CEIV Pharma certification. The branded AOC Pharma Cold Logistic has been dedicated to providing comprehensive cold chain packaging and handling solutions to customers and has the expertise to handle temperature-sensitive freight shipments. Its at door pick and pack service enables commencement of cold chain management at shipper door. For unique pharmaceutical and clinical trial products which require tailor-made solutions, it can provide consultation services to meet customers’ stringent requirements with international compliance.

With 24-hour support and round-the-clock supervision of its Competence Center, AOC Pharma Cold Chain Logistic offers comprehensive and efficient management in the transportation of pharmaceutical products. For end-to-end pharmaceutical shipments, it delivers the highest standards of cold chain logistics services with its expertise, experience, commitment and passion to cater to customers’ needs.

Dachser India receives IATA’s CEIV Pharma certification

July 3, 2019: The International Airport Transport Association’s (IATA) has recognised Dachser India’s Mumbai and Hyderabad branches with the CEIV Pharma certification. The certification recognises the company for its excellence in transporting Life Science and Healthcare (LSH) products.

The Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification is a quality mark and an industry standard that recognises the logistics service provider as being able to safely, securely and efficiently handle pharmaceutical shipments through the supply chain to assure product integrity and compliance with national and international guidelines.

“Congratulations to Dachser India on their CEIV Pharma certification. The time and temperature sensitive nature of pharmaceutical products means the highest standards are needed make sure product integrity is maintained for such shipments. With India being a major supplier of pharmaceutical products, Dachser India’s CEIV Pharma certification will give pharmaceutical companies confidence and assurance that their cold-chain logistics requirements are being met,” said Vinoop Goel, IATA’s regional director for airports and external relations, Asia-Pacific.

Dachser India initiated the complex process of applying for the CEIV Pharma certification, which included a detailed and rigorous auditing process to ensure all facilities, equipment, operations and staff are compliant with industry requirements. The standards apply to handling, training, deviation management and efficiency of processes, ensuring the highest service and quality standards.

“Obtaining the CEIV Pharma certification is an important milestone for Dachser India. It emphasises our continued focus for providing highly reliable logistic services to our valued customers in the LSH segment. Quality and efficiency have always been the cornerstones for our success and our teams are extremely proud to receive this accreditation from IATA,” said Huned Gandhi, managing director, air & sea logistics for the Indian subcontinent, Dachser India.
Dachser India receives IATA CEIV Pharma certification

Press Trust of India | MUMBAI
Last Updated at July 2, 2019 16:00 IST

The International Airport Transport Association (IATA) recently awarded the Mumbai and Hyderabad branches of Dachser India with the prestigious CEIV Pharma certification, recognizing the company for its excellence in transporting Life Science and Healthcare (LSH) products.

The certification is a significant achievement for the logistics service provider given that only very few companies are currently accredited in India. In fact, the Dachser Hyderabad branch is only the second logistics firm in the area to receive the recognition; while its Mumbai branch is only among a few in the region.

"Obtaining the CEIV Pharma certification is an important milestone for Dachser India. It emphasizes our continued focus for providing highly reliable logistic services to our valued customers in the LSH segment," said Huned Gandhi, Managing Director, Air & Sea Logistics for the Indian Subcontinent.

"Quality and efficiency have always been the cornerstones for our success and our teams are extremely proud to receive this accreditation from IATA," Gandhi added.

Indeed, transporting LSH products is not an easy business. It is a discipline of extreme challenges during the product handling process, which demands precision, consistency and composite monitoring to the environment to guarantee the conditions necessary to ship the temperature-and-time-sensitive products.

IATA, therefore, created the globally consistent certification to help stakeholders achieve a high standard of product handling process across the entire supply chain.

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About Dachser

Thanks to some 30,609 employees at 399 locations all over the globe, Dachser generated revenue of 5.6 billion Euros (net, consolidated) in 2018. That same year, the logistics provider handled a total of 83.7 million shipments weighing 41.3 million metric tons. Dachser is currently represented in 44 countries.

In Asia, Dachser employs more than 1,817 people in 49 offices in eleven countries. The Regional Head Office Asia Pacific is located in Hong Kong. Please visit www.dachser.co.in for more information.
Dachser India Mumbai, Hyderabad gain IATA CEIV Pharma cert

Dachser India earned its CEIV Pharma certification from the International Airport Transport Association (IATA) for life science, health care and pharmaceuticals handling at its Mumbai (BOM) and Hyderabad (HYD) airport branches, the company announced yesterday. According to the logistics firm, the certification is a significant achievement, given that very few companies are currently accredited in India. Dachser said [...]
India’s SpiceXpress to fly from Mumbai-Dubai from Aug 1; 20 freighters to join its fleet by 2021

MIAL has been aggressively expanding its cargo handling capacities to maintain its position as the key gateway for India’s growing agro and pharmaceutical export cargo. Once the current expansion projects are completed, which is expected to be done by September this year, MIAL will have an overall capacity to handle more than a million tonnes of cargo annually. The agro terminal, which was commissioned in April 2019, has an annual capacity of 1,75,000 tonnes and with the new temperature controlled pharma facility with 127 ULD storage positions, to be operational by September, MIAL can handle 3,50,000 tonnes per annum. With more than half a million tonnes capacity for pharma and perishables cargo, MIAL is positioning itself as the advanced and the most reliable gateway for pharma and agro products. Meanwhile, the pharma and perishable throughput have been growing consistently since 2015 and in FY19 MIAL handled 1,95,666 tonnes of pharma and perishable cargo, which is 31 percent of overall cargo handled at the airport.

Manjiv Singh, advisor to the chairman, SpiceJet, said, “From Mumbai, our focus is on pharma, valuables, perishables and courier loads. The idea is not for us to just take it to Dubai, but we might have interline agreements to carry it onwards to Africa, Europe, and the Americas.”

GVK MIAL is the first airport in India and third in Asia to achieve IATA CEIV Pharma certification recently. It has undertaken the lead for ‘Airside Transport Benchmark’, which will be launched on July 1.

SpiceJet has become the first Indian low-cost carrier to bring in dedicated freighter service—SpiceXpress, which was launched in September 2018. It has launched freighter later this year between Guwahati, a city in the Indian state of Assam and Hong Kong using B737F.
DHL CARE Awards: Three Major Air Carriers Distinguished at the Life Science and Healthcare Conference

Air France KLM Martinair Cargo, Swiss WorldCargo and Qatar Airways Cargo recognized as industry leaders in transport of temperature-sensitive life sciences products by DHL. DHL's own Thermonet air freight service now includes more than 30 IATA CEIV certified network stations for vital medical products.

MIAMI (PRWEB) JUNE 20, 2019

DHL Global Forwarding, the air and ocean freight specialist of Deutsche Post DHL Group, has awarded the 2019 Carrier Award for Reliability and Excellence (CARE) to Air France KLM Martinair Cargo, Swiss WorldCargo and Qatar Airways Cargo. The CARE Awards recognize the industry’s top transporters of temperature-sensitive life sciences products. The winners were presented with an award by Thomas Mack, Head of Global Air Freight, DHL Global Forwarding, at the 19th Life Science and Healthcare Conference held in Miami on June 19, 2019.

“Transporting life-saving products is an immense responsibility, one with risks that far outweigh those in a typical supply chain environment. We understand the challenges that come with temperature-sensitive products and the imperative need to provide a holistic range of patient-centric solutions to deliver them in a safe and timely manner,” said Larry St Onge, President, Global Life Sciences & Healthcare, DHL.

“We have worked together with our customers and air freight carriers to create tailor-made solutions that help pharmaceutical and medical device manufacturers connect with their patients and navigate today’s challenges, anticipating tomorrow’s, all while providing a higher level of transparency, faster delivery and unparalleled expertise within a compliant global network,” adds Thomas Mack, Head of Global Air Freight, DHL Global Forwarding.

Recipients of the DHL CARE Award, which was first instituted back in 2016, offer exceptional service, quality, ground handling and innovative technologies and processes for their shipments. The differences in scores across all the carriers in the pool of nominees were extremely close, underlining the high level of expertise and service quality provided by the laureates.

“Air France KLM Martinair Cargo is honored and grateful to receive the DHL Care Award 2019. For us, this is a recognition of our constant focus on pharmaceutical logistics,” said Noud Duyzing, Vice President, Americas, at Air France KLM Martinair Cargo. “We have not only invested in the IATA CEIV re-certification, but we have innovated the product, providing transparency before, during and after the pharma journey, and we are constantly investing in our cool chain program. While we are receiving this award, at the same time at Schiphol, we are inaugurating our new enlarged 15+25 Control room. Because we care.”

Risks in supply chains like inclement weather, geopolitical issues and pandemics are evermore an issue of concern. As carriers strive to provide best-in-class services in the life sciences and healthcare sector, they increasingly invest in improving their pharmaceutical infrastructure, fleet and quality standards. Together with carriers, DHL is leveraging data analytics and digitization to access infrastructure and capability data, along with the key shipment data. DHL has also invested in tools such as Resilience360, the first of its kind in the industry, which is an end-to-end supply chain risk management platform that alerts customers about global incidents and risks to their global supply chain in almost real time.

https://www.prweb.com/releases/dhl_care_awards_three_major_air_carriers_distinguished_at_the_life_science_and_healthcare_conference/prweb16391921.htm
“Swiss WorldCargo is delighted and honored to receive the 2019 DHL CARE Award, this time for the fourth year in a row. This achievement underscores not only our work with DHL, but also both our companies’ continued commitment to best-in-class quality and service offerings in the field of temperature-sensitive cargo,” said Ashwin Bhat, Head of Swiss WorldCargo. “We look forward to a continued strong partnership between our organizations and will continue with our focus on our reliability and quality commitment in the future.”

Good Distribution Practices (GDP) certifications, based on the European Union guidelines on how to best handle medicinal products, as well as the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) of the International Air Transport Association (IATA) have continued to increase in the last year, with many carriers also expecting certification in the near future.

“We are very pleased to receive this prestigious award from our partner DHL. Since the launch of our QR Pharma product in January 2014, we have been constantly innovating and introducing enhancements in the product and handling to ensure the cool chain is seamless for all kinds of temperature sensitive cargo,” said Guillaume Halleux, Chief Officer Cargo at Qatar Airways. “In addition to those improvements, we firmly believe in customer centricity and are thankful to partners such as DHL for placing their trust in our services. This award serves as a recognition of our excellent service levels and we will continue to provide high quality solutions and services to all our customers worldwide.”

With Thermonet, DHL’s own temperature controlled air freight service for the Life Sciences and Healthcare sector, the Group delivers regulatory compliance and higher visibility throughout its own international network of GDP-certified life sciences stations for air and ocean freight. DHL began seeking certification for these stations by the IATA CEIV Pharma in 2016. Since then, over 30 stations have been CEIV Pharma certified, following successful employee training courses and third-party audits. DHL provides forward-thinking, intelligent healthcare while solutions focusing on connecting, caring, complying and innovating,
IATA CEIV Pharma for Rome Fiumicino

ROME Fiumicino Airport has become the first airport in Italy to earn IATA CEIV Pharma certification through a community approach with supply chain partners.

The certificate was introduced to prevent temperature variations of pharmaceutical products during air transport for patient safety and to reduce losses caused by logistics issues.

Cargo at Fiumicino grew 11% in 2018 reaching 200,000 tonnes, with a significant portion including pharmaceuticals travelling primarily to and from North America but also the Far East and South America.

Fausto Palombelli, chief commercial officer of Fiumicino’s operator, Aeroporti di Roma says: “This certification is a testament to the commitment and the proactive role of Aeroporti di Roma in the economic development of the supply chain.”

Sergio Fernandez, regional director Europe, airport, passenger, cargo and security says: “Having Rome Fiumicino Airport, one of the region’s major pharma hubs, achieve CEIV Pharma Certification is a significant boost for meeting shippers’ expectations in terms of standardisation and transparency across the supply chain in the region. We congratulate Fiumicino on their achievement.”
Emirates upgrades pharma services

EMIRATES SkyCargo has upgraded its pharma capabilities with a new facility in Chicago, pharma corridors and GDP recertification in Dubai.

The Chicago facility is dedicated solely to pharmaceutical shipments, spread over 1,000 square metres with scope for additional expansion. Developed in partnership with ground handling company Maestro, the facility has a capacity of 15,000 tonnes per annum for pharma shipments.

Nabil Sultan, divisional senior vice president for Emirates SkyCargo says: “Emirates SkyCargo is committed to the safe and secure transportation of temperature sensitive pharmaceutical shipments. Having a dedicated facility for pharma at one of our busiest stations for pharma in our network is a big boost to our pharma handling credentials and capability.”

The pharma corridor network has been expanded from 12 global stations to 20, working with ground handling partners and other stakeholders to ensure high standards of operations for pharmaceuticals.

Emirates SkyCargo’s pharma operations have been recertified as compliant with GDP guidelines, including the trucking operations between Dubai International Airport and Dubai World Central.

The airline first received the certificate in 2016, which was revalidated each year, and in 2019 the carrier went through a rigorous audit by Bureau Veritas where facilities and processes were evaluated from the ground up.
SIA Cargo expands pharma corridors, signs lease with SkyCell

Singapore Airlines (SIA) Cargo has boosted its pharma capabilities with the addition of Amsterdam (AMS) and Ho Chi Minh City (SGN) to its THRUCOOL corridor network. The carrier has also signed a three-year lease agreement with temperature-controlled container provider SkyCell.

Customers will now be able to choose SIA’s THRUCOOL service to transport pharmaceutical shipments from AMS or Zurich (ZRH) to SGN via Singapore (SIN), with end-to-end handling that is compliant with the International Air Transport Association’s (IATA) Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) program. SIA launched the THRUCOOL product in September 2018 on the ZRH-SIN-Sydney (SYD) corridor and plans to expand the network to other key trade lanes in the coming months.

“The expansion of our network of THRUCOOL quality corridors and our new lease partnership with SkyCell further underlines our commitment to providing quality-assured dedicated cold-chain services when transporting time- and temperature-sensitive pharmaceutical shipments,” said Chin Yau Seng, senior vice president of cargo at SIA. “We will continue to expand and strengthen our service offerings, as well as collaborate with our industry partners to pursue innovation in the transportation of pharmaceuticals.”

SkyCell’s air cargo containers are capable of maintaining temperatures of between +2 to +8°C or +15 to +25°C, even under extreme ambient temperatures. Internet of Things (IoT) sensors connected to a data cloud enable real-time quality monitoring.
SIA CARGO BROADENS RANGE OF SOLUTIONS FOR PHARMACEUTICAL CARGO

Singapore Airlines (SIA) Cargo has broadened its range of transportation solutions for pharmaceutical cargo by expanding its network of THRU COOL quality corridors and signing a lease agreement with SkyCell, a leading temperature-controlled container solutions provider.

SIA Cargo launched THRU COOL in September 2018 as a cold chain service to transport high-value, time-sensitive and temperature-controlled pharmaceutical cargo with speed and reliability. The launch coincided with the introduction of a ‘quality corridor’ along the Zurich-Singapore-Sydney route, with strict end-to-end temperature control for the handling and transportation of temperature-sensitive goods. By complying with standards adopted from the IATA CEIV Pharma programme, the quality corridor addresses the industry’s need for safety, care and efficiency in the transportation of pharmaceutical products.

From 13 June 2019, SIA Cargo will add Amsterdam and Ho Chi Minh City to its quality corridor network. With these additions, customers will have the option of using THRU COOL to transport pharmaceutical products from Amsterdam or Zurich to Ho Chi Minh City or Sydney via Singapore, with assurance of maximum attention to product integrity at each step of the journey. Looking ahead, SIA Cargo will continue to collaborate with industry partners to expand its quality corridor network across key trade lanes, with several more locations planned for inclusion in the network in the coming months.

*International Air Transport Association’s Centre of Excellence for Independent Validators in Pharmaceutical Logistics*

Page 1 of 2
To secure long-term growth of cargo at the Paris airports, Groupe ADP has a cargo strategy based on four axes. Marc Houalla, executive director and director of Paris Charles de Gaulle Airport tells Air Cargo Week.

The four axes are recovering traffic, commitment to better quality of service and a more attractive cargo zone, promotion of air cargo transport and plan the development of the cargo business over the long term.

Houalla says the fourth axis is important to attract pharmaceutical flows with high added value and "as true growth drivers for the cargo business".

Houalla says: "In summer 2016, Groupe ADP, working with IATA, launched an initiative that enables the Paris-Charles de Gaulle cargo community to obtain CEIV Pharma certification; this has become the standard certification in response to increasing demand from the pharmaceutical industry."

The first phase, co-financed by Groupe ADP was launched on 27 January 2017 included 10 cargo partners representing the cargo chain. Two additional partners obtained certification in 2018.

Houalla says: "Similarly, work has been undertaken to create labels or initiate certification of other French sectors of excellence in order to develop flows around these high value-added products."

In 2018, exports from Parisian airports, covering Charles de Gaulle and Orly were over 1.2 million tonnes and imports were over one million. Perishables have an important place in French foreign trade, while other products are also important such as pharmaceuticals, agri-foods. Houalla cites consulting firm Utopies' study, which said most exports from Paris-Orly are machinery and equipment, chemicals, metallurgy, fashion and textiles, with imports of cardboard, printing and machinery. At Charles de Gaulle (CDG), the main products are AOG, aeronautical parts and pharmaceuticals.

Houalla comments: "We observe also a clear raise in e-commerce parcels to which we adapt our infrastructures."

In 2018, the Paris airports handled 2.25 million tonnes of cargo, down 1.9% on 2018. Cargo at CDG was up 1.8% to 2.16 million tonnes while Orly was down 4.8% to 95,000 tonnes.

Houalla says that 2018 was the first year since 2011 when there was a decrease in the proportion of cargo on passenger aircraft with an increase in freighter traffic. 56% of cargo was carried in passenger aircraft in 2018, down from 60% in 2017 while cargo aircraft carried 44%, up from 40%.

Houalla says: "The explanation is no doubt the combination of three factors: 1) an +2.3% increase in all-cargo movements and therefore the related hold capacities (compared to stability over the previous years); 2) an +2% increase in passenger luggage on wide-bodied aircraft, reducing the residual hold capacities for Cargo transport and 3) an overall -1.8% decrease in cargo tonnage."

Cargo volumes on passenger aircraft still exceeds that transported on freighter flights. Houalla says: "The strategy of the major cargo transporters, consisting of taking advantage of the significant hold capacities in passenger aircraft in order to optimize the revenue/cost mix is not called into question."

He adds: "This strategy of using "passenger"
holds rather than all-cargo aircraft holds is also made possible by the change in aircraft and the high frequencies and connections offered by the Paris-Charles de Gaulle hub.

Another area of focus for Groupe ADP is partnerships with other major cargo airports to develop trade flows, by setting up corridors for strategic segments. Groupe ADP signed two cooperation agreements in 2018, firstly with Hong Kong in June, followed by a second one with Dallas Fort Worth at the TIACA Air Cargo Forum in Toronto in October.

Edouard Mathieu, development director for Paris Charles de Gaulle Airport tells Air Cargo Week: “The aim is to build a world, premium quality, end-to-end services network with the partner airports, for specific goods. This objective also requires working with other airport partners in the logistics chain, such as air transporters, customs services, etc.”

As the coordinator of a cargo community with more than 200 companies in addition to government services, Groupe ADP is supporting initiatives to facilitate processing and handling operations. One project is the electronic data exchange platform Cargo Community System, developed by Cargo Information Network France and Group GDP to trace cargo operations at the airport.

Mathieu says: “The success of the deployment is evidenced by the fact that 115 airlines and 80 cargo forwarding agents are already using it. This exchange platform pertains to the logic of e-freight.”

He adds: “This project, conducted with the Roissy Interregional Customs Service, will reduce the number of paper documents that accompany each shipment.”

An airside equipment geolocation system has also been launched, along with a quarantined export animal station. This year will see the first “innovation challenge” for start-ups and SMEs to invent and design new solutions to be deployed at the Paris airports.

Mathieu says: “Groupe ADP is a member of the “Roissy Carex” association, which was created to study the economic and technical feasibility of a high-speed cargo rail connection to the Paris-Charles de Gaulle platform.”

Houalla says as an airport operator, Groupe ADP unites the cargo ecosystem to foster growth for all members. The group has invested in rebuilding a professional air cargo association, ACFA (Air Cargo France Association) to help promote France’s air cargo and highlight the economy, geographical position, infrastructure and technological innovation.

Houalla says: “Moreover, by coordinating air-cargo-community studies that bring together airline companies, handling agents, forwarding agents and all the players involved in the logistics chain, ACFA aims to contribute to improving the service provided to air-cargo customers in France.”

He says that an IATA study on French attractiveness identified five key areas of the ease of doing business being identified including cargo facilitation. Houalla says: “These measures enhance shippers’ experience by enabling the seamless cross-border movement of goods. While France scores below the European average for overall Cargo Facilitation all the recent initiatives on facilitation of cargo movement will increase the scores and overall air transport regulatory competitiveness of France in the future.”
KIX Pharma Community awarded CEIV Pharma, Japan’s first airport community to be certified

Kansai Airports is pleased to announce that KIX Pharma Community achieved IATA’s CEIV Pharma on June 10, 2019, becoming the first airport community in Japan to be awarded the certificate. The CEIV Pharma program is a globally recognized standard for pharmaceutical product handling.

Partnering with international cargo handlers at KIX, Kansai Airports established the community in August 2017 with an aim to meet the industry’s international standard for air transportation of pharmaceutical products.

With all the community members being CEIV Pharma certified, more consistent quality throughout the supply chain will be ensured, thus offering customers safer and higher-quality pharma cargo service.

Kansai Airports is committed to providing quality handling of pharmaceutical cargo while continually making joint efforts with its partners.

KIX Pharma Community participating companies
CKTS Co., Ltd. (Kansai Airports Group)
JAL Kansai Aircargo System Co., Ltd.
Hankyu Hanshin Express Co., Ltd.
Bolórt Logistics Japan K.K.
Mitsubishi Logistics Corporation
Yusen Logistics Co., Ltd.

What is CEIV Pharma?
To learn about the CEIV Pharma (Center of Excellence for Independent Validators in Pharmaceutical Logistics), visit the website below:
http://www.iata.org/whatwedo/cargo/pharma/Pages/ceiv-pharma.aspx
A brochure providing details of the program is available at:

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KIX ITAMI KOBE
KANSAI AIRPORTS

Kansai Airports was established by a consortium made up of VINCI Airports and ORIX Corporation as its core members. Kansai Airports took over the operations of Kansai International Airport ("KIX") and Osaka International Airport ("ITAM") from New Kansai International Airport Company ("NKIA") and has been operating the two airports since April 1, 2016.
Kansai Airports Kobe, Kansai Airports' wholly-owned subsidiary, took over the operations of Kobe Airport ("KOB") from Kobe City and started its business as an operating company on April 1, 2018.
Under the concept of "One Kansai Airports Group", Kansai Airports group strives to continuously improve its services for all airport guests through appropriate investments and efficient operations, with safety and security being the top priority. Kansai Airports group aims to maximize the benefits of the three airports, for the benefit of the communities they serve.
For more information, please visit: http://www.kansai-airports.co.jp/en/

Kansai Airports

Kansai Airports Kobe

Company
Representative Director and CEO: Yoshitaka Yamaya
Representatives
ORIX Corporation (100%)

Business Scope
Operation and management services, etc. of Kansai International Airport and Osaka International Airport

Kansai Airports Kobe

Company
Representative Director and CEO: Yoshitaka Yamaya
Representatives
ORIX Corporation (100%)

Business Scope
Operation and management services, etc. of Kobe Airport

ORIX Corporation (TSE: 8591; NYSE: IX) is an opportunistic, diversified, innovation-driven global powerhouse with a proven track record of profitability. Established in 1964, ORIX at present operates a diverse portfolio of businesses in the operating, financial services, and investment spaces. ORIX’s highly complementary business activities span industries including: energy, private equity, infrastructure, real estate and retail financial services. ORIX has also spread its business globally by establishing locations in a total of 37 countries and regions across the world. Through its business activities, ORIX has long been committed to corporate citizenship and environmental sustainability. For more details, please visit our website: http://www.orix.co.jp/gp/en/

VINCI Airports, as the leading private airport operator in the world, manages the development and operation of 46 airports located in France, Portugal, the United Kingdom, Sweden, Serbia, Cambodia, Japan, the United States, Dominican Republic, Costa Rica, Chile and Brazil. Served by around 250 airlines, VINCI Airports’ network handled 240 million passengers in 2018. Through its expertise as a comprehensive integrator, VINCI Airports develops, finances, builds and operates airports, leveraging its investment capability, international network and know-how to optimize the management and performance of existing airport infrastructure, facility extensions and new-build construction projects. In 2018, its annual revenue for managed activities amounted to €3.6 billion, for consolidated revenue of €1.6 billion. More comprehensive information is available on www.vinci-airports.com

ROME Fiumicino awarded CEIV Pharma certification

Rome Fiumicino (FCO) has become the first airport in Italy to earn IATA CEIV Pharma certification.

It obtained the certification in a community approach together with its air cargo supply chain partners.

IATA CEIV pharma certification is industry recognition in support of the air transport industry complying with pharmaceutical manufacturers’ shipping requirements.

The certification ensures that the FCO airport community meets the highest global standard for transporting pharmaceutical products by air, complying with existing national and international regulations.

It helps to build the air cargo connectivity of the Rome Metro Region with the rest of the world.

Cargo business at Fiumicino airport closed out 2018 with a growth of 11% compared to 2017, brushing the milestone of 200,000 tonnes handled.

A significant portion of this cargo traffic includes precisely pharmaceutical products, a leading sector in terms of the value of the cargo imported/exported through the airport, which travel primarily from and to North America, but also the far East and South America.

Aeroporti di Roma (ADR) chief commercial officer, Fausto Palombelli, says:

“The Lazio pharmaceutical district, the second largest in Italy and one of the major European production hubs, is growing constantly.

“The development of Fiumicino as a cargo traffic hub is therefore a driving force for the economy of the territory and the entire country system.
“This certification is a testament to the commitment and the proactive role of ADR in the economic development of the supply chain.”

IATA’s regional director for Europe for airport, passenger, cargo and security, notes: “The European freight market is one of the largest in the world, accounting for close to a quarter of total global trade.

“Having Rome Fiumicino Airport, one of the region’s major pharma hubs, achieve CEIV Pharma Certification is a significant boost for meeting shippers’ expectations in terms of standardization and transparency across the supply chain in the region.”
Emirates SkyCargo adds to pharma shipping capabilities

06 / 06 / 2019

Dubai-based airfreight carrier Emirates SkyCargo has boosted its worldwide pharmaceutical handling capabilities through a range of improvements to its infrastructure and processes.

First, it has begun handling pharma cargo at a new purpose-built facility in Chicago. The facility, dedicated solely for pharmaceutical shipments, covers an area of more than 1,000 sq m, with scope for further expansion in the future.

It offers temperature-controlled zones (of 2-8 degrees Celsius and 15-25 degrees Celsius) for acceptance and delivery, pharma cargo build up and break down, storage and direct ramp access.

The proximity of the facility to the ramp also means that temperature-sensitive pharma cargo has to spend only a short amount of time in transit to and from the terminal to the aircraft.

Developed in partnership with ground handling company Maestro, the facility has a capacity of handling 15,000 tonnes of pharma shipments per annum.

“Emirates SkyCargo is committed to the safe and secure transportation of temperature-sensitive pharmaceutical shipments,” observed Nabil Sultan, divisional senior vice president at Emirates SkyCargo.

“Having a dedicated facility for pharma at one of our busiest stations for pharma in our network is a big boost to our pharma handling credentials and capability.”

Sultan continued: “This was also a unique model wherein we worked closely with the ground handler and were involved in the planning for the facility from the very beginning.

“Using our learnings from transporting pharma across six continents, we were able to collaborate to make the new pharma facility fit for purpose.”

Second, Emirates SkyCargo has continued to expand its global pharma corridor shipping network.

The carrier announced its pharma corridors initiative in January 2018. Since then, Emirates SkyCargo has expanded its initial network of 12 pharma stations to a total of 20.

As part of its pharma corridor programme, Emirates SkyCargo works with ground handling partners and other local stakeholders at the stations that are important origin or destination points for pharma.

Commenting on the progress made in the pharma corridor programme, Henrik Ambak, Emirates senior vice president, cargo operations worldwide, commented: “Pharmaceutical cargo[s] being transported by air are growing in their sophistication and complexity in terms of the strict regulations for handling and temperature control.

https://www.aircargonews.net/sectors/pharma-logistics/emirates-skycargo-adds-to-pharma-shipping-capabilities/
“We introduced the pharma corridors initiative because we wanted to expand the required high standard of handling for pharma shipments further into our network and serve markets better from origin to destination.”

Ambak informed: “We have been successfully working with our ground handling partners at our major pharma points and the model has met with quite a lot of success and positive feedback from our customers.

“This has motivated us to replicate the model at more pharma stations, thus growing our pharma corridors network to more than 20 stations.

“We'll continue to look at how pharma flows through our network and add more stations in the future,” he promised.

Finally, Emirates SkyCargo's hub operation in Dubai has been re-certified as EU Good Distribution Practices (GDP) compliant.

Emirates SkyCargo's pharma operations in Dubai, including its 24/7 trucking operations between its terminals at Dubai International Airport and Dubai World Central, have been re-certified as compliant again this year.

Emirates SkyCargo first received GDP certification in 2016, subsequently being revalidated in 2017 and again last year.

Earlier this year, the air cargo carrier went through a rigorous audit by Bureau Veritas according to which its pharma handling facilities and processes were completely re-evaluated.

With over 8,000 sq m of dedicated pharma storage and handling space, Emirates SkyCargo operates the world's largest multi-airport GDP-certified hubs in Dubai.

During its 2018/19 financial year, the carrier transported more than 75,000 tonnes of pharmaceuticals across its network.

In other pharma-related news this week, Rome's Fiumicino (otherwise known as Leonardo da Vinci) airport has become the first air gateway in Italy to gain CEIV Pharma certification from IATA.

The news was announced at Air Cargo Europe, being held in Munich this week.

Last month (May), Emirates Group announced that it had faced “significant headwinds” in global airfreight markets during the 2018-19 financial year, which saw Emirates record a 1.4% rise in total airfreight volumes to hit a figure of just under 2.7m tonnes.

Meanwhile, the group's cargo handling arm dnata saw near static volumes in 2018-19, edging ahead just 0.3%, to around 3.1m tonnes.
Fiumicino gains CEIV Pharma accreditation

06 / 06 / 2019

Rome's Fiumicino (otherwise known as Leonardo da Vinci) airport has become the first air gateway in Italy to gain CEIV Pharma certification.

IATA's CEIV – Center of Excellence for Independent Validators – Pharma is awarded to those businesses that can demonstrate excellence in the handling and transport of pharmaceuticals.

Particularly important in the shipping of these highly sensitive cargoes is maintaining their temperature integrity within very limited ranges.

https://www.aircargonews.net/sectors/pharma-logistics/fiumicino-gains-ceiv-pharma-accreditation/
The certification ceremony took place on the IATA stand at Air Cargo Europe (ACE), the exhibition running this week in Munich, Germany.

Aeroporti di Roma (ADR), operator of Fiumicino (as well as Rome's Ciampino airport), said that da Vinci Airport had earned the certification in a community approach it has adopted together with its air cargo supply chain partners.

IATA CEIV pharma certification represents industry recognition of the air transport industry complying with pharmaceutical manufacturers' shipping requirements. The certificate was introduced to prevent temperature variations of pharmaceutical products during the air transport process with the key objectives of ensuring patient safety and reducing losses attributed to logistical issues.

Pharmaceuticals represent an important component of the cargo mix handled at Fiumicino. Pharma shipments moving through the gateway primarily originate at or are destined for North America, although the Far East and South America also represent important markets.

“The Lazio pharmaceutical district, the second largest in Italy and one of the major European production hubs, is growing constantly,” said Fausto Palombelli, chief commercial officer at ADR.

“Therefore, the development of Fiumicino as a cargo traffic hub is a driving force for the economy of the territory and the entire country system.

“This certification is a testament to the commitment and the proactive role of Aeroporti di Roma in the economic development of the supply chain,” he observed.

Sergio Fernandez, regional director Europe, airport, passenger, cargo and security, at IATA, added: “The European freight market is one of the largest in the world, accounting for close to a quarter of total global trade.

“Having Rome Fiumicino Airport, one of the region’s major pharma hubs, achieve CEIV Pharma certification is a significant boost for meeting shippers’ expectations in terms of standardisation and transparency across the supply chain in the region.”

Fiumicino airport handled approximately 200,000 tonnes of cargo last year, achieving a growth of 11% compared to 2017.

More and more gateways are signing up to CEIV Pharma. For example, Dallas Fort Worth airport (DFW) was recently CEIV Pharma certification. The Texan hub, which handled around 911,000 tons of airfreight in 2018, is one of only two airports in North America to have gained CEIV Pharma certification.
Testing, Inspection & Certification Services Market in transportation sector is estimated to grow rapidly during the forecast period. The growth is attributed to the technological advancements in the automobile component. Moreover, the requirement to comply with the international standards and guidelines will also foster the growth. The agriculture & food sector is anticipated to attain the growth rate of over 10% during the forecast timeline. The growing prevalence of the food contamination diseases and food-borne illnesses is the major force driving the demand for the TIC services in the agriculture & food sector.

Testing, inspection, and certification services market growth is Propelled by increasing concern towards the product quality, safety, and environmental health during the coming years. Furthermore, the requirement to comply with the national and international standards is augmenting the demand for the testing, inspection & certification services market. The outsourcing is estimated to grow at a CAGR of over 8% during the forecast period. The demand for the third-party companies is driven by the development of various government regulations & standards to improve product the quality and efficiency.

The testing, inspection & certification services market is rapidly witnessing demand from the healthcare and life sciences segment, with test and inspection reports of pharmaceutical equipment being critical in assessing whether the international standards are met. TIC companies are trying their best to evolve with technological developments and remain up-to-date with new regulations pertaining to safety and quality. Products, apparatus and supply chains are subject to quality testing activities regularly, as pharmaceutical companies are responsible for providing vital therapeutic solutions. Even other parties involved in the supply chain must go through intense inspection by assigned representatives to be eligible to acquire critical certifications. Citing an instance that signifies the importance of the TIC services industry, Swiss WorldCargo recently received IATA’s Center for Independent Validators (CEIV) Pharma certification, which encompasses not only the airline but also the entire organization.

Globalization has further foster the demand for the testing, inspection & certification services market. The new trade partnerships between the nations are encouraging companies to outsource their business operations to offshore countries. This is augmenting the demand for the third-party service providers to inspect the supply chain, raw material, and quality control procedure to ensure the safety and quality of the product. Furthermore, the rise in the conscious consumerism along with the development of the brand protection policies across the globe also supports the market growth. However, the protectionist policies and trade barriers act as major constraints. Moreover, the uncertain regulatory environment and complex nature of the global supply chain are also hindering the growth.
In a bid to ensure increased productivity for clients and assist manufacturers, prominent testing, inspection & certification services market giants have been working to substantially augment their services portfolio. While regulatory bodies like the World Trade Organization (WTO) have been encouraging product manufacturers to maintain the quality and compliance of the products, regional policymakers have also been active in helping private companies develop quality management infrastructure in order to meet the requirements of international product standards.

Europe is leading the testing, inspection & certification services market with more than 40% share in the revenue in 2017. The growth is credited to the stringent government standards to promote consumer safety and improve the product quality. Moreover, the presence of commonly-accepted standards across the European Union member countries has further nurtured the growth. On the other hand, Asia Pacific is anticipated to grow substantially at a CAGR of over 9% during the forecast period. The demand is driven by the rapid urbanization and industrialization in the emerging economies including India and China.

The efforts put in by regional governments and industry players for the standardization of policies to ensure quality infrastructure will have a major influence on testing, inspection, and certification services market at the regional level. The deployment of these policies has also been helping testing, inspection & certification services market participants to upscale their existing technology capability to the next stage with the adoption of supportive business policies. Driven by the upsurge in the demand for quality inspection and monitoring, in tandem with the upgradation in regulatory policies, TIC industry is forecast to garner returns of more than USD 240 billion by the end of 2024.

About Global Market Insights

Global Market Insights, Inc., headquartered in Delaware, U.S., is a global market research and consulting service provider; offering syndicated and custom research reports along with growth consulting services. Our business intelligence and industry research reports offer clients with penetrative insights and actionable market data specially designed and presented to aid strategic decision making. These exhaustive reports are designed via a proprietary research methodology and are available for key industries such as chemicals, advanced materials, technology, renewable energy and biotechnology.

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Nicola Caristo new secretary general of Cool Chain Association

Nicola Caristo, Pharma & Business Development Manager – Auditing & Certification Manager, Alha Group and new Secretary General of the CCA.

June 4, 2019: Nicola Caristo has been appointed as the new secretary general of Cool Chain Association (CCA).

Caristo, Pharma & Business Development manager – Auditing & Certification manager for Alha Group, succeeds Edwin Kalischnig who finished his seven-year term of serving in the new role.

Caristo has worked with Alha Group, one of Italy’s leading air cargo logistics providers, for 22 years.

Recently, he has ensured that Alha’s services comply with IATA’s CEIV Pharma certification, which sets an industry standard for safe and secure handling of pharmaceutical products.

Based at Milan Malpensa Airport, Italy, Caristo has previously focused on auditing roles that have ensured compliance with safety standards and environmental management.

He is also one of the 25 members of the International Air Transport Association’s (IATA’s) Time and Temperature Working Group, which develops and maintains standards for the transportation of healthcare goods.

Kalischnig is CEO of Xtreme Technologies, which provided the NFC loggers used in the recent CCA data sharing pilot, aimed at improving the supply chain and tackling food loss.

Two new members, fruit and vegetable importers Fresh Partners BV, and manufacturers of thermo blankets Trip & Co have joined the CCA.
Commentary: Latin America was the bright spot in IATA’s April air cargo report

The International Air Transport Association (IATA) data for April continues to paint a dismal picture for the global air cargo market. Year-to-date volumes were down 4.7 percent while available capacity increased 2.6 percent. The bright spot, however, has been the Latin American market, where for the past three months, volumes have been on the rise. But, as IATA noted in its recent report, ongoing and political uncertainties in the region present challenges for the air cargo industry.

Brazil, the largest Latin American economy, emerged from a crippling recession in 2016. Since then, it has been touch-and-go financially for the country. This year looks to be a continuation of uncertainty for Brazil with a new President who came into power on January 1; the country reported a first quarter economic contraction of 0.2 percent. For 2019, the GDP growth forecast for Brazil has been cut from 2.6 percent to 1.2 percent. There are, however, some bright spots according to a Financial Times article – there are signs of growth and investments in the private sector with corporate earnings healthy across many sectors.

Latin American-based air cargo carriers have also had their ups and downs. As an example, first quarter results from the region’s largest carrier, Chile’s LATAM Airlines Group, showed steep declines in year-over-year revenue but an almost 2.0 percent increase in volume. Exports such as salmon shipped from Chile led much of this growth.

The second quarter may show similar volume results as the carrier reported healthy export volumes of flowers. LATAM noted that for the three weeks before Mother’s Day (May 12), the demand for flowers increased 90 percent, which translated to more than 7,400 tonnes of fresh flowers being shipped on the carrier.

In addition, LATAM Cargo signed an agreement with CSafe Global, a provider of active and passive temperature-controlled packaging solutions, to offer more options to customers shipping temperature-sensitive pharmaceuticals. The carrier achieved CEIV Pharma certification in 2017, the first airline on the American continent to do so.

In fact, the pharmaceutical sector is an important one for LATAM Cargo. In 2018, the carrier opened a dedicated pharmaceutical hub in Denmark. LATAM Cargo cited “strong demand” for pharmaceutical shipping on routes from Europe to Latin America that resulted in the opening of its tenth hub. From the hub, LATAM Cargo feeds the carrier’s following services: Amsterdam-Viracopos-Santiago; Brussels-Montevideo; Amsterdam-Brasilia; and Frankfurt-Guarulhos.

Perishables such as food items also make up a large percentage of LATAM Cargo’s volume – in fact, almost half of its total volume. In January 2019, LATAM announced a new direct route between Santiago, Chile and Chicago to not only expand its coverage of the U.S. market but to improve connectivity from Latin America to Asia.

In Chicago, LATAM Cargo’s facilities will include 465 square meters of cold storage, which may be expanded if necessary, to minimize cargo exposure while in transit. Chile is the largest salmon exporter in Latin America, with a growing demand from the Asian market. Because of its trade importance, LATAM Cargo introduced Perishable-Salmon, which was designed to transport this product under strict exposure control. With this route, the product will have six points of entry into the United States and three connection points on its way to Asia. LATAM Cargo also plans to increase its weekly capacity to carry salmon to Asia by an additional 100 tonnes.

Representing only 2.6 percent of the global air cargo market, the Latin American market has always been described as ‘promising.’ However, it is a region of constant flux as it tries to shed its status as an emerging market. Attempts to expand and privatize airports continue, but it remains a region lacking in meaningful infrastructure.

To achieve profitable air volume growth, the region will need to reduce bureaucratic red tape within each country’s government, improve infrastructure and invest in private enterprises. Until then, Latin America will remain only ‘promising.’
Korean Air Awarded IATA's CEIV Pharma Certification

Korean Air has been awarded the IATA Center of Excellence for Independent Validators (CEIV) Pharma certification.

IATA’s ‘CEIV Pharma’ is an international standard that indicates an airline’s capability to manage pharmaceuticals, including the handling procedure, equipment and facilities. More than 280 check lists are evaluated by validator to authorize the certification.

Korean Air has set up implementing procedures to deal with various situations such as power failure or temperature changes when opening and closing the temperature-controlled facilities of the cargo terminal.

In preparation for the ‘CEIV Pharma’ certification, Korean Air adopted the international standard and regulations for handling pharmaceuticals and established high quality customized services. Korean Air also conducted special pharmaceutical training for all employees, including its suppliers.

In total, 220 companies, including 18 airlines, have received the ‘CEIV Pharma’ certification thus far.

Exclusive interviews: Future of Thailand’s Cape & Kantary Hotels, Interview with Group Director - Travel Industry, Interview with Captain Lyn Evans About Cape Panwa Hotel Phuket Raceweek and Pictures of Cape Panwa Hotel Phuket Raceweek 2019.

See latest HD Video Interviews, Podcasts and other news regarding: Korean Air, Pharmaceutical, Pharma, CEIV.

FOR IMMEDIATE RELEASE

Agility India Earns Prestigious CEIV Pharma Certification

IATA certification shows ability to meet highest industry standards

MUMBAI, India – May 07, 2019 – Agility, a leading global logistics provider, has been awarded the IATA’s Centre of Excellence for Independent Validators (CEIV) certification for pharmaceutical logistics for its Mumbai, India operations.

The certification, by the International Air Transport Association (IATA), demonstrates Agility’s ability to ensure the integrity of pharmaceutical products throughout the supply chain, and to manage high-value, temperature-sensitive shipments for the pharma and life science industries. In India, Agility provides supply chain services, including management of temperature-controlled shipments, to some of the leading pharmaceutical brands.

The certification process was completed in coordination with the Chhatrapati Shivaji International Airport in Mumbai India.

Krishnakumar V., Chief Operating Officer, Agility India, said: “The CEIV Pharma certification demonstrates our ability to meet the most exacting standards in the industry. We continue investing in technology, infrastructure, personnel and processes to ensure an unbroken cold chain for pharma shipments for our customers and their patients.”

Eric ten Kate, Vice President, Agility Global Life Sciences, said: “If you earn the CEIV Pharma Certification, shippers know they can trust that medicines you handle will reach patients safely and securely.”

In India, Agility manages life sciences facilities at the Nhava Shava Seaport and at Hyderabad Airport, providing temperature-controlled solutions for customers with both ocean and air shipments. Agility recently launched Agility+, a shipment box for the pharmaceutical industry that keeps strict temperature levels for up to 120 hours, and provides users with real-time visibility of temperature status and location.

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About Agility

Agility Global Integrated Logistics is one of the world’s top freight forwarders and providers of contract logistics. It offers ocean, air and road freight, warehousing and distribution, and integrated supply chain services in more than 100 countries. Agility Gil, also provides specialist solutions for capital projects, oil and gas, chemicals, and food and events logistics. Gil, its parent, Agility, are pioneers in emerging markets, and leaders and investors in the use of technology to enhance supply chain efficiency. Agility is a publicly traded company with $5.1 billion in annual revenue.

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LATAM Cargo signs lease deal with CSafe Global

LATAM Cargo has signed a Master Lease Agreement with CSafe Global, making RAP and RKN active containers available to customers shipping temperature-sensitive pharmaceuticals.

The active temperature-controlled containers offer the industry’s longest battery run times and ambient temperature ranges of -30°C to +54°C for the RAP and -30°C to +49°C for the RKN.

CSafe’s system design combines advanced compressor-driven cooling technologies with VIP insulation to regulate payload temperatures for up to four US pallets of pharmaceutical products.

The active containers have approvals to fly on both upper and lower decks of aircraft.

Rodolfo Marré, product development senior manager for LATAM Cargo says: “We understand that minimal deviation from the defined temperature ranges can greatly affect the quality of the products and that is why we are constantly evaluating new options for our Clients. CSafe containers offer cutting-edge technology that will continue to strengthen our PHARMA ACTIVE Product.”

Brad Jennings, vice president of global marketing and partner alliances for CSafe Global says: “With a comprehensive cargo network serving key markets in the Latin American region, and a robust CEIV pharma programme, we look forward to a very fruitful collaboration with LATAM Cargo as we collectively strive to best serve pharma companies seeking that ultimate peace of mind when transporting invaluable life-enhancing medications to their patients in the increasingly important pharma market across Latin America.”
LATAM Cargo and CSafe sign a global master lease agreement

By: AJOT | May 28 2019 at 01:12 PM | Air Cargo News

LATAM Cargo, a leading carrier to, from, and within Latin America, recently signed a Master Lease Agreement with CSafe Global, a leading provider of active and passive temperature-controlled packaging solutions, to extend alternative transportation options to its clients shipping temperature-sensitive pharmaceuticals.

“Our top priority when shipping highly delicate and valuable cargo such as pharmaceutical products is to maintain the desired temperature levels throughout the entire time the cargo is transported, from the origin until its final destination. We understand that minimal deviation from the defined temperature ranges can greatly affect the quality of the products and that is why we are constantly evaluating new options for our Clients. CSafe containers offer cutting-edge technology that will continue to strengthen our PHARMA ACTIVE Product”, explains Product Development Senior Manager for LATAM Cargo, Rodolfo Marré.

The CSafe RAP and CSafe RKN active temperature-controlled containers expertly offer unmatched operational capabilities with the industry’s longest battery run times and broadest ambient temperature ranges of -30°C to +54°C for the CSafe RAP and -30°C to +49°C for the CSafe RKN. CSafe’s innovative system design combines advanced compressor-driven cooling technologies with superior VIP insulation to regulate payload temperatures precisely where they need to be for up to four US pallets of pharmaceutical product, per container. These active containers have approvals to fly on both the upper and lower decks of aircraft and are a welcomed addition to LATAM’s offering.

“We are very excited about the addition of LATAM Cargo to our roster of airline partners who have included the CSafe RKN and CSafe RAP active systems in their pharma offering” cites Brad Jennings, Vice President of Global Marketing and Partner Alliances with CSafe Global. “With a comprehensive cargo network serving key markets in the Latin American region, and a robust CEIV Pharma program, we look forward to a very fruitful collaboration with LATAM Cargo as we collectively strive to best serve pharma companies seeking that ultimate peace of mind when transporting invaluable life-enhancing medications to their patients in the important and growing pharma market across Latin America”.

Pharma Active and Pharma Passive
LATAM Cargo’s expertise in the transportation of pharmaceuticals has allowed the airline to develop specialized products that handle pharmaceutical shipments. The current offerings are EXP PHARMA PASSIVE, with temperature ranges between 2°C to 25°C and PHARMA ACTIVE with temperature set points from -30°C to 30°C.

PHARMA ACTIVE is a specialized product focused in the transportation of high value medicines and vaccines, which require to be maintain in a specific temperature range throughout the duration of the transportation process. To ensure the maximum compliance of the cold-chain, the transportation is made by a specialized active container (electric or dry iced based). The added value of this product is the high visibility that it will have during the entire supply chain, with temperature and functionality checks every six hours and physical reviews at every transferred point.

PHARMA PASSIVE is a specialized product in the transportation of sensitive medicines and vaccines, which requires a strict cold-chain transportation. LATAM Cargo has developed tight internal procedures to ensure the correct transportation of pharmaceuticals, through refrigerated warehouses and acclimated aircraft holds with adequate segregation processes. In order to continually ensure the compliance of the cold-chain logistics, LATAM Cargo has placed data-loggers and thermo-blankets in all of its shipments and conducts a weekly review of the products KPI’s that entails reduced tarmac times. LATAM Cargo also maintains a continuous improvement management system to register all the corrective and preventive actions undergone by the company for the temperature excursion reports.

Being an expert is just not enough, you must be certified

The pharmaceutical industry, requires strict and detailed cold-chain workflows and processes for the transportation of medicines and vaccines. LATAM Cargo underwent an internal review of its logistics supply chain processes for the transportation of pharmaceutical products to guarantee the preservation of quality and functionality that ultimately culminated in the CEIV PHARMA certification by the IATA in 2017. This certification positioned LATAM Cargo as the first airline in the American continent to be awarded this prestigious award.

Dnata divisional execs share updates on company's operations

We stay committed to using the latest technologies, including automation and robotics, to improve efficiency and productivity.

AVB: On the ground handling side, what has the company done in the last year to improve its capabilities?

JD: At Dubai World Central (DWC) we continued to test new equipment and processes at the passenger terminal, which has been undergoing significant expansion works to serve the future growth of travellers and flights. The learning from these tests is also being applied to enhance the efficiency of our operations at Dubai International (DXB).

We partnered with flydubai to trial remote control electric vehicles used to push back narrow-body aircraft. From your perspective, what factors do you think ground services firms will need to consider in the coming years in order to stay ahead of the competition?

We identify key trends and rigorously challenge our processes and work practices to increase efficiency and improve customer experience. We also engage and collaborate with our stakeholders in the aviation eco-system to drive innovation and ultimately to deliver better services for our customers.

AVB: What would you identify as the current challenges faced with ground handling operations, and has anything changed in terms of the type of demands coming customers?

JD: The main challenges for 2019 include Southern Runway Rehabilitation (SRR) where many of our customers reduce flights at Dubai International (DXB) and some operate from Dubai World Central (DWC).

We have moved over 900 pieces of ground services equipment and 2,000 colleagues to DWC to ensure smooth and safe operations of over 3,000 relocated flights. We continue to work hard to deliver the best possible services for all customers at both airports.

Published: 15 May 2019 - 7:23 a.m.
By: Aviation Business


Jaffar Dawood, SVP, Airline Services, dnata, on the company's ground handling operations

AVB: What can you tell me about dnata’s regional strategy for 2019? Any insights on last year’s performance?

JD: In 2018, dnata’s dedicated teams handled 90 million passengers and moved 730,000 tons of cargo in Dubai, which represent a slight growth compared to the previous year. In 2019, we will continue to invest in our operations to enhance our safety culture and sustain our remarkable safety performance.
Kevin Ennis, VP, Commercial and Business Development Cargo, dnata, sheds light on the firm’s cargo operations

AVB: In terms of cargo, have you seen a significant change in demand for specialised cargo? Has dnata made any recent headway within this arena?

KE: Besides processing general cargo, we are experts at handling pharma, perishables, sea/air cargo, live animals (crocodiles, sharks, race horses, domestic pets), perishables, dangerous goods, out of gauge cargo (helicopters, pipes, other project equipment), race cars and vintage cars.

Currently, we handle annually approximately 135,000 tons of perishable cargo and 100,000 tons of express courier annually at our dedicated facilities. We do anticipate growth in our courier business mainly due to the increasing number of e-commerce shipments.

We continually invest in our equipment and facilities to ensure efficient and safe handling of specialized cargo. Our state-of-the-art equipment and facilities include:

Roller Bed Trailer
We've recently added the 'Cartel Roller Bed' trailer to our growing fleet of specialised equipment at Dubai World Central. This innovative equipment enables us to handle special cargo, oversize shipments and aircraft engines in a seamless way; without the need to use cranes or forklifts.

Cool Dollies
Our Cool Dollies provide temperature-controlled transport between warehouse and aircraft. This helps us handle each shipment with special care and protects shipments from extreme temperatures on the tarmac.

Air Ride Dollies
Aircraft engines require specialised care. The air ride dollies ensure that expensive aircraft engines are delivered or picked up seamlessly and safely.

Pharma handling facility
We are focused on providing our customers with enhancements in the safety and security of their pharma shipments. We use the latest technology, best practices and certified warehouses to ensure that every pharma and vaccine shipment that reaches the end consumer is handled in compliance with international certified standards.

Our Dubai operations have been awarded IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma). This ensures we have the proven capability to manage the movement of pharmaceutical products safely and reliably, under the strictest quality standards.

Mark Whelan, GM of dnata’s UAE catering operations, shares an update on his division

AVB: On the catering side of things, how has dnata continued to expand its catering offering?

MW: As the leading flight caterer at Sharjah International Airport, our team continues to expand through innovation in inflight retail, in-airport F&B and opening opportunity in other segments. In the past year, we commenced catering operations for Dubai’s largest desert safari operator, serving Arabic and international cuisine to more than 70,000 customers.

We also introduced a new customer service training programme, ‘Five winning ways’, and an extensive crew training, incentive and engagement programme – an initiative that helps drive significant improvement for our inflight retail airline customers.

Delivering expansion and improvement for our customers has been driven by a more engaged workforce at our end. With our annual ‘Alpha’s got talent’ day now accompanied by other employee events, we’re investing significantly in the engagement of our own employees – which is driving productivity improvement and clear retention benefits.

As Sharjah airport and its airlines continue to grow, our commitment and investment in our Sharjah business will continue too.

Testing, Inspection, and Certification Services Market Will Hit Big Revenues in Future | Global Companies are SAI Global, SGS, SOCOTEC, Applus+, BSI, Bureau Veritas, DEKRA

Growing emphasis on consumer satisfaction and safety has proliferated the testing, inspection, and certification services market as governments worldwide have implemented stringent quality regulations on almost every industry vertical. Whether it is construction, automobile, energy, healthcare or other segments, continuous advancement in products and components have necessitated upgraded testing and certification requirements. Improvements in management, product quality, manufacturing processes, supply chains and service value have become imperative for the growth of any business, imposing a need for the TIC services market. Existence of recognized certifications such as ISO:9001 or ISO/TS 16949 make it easier for customers to search for companies that provide excellent product quality, better customer service and new, innovative solutions. The global TIC services market valuation in 2017 stood at over USD 150 billion, driven by the obligation of companies towards meeting specific product requirements and to comply with international quality standards.

Besides helping to control the quality, effective testing and inspection processes aid in minimizing rejections, reduce manufacturing costs and identify reasons for a defective output. The transportation segment, in general, constitutes a major part of the global manufacturing industry where thousands of components or auto parts go through daily quality checks. As governments and international agencies are constantly raising the weight, material and other standards of automobile components to enhance the safety and efficiency of vehicles, the testing, inspection, and certification services market is subsequently gaining massive popularity. OEMs as well as small auto component vendors are striving to achieve high level of quality and get certified, to get documented and provide validity to their proficiencies and expertise. Frequent inspection and evaluation of manufacturing processes by in-house or third party services to maintain a grip on the quality level will continually boost the TIC services market.

Company profiled in this report based on Business overview, Financial data, Product landscape, Strategic outlook & SWOT analysis:

- ALS
- AmSpec Group
- APAVE Inspection UK Limited
- Applus+
- BSI
- Bureau Veritas
- Corelab Laboratories
- DEKRA
- DNV GL
- Eurofins
- Exova Group Limited
- Intertek
- Kiwa
- Lloyd’s Register
- MISTRAS Group, Inc.
- National Collateral Management Services Limited
- RINA
- SAI Global
Testing, Inspection, and Certification Services Market Will Hit Big Revenues in Future | Global Companies are SAI Global, SGS, SOCOTEC, Applus+, BSI, Bureau Veritas, DEKRA

Globalization has further foster the demand for the testing, inspection, and certification services market. The new trade partnerships between the nations are encouraging companies to outsource their business operations to offshore countries. This is augmenting the demand for the third-party service providers to inspect the supply chain, raw material, and quality control procedure to ensure the safety and quality of the product. Furthermore, the rise in the conscious consumerism along with the development of the brand protection policies across the globe also supports the market growth. However, the protectionist policies and trade barriers act as major constraints. Moreover, the uncertain regulatory environment and complex nature of the global supply chain are also hindering the growth.

As per estimates, the EU alone produced over 17 million passenger cars and 2.6 million commercial vehicles in 2017. With strict regulations in place to enhance the fuel efficiency of future vehicles and reduce carbon emissions, the testing, inspection, and certification services market will experience tremendous growth from testing and inspection of advanced auto components and manufacturing processes. New processes need to be sufficiently tested before implementation and vigorously inspected for any faults or defects to ensure product uniformity. Globally, an emerging product line in the automotive sector is connected and self-driving cars, which presents a challenging task for the TIC services industry. Chipmakers and testing companies are helping to develop these products by adhering to ideal temperature, voltage, electromagnetic interference and several other standards put down for an efficient autonomous system. Automotive standards like ISO 26262 have been introduced related to the safety of electrical and electronic systems within vehicles, warranting adequate testing and inspection to be done on advanced automotive chips.

The testing services accounted for over 65% stake in the testing, inspection, and certification services market. The growth is credited to the increasing concerns among consumers for improved quality of products & services. Furthermore, the rising focus of the government on the product quality and health is also augmenting the demand for the testing services. On the other hand, the certification services are anticipated to grow at a CAGR of more than 9% during the forecast period. The continuous efforts by the government to reduce the carbon dioxide emissions and energy consumption will drive the demand for the certification services.

Testing, inspection, and certification (TIC) services market in outsourcing is estimated to grow at a CAGR of over 8% during the forecast period. The demand for the third-party companies is driven by the development of various government regulations & standards to improve product the quality and efficiency. Furthermore, the increasing pressure on the government organizations to reduce the spending on the testing, inspection, and certification services is also augmenting the demand for the third-party services providers.

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Testing, Inspection & Certification (TIC) Services Market, By Service
- Testing
- Inspection
- Certification

Testing, Inspection & Certification (TIC) Services Market, By Type
- In-house
- Outsource

Testing, Inspection & Certification (TIC) Services Market, By Application
- Agriculture & Food
- Construction
- Life Science
- Consumer Products
- Transportation
- Energy
- Oil, Gas & Chemical
- Mining

Etihad Cargo revamps loyalty programme
07 / 05 / 2019

Etihad Cargo has revamped its customer loyalty programme and a rebranded cargo loyalty scheme named PayloadRewards.

Launched in 2013, Etihad Cargo’s revamped PayloadRewards has more than 5,300 active members from 74 different countries.

With PayloadRewards, members will continue to earn miles as before, with an additional opportunity to start earning bonus miles for general cargo and premium cargo booked through Etihad Cargo’s new online booking portal at www.etihadcargo.com.

In addition, cargo customers can now avail exclusive benefits upon attaining Silver, Gold or Platinum Tier Status with PayloadRewards. More enhancements will be progressively rolled out, the airline said.

Etihad Cargo is also revealing a renewed Global Customer program, which allows global freight forwarders to partner with Etihad Cargo on three distinct tiers: Global Account, Global Plus and Global Partner, each holding a range of differentiated support levels.

Haleema Al Hosani, Etihad Cargo’s newly appointed Senior Manager Global Accounts & Loyalty, said: “Today’s unveiling of these commercial schemes is a proud result of the interactive dialogue we have been having with our global customers over the past months, aimed at enhancing our value offering. These programmes have been designed to reward growth, trust and consistency, embedding a renewed customer-driven culture into Etihad Cargo’s modus operandi”.

This latest reveal forms part of a wider review that Etihad Cargo undertook in 2018 to overhaul its commercial offering and align more closely with its customers’ objectives. This entailed the launch of two additional products (FlightValet and FreshForward), the attainment of CEIV Pharma, as well as additional capacity on core trade lanes.

The airline has also recently upgraded its digital capabilities.

https://www.aircargonews.net/airlines/freighter-operator/etihad-cargo-revamps-loyalty-programme/
CCA: Transparency across the air cargo supply chain is improving

The air cargo industry has become more transparent according to Fabrizio Iacobacci, head of pharma business development at BCube Air Cargo and Cool Chain Association board member.

He admits that air cargo’s share of the global market to transport pharmaceuticals is under pressure, having lost a significant market share to other modes where fewer products were getting damaged. Iacobacci says producers are more aware of the advantages of the air cargo supply chain and the level of quality they can receive.

The industry is reaching the reliability that producers demand and is not afraid to show it. Iacobacci says: “We are able to demonstrate this by inviting them and also freight forwarders to site visits at our airports to audit or visit our facilities.”

Pharmaceuticals are not your typical air cargo, and they require specialist handling. Iacobacci says: “Level of competence can only be developed by maintaining a high level of investment and training and ensuring that all parts of the supply chain follow the technical and quality requirements set down by the producers.”

Iacobacci says that landside, the industry needs to make sure that all transit points on the route have the same level of quality and reliability.

He says: “If we consider the number of International Air Transport Association CEIV Pharma initiatives which exist today compared to just five years ago, you get an idea of how the air cargo industry is aware of the need to improve and is working on it accordingly.”

When it comes to airside operations, Iacobacci says the industry needs to better mitigate the temperature exposure risks on the tarmac or during the flight. He says: “The technical/operational solutions are already there (i.e. refrigerated dollies or trucks for tarmac) and under research and study for some others (i.e. aircraft holds mapping).”

The Cool Chain Association was founded in 2003 and works on the ground doing field studies, implementing quality standards, and promoting collaboration and education among members and stakeholders through international conferences. The association will be holding a conference in Venlo, the Netherlands focusing on food waste on 14-15 May, and will host a pharma event in Paris, France this November.

Cool Chain Association members and directors are industry professionals who live and breathe air cargo, so sitting around and complaining that things are not good enough is not something they are prepared to do.

As an example, the association is looking at the standards for transporting perishables. Iacobacci says the criteria is as important for asparagus as it is for anti-cancer drugs.

He says: “Our approach is the same: we need first to study a process, understand the gaps and actively and pragmatically promote solutions.”
CEIV is a healthy choice

With IATA CEIV Pharma certification across its network and for its partners, Delta Cargo has experienced strong growth for both pharmaceuticals and medical supplies.

Delta Cargo obtained CEIV certification in July 2017 for the Atlanta warehouse and head office, making it the first US passenger airline to do so. The airline says the integrity and security of the CEIV certification process ensures that customers can rely on Delta Cargo to transport their pharma.

Through partnerships with other airlines, Delta Cargo has created the first CEIV Pharma trans-Atlantic network connecting Atlanta with other certified partners, stations and handlers in Amsterdam, Brussels, Milan, Paris and Rome.

Delta Cargo says: “Delta Cargo and Virgin Atlantic Cargo are the first joint venture providing true end-to-end compliance and assurance for customers moving pharmaceuticals, medicines and life science shipments between the US and UK. The airlines now offer almost a quarter of all trans-Atlantic cargo capacity (between UK/US), in the busiest global lane for pharma shipments.”

Facilities, equipment, operations and staff have been a major focus area with all applicable standards, regulations and guidelines. CSafe RAP containers have also been introduced to its cold-chain pharma programme.

Delta says: “This high-performing temperature-controlled air cargo container is ideal for pharmaceutical and life-science companies requiring strict temperature regulations to protect its contents from operational and weather challenges during shipments to patients around the world.”

Delta Cargo sees a strong future in pharma, saying: “As the focus on health and wellness grows in the US and globally, demand for medicines and medical related products will likely increase. Many of these products have shelf lives and need to move quickly with air transportation being a key support.”
You don’t want to be the weakest link

THE cool chain at an airport is only as strong as the weakest link so it is essential that all operators meet the same minimum standards, according to Nathan De Valck.

The cargo business and product development manager at Brussels Airport Company tells Air Cargo Week that there were a lot of advantages for the cargo community to work together, rather than trying to make improvements in isolation. Brussels Airport was the first airport where stakeholders received IATA CEIV Pharma certification. The Belgian airport was also a founding member of PharmaAero, a platform for pharma shippers, CEIV certified cargo communities, airport operators and other cargo stakeholders to work together and share knowledge and best practices.

With more than 14% of European pharma exports coming from Belgium, reliable airfreight is vital as it is the standard mode of transport. When Brussels Airport spoke to shippers to understand their requirements, it was clear that air cargo was not meeting their expectations.

De Valck says: "At all airports a lot of temperature excursions occurred, which lead us to the strategic conclusion that we needed to align and standardise the pharma handling processes at our airport in order to meet the shippers’ expectations.”

It made sense to ensure that all operators in the cool chain met the same quality standards, benefitting from a lower risk profile and better service. Stakeholder collaboration also provides the cost benefit of pooling audit and training resources for the CEIV certification programme. Not only that, the stakeholders can share best practices and adapt their processes.

Being the pilot airport for the community approach was beneficial for Brussels, with De Valck saying: “Being the pilot airport allowed us to work pro-actively with IATA and have an impact on the community certification methodology and co-create the standard. This was a clear win-win situation.”

Before undergoing the pilot, Brussels Airport had already implemented a local pilot checklist that was developed with the local pharma shippers, so it had a good idea of what to expect.

De Valck says: “In that respect it was probably IATA that went through a very useful learning curve, which gave a lot of maturity to the CEIV standard.”

He says that getting the CEIV certificate is just the starting point, and it should be seen as a quality management and training tool to raise the bar. De Valck says: “Brussels Airport has installed a quality monitoring dashboard in collaboration with all the CEIV stakeholders. This dashboard is used as a tool for continuous improvement.”

Measures taken by Brussels Airport have been well received by the pharma shippers. De Valck says: “They welcomed our transparent collaborative approach and the vision to be recognised as the preferred European pharma gateway.”
LOT Polish Airlines is embarking on IATA’s CEIV Pharma certification, and is expected to complete the process by the end of October.

By committing to IATA CEIV Pharma, LOT says it will gain access to the pharmaceutical logistics market worth $13.4 billion.

The certification process requires carrying out several training audits, with partners delivering medicines to and from the airports of destination also being checked.

Michał Grochowski, director of LOT Cargo says: “We are eager to develop in directions set by the Polish pharmaceutical market. Embarking on certification proves that we respond to market needs and our clients’ demands. We are catching up on previous years when LOT Cargo development was not driven in such specialised areas.”

He adds: “There are producers who depend on the carrier’s certification in the first place when placing their orders. Secondly, producers of highly valued pharma goods expect their products to be transported in the highest conditions without any unexpected issues occurring on the way.”

Frederic Leger, director airport, passenger, cargo and security products for IATA says: “We look forward to adding LOT to the growing list of carriers and other industry stakeholders who have achieved excellence in the handling of time and temperature sensitive cargo.”

LOT Cargo intends to transport pharmaceutical goods including insulin, vaccines and antibiotics, as well as products for veterinary use.

In addition, LOT is the first Central European airline to adopt digital processes of approval and verification of dangerous goods, IATA’s Dangerous Goods AutoCheck (DG Autocheck).

Grochowski says: “We want to ensure our current and future clients that LOT Cargo guarantees the highest safety and efficiency in transportation of products.

“The transportation of dangerous goods requires taking extra care and paying attention to every detail. DG AutoCheck is a digital solution which ensures the highest accuracy at appropriate pace.”

Leger adds: “In becoming one of the first adopters of DG AutoCheck LOT have positioned themselves at the forefront of the digital evolution of the dangerous goods supply chain.”
Miami International Airport

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LOT Polish Airlines in pharma focus for Central and Eastern Europe

01 / 05 / 2019

LOT Polish Airlines is on course to achieve its IATA’s CEIV Pharma certification by October this year and in a separate development has already adopted the airline association’s Dangerous Goods AutoCheck (DG Autocheck).

LOT cargo director Michal Grochowski said: “As a result, and thanks to its modern fleet and growing flight network, LOT is reinforcing its commitment to being a leader in the transport of air cargo in Central and Eastern Europe.”

“Both solutions express our ambition to deliver the most innovative, efficient and the most beneficial offer to our clients.

He added: “We are eager to develop in directions set by Polish pharmaceutical market. Embarking on certification proves that we respond to market needs and our clients’ demand.

“We are catching up on previous years when LOT Cargo development was not drive in such specialised areas.”

After achieving CEIV Pharma certification, LOT Cargo intends to transport goods such as insulin, Poland is a major producer, vaccines and antibiotics. LOT Cargo is also planning to start transporting pharma products for veterinary use.

In 2018, LOT Polish Airlines carried over 50,000 tons of cargo and mail, a 20% increase compared with 2017, and the best result in the carrier’s 90-year history.

LOT CARGO TO ENTER PHARMACEUTICAL LOGISTICS MARKET BY EMBARKING ON PRESTIGIOUS IATA’S CEIV PHARMA CERTIFICATION

Warsaw, 30 April 2019 – By the end of October this year, LOT Polish Airlines is expected to complete IATA’s CEIV Pharma Certification which will enable efficient transportation of medicines and valuable pharmaceutical products in the highest global standard. In addition, LOT as the first airline in Central Europe has adopted digital processes of approval and verification of dangerous goods - IATA’s newly developed Dangerous Goods AutoCheck (DG AutoCheck). As a result and thanks to its modern fleet and growing flight network LOT is reinforcing its commitment to being a leader in the transport of all cargo in Central and Eastern Europe.

By committing to IATA’s CEIV Pharma Certification, LOT will gain an access to pharmaceutical logistics market valued at USD 13.4 bn. In fact, the implementation of digital solution (DG AutoCheck) means that LOT will become one of a few airlines in the world which meet the highest global and efficiency standards in transportation of dangerous goods.

- Both solutions express our ambition to deliver the most innovative, efficient and the most beneficial offer to our clients. While developing its business potential, LOT Cargo is focusing on cutting-edge solutions which not only simplify workflows and meet the highest safety standards but also guarantee full compliance with regulations. We are eager to develop solutions set by Polish pharmaceutical market. Embarking on certification proves that we respond to market needs and our clients’ demand. We are catching up on previous years when LOT Cargo development was not in such specialized areas – said Michał Grochowski, LOT Cargo Director.

The completion of CEIV Pharma Certificate (Centre of Excellence Independent Validators Pharma IATA) contributes to meeting rigorous standards set by International Air Transport Association (IATA). Due to temperature sensitive consignments, it is necessary to ensure the adequate temperature between 2 and 8 degrees during the entire transportation time. In addition, the certification process involves LOT Cargo employees. During the training they are provided with know-how of both restricted handing procedures and detailed documentation process.

Certification process requires carrying out several training and audits. LOT Cargo partners incl. freight companies which are delivering medicines and to and from the airports of destination are also subjected to certification.

Selected medicines may already be carried by LOT Cargo under agreements with certain producers and distributors, however, not all of them agree to carry their goods without specific certifications.

- IATA’s CEIV Pharma Certification gives us the opportunity to expand cooperation with many significant entities on pharmaceutical market. There are producers who depend on the carrier’s certification in the first place when placing their orders. Secondly producers of highly valued pharma goods select their products to be transported in the highest conditions without any unexpected issues occurring on the way – said Michał Grochowski.

- By committing to CEIV Pharma Certification, LOT is prioritizing the safe and efficient transportation of Pharma products for the healthcare and pharmaceuticals industry and the safety of the patients who depend on them. We look forward to adding LOT to the growing list of carriers and other industry stakeholders who have achieved excellence in the handling of time and temperature sensitive cargo – said Frederic Leger, IATA’s Director Airport, Passenger, Cargo, Security Products.

Pharmaceutical goods which LOT Cargo intends to transport after completing the certification include insulin (Poland as one of the major producers), vaccines and antibiotics. LOT Cargo is also planning to start transportation of pharmaceuticals products for veterinary use.


lot.com
LOT Polish Airlines to complete IATA CEIV Pharma Certification by Oct-2019

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Cool solutions for pharma products

Aditya Anand

The Chhatrapati Shivaji Maharaj International Airport on Tuesday said that it would soon launch India’s largest temperature controlled solution for the transportation of pharmaceuticals on the tarmac.

The GVK-led Mumbai International Airport Limited (MIAL), which became the first airport in India and third in Asia to achieve the International Air Transport Association’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (IATA CEIV) certification, said that temperature-controlled solution will help prevent temperature excursions of pharma products during air transport with the key objective of patient safety and reduction of losses attributed to logistical issues.

Apart from being awarded this key accreditation, MIAL is now also a strategic member of ‘Pharma Aero’ and the project lead for ‘Airside Transport Benchmark,’ which will launch India’s largest temperature controlled solution for transportation of pharmaceuticals on the tarmac being introduced soon.

The IATA CEIV aims to improve the handling of pharmaceutical cargo by complying with existing national and international regulations. “The authorization ensures adequately equipped facilities, safety and security, standardisation and transparency across the air transport supply chain,” the spokesperson said.

The ‘IATA CEIV’ certification is an industry recognition, supporting the air transport industry to comply with pharmaceutical manufacturers’ requirements. A MIAL spokesperson said the Mumbai international airport had achieved this quality milestone for pharma logistics following training courses, on-site assessment, and complex validation processes. “Acknowledging the importance of this initiative, MIAL has initiated the certification process in a community approach together with its air cargo supply chain partners,” the spokesperson said.
2019 likely to be a year of transition

in particular with regard to Italian exports. Political and economic international variables make it difficult to make projections for the current year. It seems that 2019 will be a year of transition, not particularly productive."

Some products have done well, particularly fashion and pharma, with the latter benefiting from Alka Group having earned IATA CEIV Pharma certification at its Milan Malpensa cargo terminal in September 2015. Alka Group also joined Pharma.Aero in October 2017, a platform for the air cargo community to foster collaboration between CEIV Pharma certified stakeholders.

Once gaining certification, Alka Group has developed and invested in infrastructure to handle pharmaceutical products at both Milan Malpensa and Rome Fiumicino. Schettini says: "We are working closely with airlines companies to study new solutions and technological developments to ensure compliance and improvement of the cold chain management processes."

Alka is the first Italian ground handler to introduce the CoolBox to its fleet, a refrigerated dolly for pharma transportation on tarmac. The new CoolBox will be presented at air cargo Europe in Munich in June.

Schettini says: "The larger version CoolBox2, that can transport two main deck pallets with independent temperature settings, will be at the exhibition centre, just few steps away from our booth, and we look forward to introducing it to all our visitors."

Looking to the future, Schettini says the Italian airfreight market will become increasingly competitive, with the need to provide high quality service and ability to react being essential to remain competitive.

He is confident that Alka is in a strong position, saying: "We believe we have all the possibilities to continue being a top Italian player."

Schettini admits that Italy is a “complicated country” to do business in, and that other European countries are more competitive due to their job security and tax incentives.

He says: "For this reason I think that if you can do business in Italy successfully, you could probably succeed anywhere else in the world."

After a unique year in 2017, 2018 was a slower year and this year has been below expectations so far. Lorenzo Schettini Gheradini, CEO of Alka Group tells Air Cargo Week.

He says that with the market demand and record volumes, 2017 was a unique year, not comparable with any other year in history. Last year was more regular, with lower performance in the second half.

Schettini says: "First quarter of 2019 was below expectations."

https://issuu.com/azurainternational/docs/acw_29th_april_19?e=17121373/69397191
GVK MIAL awarded “CEIV PHARMA” certification by IATA
Published on April 25, 2019

Mumbai: The GVK led Mumbai International Airport Limited (MIAL) becomes the first airport in India and third in Asia to achieve “IATA CEIV” certification. The certificate is an industry recognition, supporting the air transport industry to comply with pharmaceutical manufacturers’ requirements.

The Mumbai International Airport has achieved this quality milestone for Pharma Logistics following successful completion of training courses, on-site assessment, and complex validation processes. Acknowledging the importance of this initiative, MIAL has initiated the certification process in a community approach together with its air cargo supply chain partners.

The IATA CEIV Pharma certification was introduced to prevent temperature excursions of Pharma products during air transport with the key objective of patient safety and reduction of losses attributed to logistical issues.

Apart from being awarded this key accreditation, GVK MIAL is also a strategic member of ‘Pharma Aero’ and the project lead for ‘Airside Transport Benchmark’. The airport will be soon launching India’s largest Temperature Controlled Solution for the transport of Pharmaceuticals on the Tarmac region.

The IATA CEIV aims to improve the handling of Pharmaceutical cargo by complying with existing national and international regulations. The authorization ensures adequately equipped facilities, safety & security, standardization and transparency across the air transport supply chain.

GVK MIAL receives “CEIV PHARMA” certification by IATA

By EP News Bureau on April 25, 2019

GVK led Chhatrapati Shivaji Maharaj International Airport has received IATA CEIV pharma certification as a first in India

The GVK led Mumbai International Airport Limited (MIAL) has become the first airport in India and the third in Asia to achieve “IATA CEIV” certification. The certificate is an industry recognition, supporting the air transport industry to comply with pharmaceutical manufacturers’ requirements.

MIAL was conferred this recognition after successful completion of training courses, on-site assessment, and complex validation processes. Following this development, MIAL has initiated the certification process in a community approach together with its air cargo supply chain partners.

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The IATA CEIV aims to improve the handling of Pharmaceutical cargo by complying with existing national and international regulations. The authorization ensures adequately equipped facilities, safety & security, standardization and transparency across the air transport supply chain.

China Airlines looks to Taiwan hub, CEIV cert for growth

Taiwan-based China Airlines became the latest carrier to receive CEIV-Pharma certification from IATA earlier this week.

With a massive freighter fleet of eighteen 747-400Fs, the carrier is looking to specialty cargo for future growth as it works to position its operations base at Taoyuan Airport (TPE) as a transshipment hub. Industrywide, pharma volumes have been […]
Mumbai Airport becomes first CEIV Pharma certified airport in India

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China Airlines Cargo secures CEIV Pharma certification

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Cyril LÉGER • 1st
Executive Vice President at QuickSTAT
6d • Edited

Through Kuehne Nagel, QuickSTAT has unique capabilities to use IATA CEIV Pharma network with the entire global KN PharmaChain GxP compliant air network. This currently includes 86 locations and cover all continents.
https://lnkd.in/e--MPkX

#pharma #logistics #supplychain #technology #clinicaltrials #lifesciences #immunotherapy #pharmaceuticalindustry #logisticsexperts #directtpatient #healthcarelogistics #pharmaceutic #cellandgenetherap #cart #cellandgenetherapy #specializedlogistics #lifesciencelogistics #personalizedmedicine #quickclinicaltriallogistics #iata

https://lnkd.in/e--MPkX
On March 31st, 2019, Bolloré Logistics Japan was successfully certified by the International Air Transport Association (IATA) as Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) at its platform located in the Kansai International Airport (KIX), in Osaka. The certification is a globally recognized and standardized certification for healthcare airfreight shipments. Bolloré Logistics Japan began the certification process according to the IATA CEIV Pharma standards in the second quarter of 2017. The CEIV Pharma certification will allow Bolloré Logistics Japan to have a strategic advantage in the healthcare logistics market with a stronger, more competitive and enhanced air cargo service.

“Earning the CEIV Pharma certification demonstrates our ability to successfully build and deploy a team of experts who are fully capable to offer end-to-end logistics solution for the pharmaceutical related temperature sensitive products through the Kansai International Airport (KIX). In the near future, we are also keen to acquire the same certification in Haneda Airport (Tokyo) in order for us to expand the expertise nationwide,” said Goro UMEZAWA, Sales Manager at Bolloré Logistics Japan.

This new success shows our commitment to achieve the highest international quality standard in the global pharmaceutical supply chain for its customers, by continually improving our processes and infrastructures to be compliant with IATA CEIV Pharma standards. With Australia, Singapore, South Korea, China and now Japan certified, the aim of Bolloré Logistics is to deploy this action throughout its global network with ongoing certifications on other sites in the Asia-Pacific region such as China Hong Kong.

Top 3 trends in the evolution of air cargo communities

#3: The race for temperature-controlled accreditation

One of the major issues in shipping temperature-sensitive products, such as biopharmaceuticals and perishable food products, is the need to ensure and implement the standardization of shipment for these goods. Last year the Cool Chain Association (CCA) pointed to a startling statistic, that an estimated 1.3 billion tonnes of food – a third of all produced – is wasted along the supply chain each year.

In response to this need for standardization, air cargo communities, including Amsterdam (AMS), Brussels (BRU), Frankfurt (FRA), Hong Kong (HKG), Miami (MIA), Singapore (SIN) and most recently Dallas-Fort Worth (DFW), have stepped up to support their tenants in positioning themselves to capture the fast-growing biopharmaceutical and perishable markets.

At Frankfurt Airport (FRA), Air Cargo Community Frankfurt has five “competence groups” to host forums for discussion and space for initiatives to address the common needs of its members, one of which is “temperature-controlled transport.” Within this group are two specialist vertical groups on perishable and pharmaceutical products. Fraport senior vice president for cargo, Max Conrady, told Air Cargo Airports that the airport has already seen success in its efforts with Fraport AG attaining the International Air Transport Association's (IATA’s) CEIV-Pharma certification last year. The airport also offers its cargo community members the ability to use 18 temperature-controlled vehicles for the transportation of perishables or pharma products.

Last month, HKG also became the first CEIV Fresh-certified airport with IATA’s launch of the program at the World Cargo Symposium in Singapore. For HKG, the accreditation strengthens its positioning in East Asian cargo markets against regional competitors also preparing to capture emerging perishables trade.

https://cargoairportnews.com/636-2/2/
IATA proud that industry embraces unified global approach

HAVING called for a unified global approach for pharmaceutical handling, IATA is very happy with the way the air cargo industry has embraced the CEIV Pharma programme.

Despite the growth in the global pharmaceutical industry, air cargo’s share of global transport suffered a decline from 17% to 11%, with a lack of compliance, standardisation, accountability and transparency across the supply chain being blamed. Over 50% of temperature excursions were occurring in the hands of airlines and airports resulting in billions of dollars of produce being damaged. The air cargo industry had to do something so CEIV Pharma was born.

The programme combines industry standards set by IATA’s Temperature Controlled Regulations with EU and WHO GDP principles to provide a rigorous and consistent assessment of pharmaceutical handling.

IATA says: “It is important to note that the programme goes beyond simply considering regulations, best practices, infrastructure and procedures. It also places a strong focus on education for programme participants across all levels of their respective organisations, from the operators to upper management.”

Positive reaction

The air cargo industry has reacted positively to the CEIV Pharma programme, with 235 certified stations and another 40 undergoing the assessment at the time of writing.

IATA says that once participants realise the benefits of the programme, they are eager to spread the word, encouraging other players to get involved.

IATA says: “Having partners (both upstream and downstream) “speak the same language” in terms of workforce knowledge, industry best practice, SOPs and minimum infrastructure can only lead to less points of conflict and overall improvement in a company’s daily work.”

Not only that, but pharmaceutical customers are happy knowing that their temperature-sensitive and often live-saving cargo is being handled properly throughout the supply chain.

Improvements cannot be made by companies acting in isolation, so airport communities such as Brussels, Amsterdam, Singapore and Dallas Fort Worth to name just a few, have worked together to certify the supply chain.

Communication

IATA says one of the biggest values of the community approach is communication and dialogue, saying: “The kinship forged while undertaking the CEIV Pharma certification process together is long-lasting thus leading to overall understanding and acceptance when stakeholders work together not only on cold chain endeavours but other projects as well. The resulting community openness almost always results in positive development for participating airport communities.”

Engagement with shippers

The industry has supported the measures, with letters of support from pharma shippers. IATA says it constantly strives to involve local authorities when engaging in new projects.

IATA adds: “Our CEIV Pharma team actively participates in engaging more and more shippers at various international and local conferences worldwide. After all, ensuring time- and temperature-sensitive vaccines and medications reach the end-user safely is a communal responsibility.”

The CEIV Pharma programme continues to evolve; IATA has adjusted parameters such as timelines, reporting and assessment procedures, duration of certification validity and other issues.

It will continue to be improved, with IATA saying: “We take stakeholder feedback very seriously and are constantly striving to integrate the latest regulations, best practices and technology in the educational and auditing components of the programme.”
DFW comes together to create pharma community

PHARMACEUTICALS and life sciences are one of the fastest growing verticals for air cargo, so Dallas Fort Worth International Airport viewed the development of a CEIV Pharma Community as a necessary step for the future, John Ackerman tells Air Cargo Week.

As the airport, Dallas Fort Worth acted as a facilitator to create a pharma community, which picked up the coveted IATA CEIV Pharma certificate at this year’s IATA World Cargo Symposium in Singapore.

Ackerman, the airport’s executive vice president of global strategy and development says that an economic impact study was commissioned four years ago. It found opportunities in the cold supply chain and the airport made the decision to become a pharma gateway.

Ackerman (pictured second right with IATA and DFW representatives at the IATA World Cargo Symposium in Singapore) says: “We viewed the development of a CEIV Pharma Community at DFW as a necessary step toward becoming a central US pharma hub for both exports and imports, with the long-term vision of attracting pharma distribution and manufacturing activities to the DFW area.”

Consistent service

The community approach means consistent, high level, specialised services and capabilities for a range of pharma/life science products across the supply chain. Ackerman says that to maintain the cool chain, all stakeholders must be committed to high quality of service.

He says: “The collective efforts of our partners to earn the CEIV Community certification demonstrates DFW’s level of commitment to a world-class pharmaceutical handling operation that provides pharma manufacturers and shippers with confidence that their high-value products will be handled with quality, care and efficiency.”

Ackerman adds: “The pharma community also brings DFW one step closer to establishing a pharma gateway where manufacturers, shippers, and other stakeholders can send their premium shipments and be assured that our processes will maintain product integrity.”

It was a challenging process to be validated, but Ackerman says: “we were pleasantly surprised with the level of commitment and diligence from all our CEIV partners, which resulted in one of the fastest CEIV validations for an airport community.”

The level of detail demanded from the independent validators was something that intrigued management at DFW, wanting to know the contents of candidates’ manuals of temperature mapping requirements.

Rigorous training

The training and validation was “rigorous”, with Ackerman commenting: “The level of dedication from each of our partners proved to be very valuable and mitigated unanticipated circumstances throughout the validation process.”

Dallas Fort Worth has also been working with other airport communities, having signed an agreement with Aeroports de Paris last year to expand growth opportunities in key industries including pharmaceuticals. There are also plans to work with other airports across Europe, India and Asia to develop pharma lanes and connections through a cloud-based platform.

Ackerman says: “We also plan to join industry associations such as Pharma.aero, which will help the community members keep up to date and informed on the most current industry developments and enable effective sharing of best practices with other CEIV Community airports.”

Pharma customers have been “extremely supportive” of all the hard work at Dallas Fort Worth. Ackerman says: “We are currently in discussions with pharma shippers and forwarders to initiate some trial shipments to test our facilities and handling capabilities. It is still very early, but all signs point to positive experiences for these customers.”
Cathay Pacific joins Pharma.Aero
Published on March 27, 2019

Cathay Pacific has become a full member of Pharma.Aero, a cross-industry collaboration for pharma shippers, CEIV-certified cargo communities, airport operators and other air cargo industry stakeholders. Cathay Pacific has been CEIV Pharma certified since October 2017.

Pharma.Aero, whose aim is to achieve excellence in the reliable, end-to-end air transportation and handling of high-value, time-sensitive pharmaceutical products, announced Cathay Pacific’s membership at the IATA World Cargo Symposium in Singapore.

Cathay Pacific Regional Head of Cargo for South Asia, Middle East and Africa – Rajesh Menon said: “India and Bangladesh are both big markets for Cathay Pacific, especially when it comes to shipments of pharmaceutical products. Hyderabad, Bangalore and Mumbai followed by Dhaka have always had large number of pharma shipments and this continues to grow. United States, Canada and Australia are key trade lanes for India and Bangladesh. PharmaLIFT is an important product and our handling expertise is a key USP we provide to our agents. Collaborating with Pharma.Aero, this offering will only become stronger to provide quality in the transportation and expert handling of valuable and sensitive pharmaceutical products.”

Pharmaceutical shipments travelling the corridor will be handled in strict compliance with the IATA’s CEIV Pharma standard. Shippers will be assured of seamless airport-to-airport (A2A) temperature-controlled handling, assuring the integrity of the shipments.
Cairo Airport Cargo Company joins Pharma.Aero

Posted By: STAT Times

March 22, 2019: Cairo Airport Cargo Company (CACC) has joined the Pharma.Aero community that fosters collaboration between IATA CEIV Pharma certified air cargo industry stakeholders.

With this, it becomes first and only CEIV Pharma certified cargo terminal in Africa.

Pharma.Aero aims to achieve excellence in the reliable end-to-end air transportation of pharmaceutical and healthcare products by focusing on developing air cargo as a reliable transport mode for pharma.

The platform, that integrates the expertise of pharma shippers, also helps to exchange best practices between members.

By gaining membership of this pharma community initiative, the company aims to extend the utmost services while guaranteeing an uninterrupted cool-chain for our pharmaceutical multinational clients, contracted carriers and all stakeholders involved.

The company said through a statement: “By joining the Pharma.Aero community, we are looking forward to contributing to the innovation and awareness creation of the global cool-chain management within the region.”

Dallas Fort Worth looks to India for pharma flows

20 / 03 / 2019

Dallas Fort Worth International airport (DFW) is working with India’s Hyderabad airport to develop pharma product flows after the US hub’s cargo community gained IATA’s CEIV Pharma certification.

John Ackerman, executive vice president of global strategy and development at DFW Airport, said: “We have been spending time in Hyderabad and Mumbai over the past year because there is tremendous demand for pharma trade flows to DFW. We are actively talking to a couple of airlines and several Indian pharma producers about that.”

Those airline discussions are focused on establishing a freighter connection from India to DFW: “Given aircraft ranges, that is unlikely to be a direct flight, so there would have to be a stop some place. We are actively pursuing that and the airlines are very interested.

https://www.aircargonews.net/cargo-airport/dallas-fort-worth-looks-to-indian-for-pharma-flows/
“There is tremendous pent up demand and when I visited Hyderabad in late January I spoke with several companies that were very excited about DFW but they were not aware that we are a viable pharma gateway. We are working hard to change that perception.”

The Texan hub, which handled around 911,000 tons of airfreight in 2018, is one of only two airports in North America to gain CEIV Pharma certification.

Ground handler dnata Cargo USA has a 37,000 sq ft cargo centre that includes a dedicated cold-chain perishable cargo facility at DFW.

The airport teamed up with four DFW community members as part of the CEIV Pharma programme: dnata Cargo USA, reefer trucker SCL Cold Chain, warehousing and distribution specialist B.I.G. Logistics and freight forwarder Expeditors.

Added Ackerman: “When we worked on perishables and pharma as a subset of that, we knew that we needed two things: a world class cool chain facility, which opened a little over a year ago with dnata, and then CEIV Pharma.

“Now that we have those two things in place, we expect the pharma shipments to go up.”

He continued: “We wanted to demonstrate our commitment to CEIV and it is relatively new for the US. We have only the second CEIV community in the US.”

DFW has its charter members for CEIV Pharma and expects that more will be added over time: “For now we are starting with those four, a great nucleus with outstanding companies that are leaders in the industry and in our region.”

Asked about the catchment area for pharma products at DFW, Ackerman said: “We are the fourth largest metropolitan area in the US, so we have a great deal of local demand in our own right. So some of this [pharma products] would stay in the local market, some of it would transit to Latin America.”

There may also be the possibility of winning pharma traffic from inbound gateways such as Chicago where onward trucking links suffer from traffic congestion.

DFW’s cargo team is working with Indian airports group GMR, which runs Hyderabad, to develop those pharma flows: “We have found on the passenger side that when the airports at either end of the route work together then you tend to be more successful.”

https://www.aircargonews.net/cargo-airport/dallas-fort-worth-looks-to-indian-for-pharma-flows/
dnata gains IATA’s CEIV Pharma certification at its new Dallas facility

By: AJOT | Mar 14 2019 at 03:41 PM | Air Cargo News

dnata, one of the world’s largest air services providers, has been certified by IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) for its pharma handling processes at its new, state-of-the-art cargo facility in Dallas. The prestigious accreditation demonstrates dnata’s capability to move pharma products under the strictest standards.


dnata opened its 37,000 square feet cargo centre at Dallas Fort Worth International Airport (DFW) in November 2017. The centre includes a 14,000 square feet perishable handling facility, which is dedicated to innovative cool-chain solutions with experienced staff to ensure that perishables such as pharmaceuticals, fruits, vegetables, fresh fish and seafood, meat and flowers maintain their freshness during the entire air transportation process. In the past 12 months dnata handled over 500 tons of perishable cargo in Dallas.

The CEIV Pharma program was created by IATA to provide a globally consistent and recognized pharmaceutical product handling certification that focuses on airfreight and temporary storage. The stringent standards set by CEIV Pharma and the rigorous assessments conducted either meet or exceed many of the current worldwide regulations. In achieving the certification, dnata has proven its capability of handling pharmaceutical products safely and reliably.

dnata constantly invests into cutting-edge pharma handling technologies globally, which is underlined by the CEIV Pharma certification of its Amsterdam, Dubai, Singapore and Toronto facilities, as well the GDP certification of its Amsterdam, London, Manchester, Singapore, and Zurich facilities.

David Barker, Chief Executive Officer of dnata USA, said: “We are proud to be awarded IATA’s prestigious CEIV certification at our new Dallas facility. This achievement demonstrates our commitment to meeting the highest industry standards and further strengthens our position as a global leader in perishable cargo handling. We continue to invest in infrastructure and technology to deliver safe, quality and innovative services for our customers.”

dnata commenced ground handling and cargo operations in the United States in 2016. Since then, the company has invested more than US$45 million in facilities, equipment, training and technology, while continually expanding its operations in the country. Offering highly competitive benefit packages in the market, in the past two years dnata has hired 1,000 additional employees growing its team to over 3,500 customer-oriented aviation professionals.

The excellent quality of dnata’s services is underpinned by the constant growth of its customer base. Having won 48 new contracts in the past 12 months, dnata now serves over 60 airlines at 28 airports in the United States.

A global air services provider and the trusted partner of over 300 airline customers, dnata offers ground handling, cargo and catering services at 129 airports in 19 countries.

Cathay Pacific joins Pharma.Aero initiative

Today, Cathay Pacific Airlines became a full member of the Pharma.Aero initiative, a cross-industry collaboration for pharmaceutical shippers, CEIV-certified cargo communities, airports, forwarders and other air cargo industry stakeholders.

Pharma.Aero was initially formed between Brussels (BRU) and Miami International (MIA) airports in 2016, and seeks to improve reliable, end-to-end air transportation and handling of high-value, time-sensitive pharmaceutical products. Over the past year, Pharma.Aero signed a memorandum of understanding (MoU) with the International Air Transport Association (IATA) and formed a cool-chain corridor with Hong Kong International Airport (HKG) and BRU. The new membership follows Pharma.Aero's push to improve pharmaceutical shipping standards and was announced this week at the World Cargo Symposium in Singapore.

For Cathay Pacific, the move will further its efforts to refine its operations. Recently, the carrier tested a new Bluetooth-enabled track-and-trace ULD system, and announced plans to digitalize its facilities at HKG and attain CEIV Fresh certification.

Although Cathay Pacific has been CEIV-certified since November 2017, becoming a member of Pharma.Aero demonstrates the carrier's intention to take up the initiative's collaborative approach to improving shipping standards.

Cathay Pacific's general manager for commercial cargo, Nelson Chin, said that the company is working closely with the Airport Authority Hong Kong (AAHK) to develop a pharma corridor at HKG to serve its customers by connecting airport members of Pharma.Aero. Details regarding this pharma corridor are yet to be determined but will likely be announced over the next year.
Cathay Pacific joins Pharma.Aero

14 / 03 / 2019

Hong Kong-based Cathay Pacific has joined the cross-industry Pharma.Aero initiative, which aims to achieve excellence in the transportation and handling of pharmaceutical products.

The carrier has held IATA CEIV Pharma certification since October 2017. According to Cathay Pacific general manager cargo commercial Nelson Chin: “As Hong Kong’s home airline, Cathay Pacific is working closely with Airport Authority Hong Kong to develop a pharma ‘corridor’ to connect airport members of Pharma.Aero and provide customers with a superior service.”

CEIV Pharma standards will be applied to pharmaceutical shipments travelling along the corridor, with seamless temperature control ensuring the integrity of these valuable and sensitive items from airport to airport (A2A).

Nathan De Valck, chairman of Pharma.Aero added: “In collaboration with Pharma.Aero and our pharma shipper members, key performance indicators of the pharma corridor will be clearly defined, targeting to set A2A pharma handling standards.”

Cathay Pacific’s membership of the collaborative project was announced at the IATA World Cargo Symposium, currently under way in Singapore.
March 14, 2019: Ground handler dnata has gained Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification from IATA for its pharma handling processes at its new, state-of-the-art cargo facility at Dallas Fort Worth International Airport (DFW).

dnata opened its 37,000 square feet Dallas cargo centre in November 2017. The centre includes a 14,000 square feet perishable handling facility, dedicated to innovative cool-chain solutions to ensure that perishables such as pharmaceuticals, fruits, vegetables, fresh fish and seafood, meat and flowers maintain their freshness during the entire air transportation process.

In the past 12 months, dnata handled over 500 tonnes of perishable cargo in Dallas.

IATA created the CEIV Pharma programme to provide a globally consistent pharmaceutical product handling certification that focuses on air cargo and temporary storage.

dnata has received CEIV Pharma certification for its Amsterdam, Dubai, Singapore and Toronto facilities, as well the GDP certification for its Amsterdam, London, Manchester, Singapore, and Zurich facilities.

dnata commenced ground handling and cargo operations in the United States in 2016. Currently, the company serves over 60 airlines at 28 airports in the United States.
Dallas Fort Worth airport gains CEIV Pharma

14 / 03 / 2019

Dallas Fort Worth airport (DFW) has been awarded IATA's Center of Excellence for Independent Validators (CEIV) Pharma certification.

The Texan hub, which handled around 911,000 tons of airfreight in 2018, is one of only two airports in North America to gain CEIV Pharma certification.

The airport teamed up with four DFW community members as part of the CEIV Pharma programme: ground handler dnata Cargo USA, reefer trucker SCL Cold Chain, warehousing and distribution specialist B.I.G. Logistics and freight forwarder Expeditors.

DFW's logistics partners participated in the certification process that involved training, pre-validation assessment, audit and validation.

"The collective efforts of our partners to earn the CEIV Community certification demonstrates DFW's level of commitment to a world-class pharmaceutical handling operation that provides pharma manufacturers and shippers with confidence that their high-value products will be handled with quality, care and efficiency," said John Ackerman, executive vice president of global strategy and development at DFW Airport.

"The certification brings DFW one step closer to establishing a pharma gateway where manufacturers, shippers, and other stakeholders can send their premium shipments and be assured that our processes will maintain product integrity."

https://www.aircargonews.net/airlines/iata/dallas-fort-worth-airport-gains-ceiv-pharma/
Glyn Hughes, global head of cargo at IATA, said: “We applaud DFW for its commitment to building a CEIV Pharma community through which it has met the industry's global quality standards that ensure pharma products will be handled in a safe and reliable manner.

“By DFW’s community obtaining CEIV Pharma certification, the number of organizations worldwide that are contributing to improve pharma handling across the aviation sector has increased, this is very positive.”

DFW’s mid-continent location is accessible by every major US market within four hours or less by air. This can greatly help with air transport of pharma products that are time- and temperature-sensitive, said an airport spokesperson.

Dnata opened a 37,000 sq ft cargo centre at DFW in March 2018 that includes the only dedicated cool-chain perishable cargo facility at the US hub.

The cargo handling centre is suitable for all perishable products and was developed as part of its agreement with AirLogistix USA, which it acquired in 2017.

Additional features include a refrigerated dock with truck doors, dry cargo space to handle a variety of customer needs and a certified customs screening facility for imports and exports.

David Barker, chief executive of dnata USA, said: “We are proud to be awarded IATA’s prestigious CEIV certification at our new Dallas facility. This achievement demonstrates our commitment to meeting the highest industry standards and further strengthens our position as a global leader in perishable cargo handling. We continue to invest in infrastructure and technology to deliver safe, quality and innovative services for our customers.”

Air cargo comprises more than half of the $37 billion economic impact that DFW Airport delivers to the North Texas region. DFW’s cargo tonnage has grown more than 45% in the last 10 years.
IATA launches CEIV Fresh for perishable goods

March 12, 2019: The Center for Excellence for Perishable Logistics (CEIV Fresh) has been launched by industry body International Air Transport Association (IATA) to improve the handling and the transport by air of perishable products.

The launch of this certification follows on from CEIV Pharma for the transport of temperature sensitive healthcare shipments and CEIV Live Animals for the transport of live animals.

"Perishable goods is a growing market for air cargo. Ensuring that these delicate and short shelf-life products reach the customer unspoiled with minimal waste and loss is essential. Shippers will have assurance that CEIV Fresh certified companies are operating to the highest quality and standards in the transport of perishable products," said Alexandre de Juniac, IATA’s director general and CEO.

The specific time and temperature requirements for food and plant products makes the handling and transporting of perishable products challenging. The CEIV Fresh programme meets these exacting requirements primarily based on the IATA Perishable Cargo Regulations (PCR) which combines professional regulatory and operational input from industry and government experts.

The Airport Authority Hong Kong (AAHK), Cathay Pacific, Cathay Pacific Services Limited (CPSL) and Hong Kong Air Cargo Terminals Limited (HACTL) were the first organisations to pilot the CEIV Fresh programme taking a community approach to certification.

"Shippers can have peace of mind knowing that every entity handling their goods is operating to the same standards. Understanding the value of this to the success of its customers, the Airport Authority Hong Kong pioneered the world’s first CEIV Fresh certified airport community," said Glyn Hughes, Global head of Cargo, IATA.
WFS invests in pharma in Copenhagen

WORLDWIDE Flight Services (WFS) will invest in a new pharma facility at Copenhagen Airport, covering an area of 1,500 sq m.

Construction will begin in April, and the new building will provide end-to-end handling in a temperature-controlled environment for 2-8C pharma products incorporating acceptance, offload, pre-storage, build-up and storage.

Accessible through four dedicated cargo doors, the facility will accept loose shipments and pre-built units, offering a storage area large enough for 300 Euro pallets and 30 PMC pallets.

WFS expects the construction process to be completed in time for the new building to undergo IATA CEIV Pharma pre-assessment in July.

The cargo handling agent is also upgrading the existing temperature control areas in its facility in Copenhagen to handle growing volumes of pharma products requiring 15-25C, making this the second investment in pharma facilities in under two years.

John Batten, EVP cargo for Europe, Middle East, Africa and Asia at WFS says: “This new investment in Copenhagen reflects our continued commitment to support airport cargo communities with growing pharma volumes.”
Rhenus Logistics awarded CEIV Pharma certification at Schiphol

14 / 02 / 2019

Rhenus Air & Ocean has achieved IATA’s CEIV Pharma certification for its Amsterdam Airport Schiphol branch.

In 2018, Rhenus started the process of obtaining the certification by reviewing its procedures for the handling of temperature-controlled shipments, optimisation of temperature-controlled facilities, training of staff and assessing all logistics processes through independent validators.

https://www.aircargonews.net/freight-forwarder/rhenus-logistics-awarded-ceiv-pharma-certification-at-schiphol/
WFS to build new state-of-the-art pharma facility at Copenhagen Airport as volumes rise 90% year-on-year

By: AJOT | Feb 13 2019 at 12:51 PM | Air Cargo News

Worldwide Flight Services (WFS) is to invest in a new, state-of-the-art pharma facility at Copenhagen Airport to increase its support of the CPH Cargo Community’s growth strategy.

WFS, the world’s largest air cargo handler, announced it will begin construction of the new facility in April. The new building will cover an area of 1,500 sq mts and will provide end-to-end handling in a temperature-controlled environment for 2-8°C pharma products incorporating acceptance, offload, pre-storage, build-up and storage.
Accessible through four dedicated cargo doors, the facility will accept loose shipments and pre-built units, offering a storage area large enough for 300 EUR pallets and 30 PMC pallets. WFS expects the construction process to be completed in time for the new building to undergo IATA CEIV Pharma pre-assessment in July.

WFS is also upgrading the existing temperature control areas in its current facility in Copenhagen to handle growing volumes of pharma products requiring a 15-25°C temperature range. This will be the company’s second investment in pharma facilities at the airport in under two years.

Since opening the first stage of its pharma infrastructure in Copenhagen at the end of 2017 – a temperature-controlled ULD storage area with the capacity to handle 16 units – WFS has seen its volume of pharma shipments grow by 90%.

John Batten, EVP Cargo for Europe, Middle East, Africa & Asia (EMEAA), said: “This new investment in Copenhagen reflects our continued commitment to support airport cargo communities with growing pharma volumes. We already have IATA CEIV certified locations in Amsterdam, Barcelona, Brussels, Frankfurt, Madrid and Miami, and we have further investments planned to upgrade our pharma capabilities in other key WFS stations in the year ahead.”

News of the new pharma facility in Copenhagen was announced by the company’s General Manager Scandinavia, Jimi Daniel Hansen, at the launch meeting of the CPH Cargo Community, where over 100 industry representatives, including airlines, freight forwarders and exporters, were invited to hear about the airport’s new cargo strategy as well as the IATA CEIV Pharma and digitisation programmes.

“There is already a fast-growing demand for high quality handling of pharma shipments at Copenhagen Airport. Our commitment to significantly increase our facilities will provide the capacity for future growth and establish Copenhagen as a world class airport for pharma cargoes,” Jimi Daniel Hansen stated.

The move has also been welcomed by major airlines carrying pharma traffic to and from the Danish airport. Michael Schoop, Head of Sales and Handling, Denmark & Iceland, at Lufthansa Cargo commented: “Over the last years, Lufthansa Cargo has invested in its own infrastructure, certification and training and is pleased to offer a broad variety of passive and active cooled pharma air cargo solutions worldwide. To meet our high, certified quality standards on a global level, we are also cooperating with selected local partners and are pleased to work with Worldwide Flight Services in Copenhagen. We appreciate that our customers will benefit from WFS’s investment in a dedicated pharma warehouse at Copenhagen Airport.”

Nete Kilting Staffeldt, Cargo Manager Nordic at Singapore Airlines, added: “Singapore Airlines is very pleased about the news regarding WFS’s new pharma facilities in CPH. This will definitely support the ambition to further enhance our pharma product competencies and add value for our customers.”
Rhenus Air and Ocean receives CEIV Pharma certification at Amsterdam Airport

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WFS to Build New Pharma Facility at Copenhagen

WFS is also upgrading the existing temperature control areas in its current facility in Copenhagen to handle growing volumes of pharma products requiring a 15-25°C temperature range.

Worldwide Flight Services  FEBRUARY 13, 2019
Worldwide Flight Services (WFS) shared plans to invest in a new, state-of-the-art pharma facility at Copenhagen Airport to increase its support of the CPH Cargo Community’s growth strategy.

WFS, the world’s largest air cargo handler, announced it will begin construction of the new facility in April. The new building will cover an area of 1,500 square meters and will provide end-to-end handling in a temperature-controlled environment for 2-8°C pharma products incorporating acceptance, offload, pre-storage, buildup and storage.

Accessible through four dedicated cargo doors, the facility will accept loose shipments and pre-built units, offering a storage area large enough for 300 EUR pallets and 30 PMC pallets. WFS expects the construction process to be completed in time for the new building to undergo IATA CEIV Pharma pre-assessment in July.

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“There is already a fast-growing demand for high quality handling of pharma shipments at Copenhagen Airport. Our commitment to significantly increase our facilities will provide the capacity for future growth and establish Copenhagen as a world class airport for pharma cargoes,” Hansen stated.

The move has also been welcomed by major airlines carrying pharma traffic to and from the Danish airport.

Michael Schoop, Head of Sales and Handling, Denmark & Iceland, at Lufthansa Cargo commented: “Over the last years, Lufthansa Cargo has invested in its own infrastructure, certification and training and is pleased to offer a broad variety of passive and active cooled pharma air cargo solutions worldwide. To meet our high, certified quality standards on a global level, we are also cooperating with selected local partners and are pleased to work with Worldwide Flight Services in Copenhagen. We appreciate that our customers will benefit from WFS’s investment in a dedicated pharma warehouse at Copenhagen Airport.”

Nete Kitting Staffeldt, Cargo Manager Nordic at Singapore Airlines, added: “Singapore Airlines is very pleased about the news regarding WFS’s new pharma facilities in CPH. This will definitely support the ambition to further enhance our pharma product competencies and add value for our customers.”

Air Canada Cargo selects GTA dnata for pharmaceuticals handling at Toronto Pearson Airport

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FROM MAGAZINE: Innovation is driving pharma air cargo growth

Posted By: STAT Times

Digitalisation, IATA CEIV Pharma certification, aircraft with digitally powered temperature control, advanced track & trace technology, and passive containers with 120hrs+ duration, is drastically changing the air cargo pharma supply chain while making it more reliable.

Nahida Jafferi

https://www.stattimes.com/innovation-is-driving-pharma-air-cargo-growth
Due to cracks in the cold chain, the pharma industry is losing billions every year. Temperature deviations have to be avoided or else, it will further delay the import clearance. Moreover, to improve shelf life the prescribed temperature limits should be met and carefully monitored. Airlines and airports are making significant investments in ensuring that the facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers.

**Active vs Passive Solutions**

The pharma supply chain stakeholders opt for active and passive packaging systems, on the basis of product characteristics, trade lane complexities and overall risk profile. Current trend point towards growth in demand for both types of containers, however, the passive packaging system is evolving at a faster pace.

"We’ve received signals that the usage of active containers is decreasing slightly. No doubt, this is partly due to the evolution in passive packaging, exceeding 120hrs. The latter, reducing risks might also be a reason to book pharma as general cargo for certain shipments," said Ferry van der Ent, director of business development at Amsterdam Airport Schiphol.

"Evidently, every manufacturer has set up their own closed distribution system, where every container is monitored for track & trace, temperature, and humidity, by a kind of control tower," he noticed.

A few years ago, Nils Markmann, VP- global operations, World Courier, had predicted that there would be more reliance on passive shipping solutions because it offers longer validation times and ease of handling in remote locations as well.

[https://www.statetimes.com/innovation-is-driving-pharma-air-cargo-growth](https://www.statetimes.com/innovation-is-driving-pharma-air-cargo-growth)
However, DoKaSch Temperature Solutions, the Frankfurt-based company is expecting further growth in the global demand for pharma transports by actively controlled airfreight containers like DoKaSch Opticooler. It is also looking to expand its Opticooler fleet in 2019.

Andreas Seitz, general manager, DoKaSch Temperature Solutions, said, "The development of pallet accepting devices with passive temperature controls has made progress in the past years, but active solutions will always have an advantage. The biggest advantage of electric/active solutions is probably the unlimited runtime; it only needs to be electrically recharged periodically."

Seitz perceives that although airports are beefing up their standards and procedures for the pharmaceutical cold chain, moving pharmaceuticals globally across climate zones is still full of risks, and active containers are the most reliable solutions with the least risk for the cargo.

Owing to market demand, Envirotainer also plans its RAP e2 active container network expansion. Stephen Maetitta, head of market development, Envirotainer, said, "The demand for active containers continues its strong growth trend due, but not limited, to the number of high value and temperature-sensitive biological products. We see additional usage expanding to other healthcare segments and industry verticals to help meet increased regulations and quality compliance."

Some of the emerging trends that Envirotainer has noticed include extended active temperature control applied to a number of phases across the drug product life cycle, increased demand in Asia, shock and vibration control and monitoring, expanded services to meet growing customer requirements and most importantly - continuous improvement and collaboration across the temperature control airfreight stakeholders in the pursuit of a predictable cold chain process.
Etihad first in Middle East to gain CEIV Pharma standard

5 February 2019

IATA certification demonstrates an airline’s ability to manage high-value, temperature-sensitive shipments for the pharmaceutical industry.
Etihad Cargo has become the first Middle Eastern airline to attain the International Air Transport Association’s (IATA) Centre of Excellence for Independent Validators (CEIV) certification for pharmaceutical Logistics.

The standards cover both the airline operations of Etihad Cargo, as well as cargo handling and warehousing at its hub in Abu Dhabi International Airport.

Seventeen carriers across the globe hold the CEIV Pharma certificate, which is an indicator of an airline’s ability to manage high-value, temperature-sensitive shipments for the pharma and life sciences industries.

“**We look forward to the region’s airlines helping take the industry one step closer to having a global standard for transporting pharmaceuticals in place**

According to IATA, a number of other airlines in the region are undertaking the CEIV Pharma certification currently.

“We look forward to the region’s airlines helping take the industry one step closer to having a global standard for transporting pharmaceuticals in place,” the organization said.

Achieving the standard allows Etihad to strengthen its promise to exceed the high standards set by the pharmaceutical industry and it has already invested heavily in technology, infrastructure and processes over the last few years.

IATA said the news that one of the biggest cargo operators in the region has achieved CEIV Pharma certification is a “significant boost” to the world’s fastest growing freight market.
AF-KLM Martinair Cargo gets re-certified for IATA CEIV Pharma

February 1, 2019: Air France KLM Martinair Cargo has become the first major airline group to successfully pass the IATA CEIV Pharma re-certification process for its hub operations in Amsterdam and Paris, as well as the Air France and KLM airline processes.

After having set the industry standards in February 2016, Air France KLM Martinair Cargo reconfirms its focus on the Pharmaceutical business as a top priority for the Group, not only investing in its digital transformation but also increasing its quality standards and its cool chain solutions.

Marcel de Nooijer, Executive Vice President of AIR FRANCE KLM MARTINAIR Cargo says, “Pharma is a top priority for our airline group. In an increasingly demanding environment, this certification reconfirms our commitment to offering the highest possible quality standards in support of our customers’ business activities.”

Enrica Calonghi, Global Head of Pharmaceutical Logistics at AIR FRANCE KLM MARTINAIR Cargo says, “IATA CEIV Pharma recertification confirms that our group aims to position itself not only as a leader in innovation and transparency but also through putting care into healthcare by continually improving our processes and facilities.”

Nina Heinz, Global Head of Network & Quality at DHL Global Forwarding: “IATA CEIV Pharma recertification ensures that we work with the right partners! In our common quest to ensure product integrity and patient safety for life sciences and healthcare, it is critical that all of our partners throughout the supply chain adhere to the same highest service and quality standards. We applaud the commitment from our partner airlines to the IATA CEIV Pharma standardised approach in the air freight industry as this ensures a leadership position in productivity, accuracy and reliability through uniform processes and a compliant network.”

Understanding the need for transparency and ongoing improvement, Air France KLM Martinair Cargo invests in its digital tools, in its facilities and in its processes to make sure that Pharmaceutical Logistics goods are treated in accordance with the best possible standards.

https://www.logupdateafrica.com/afklm-martinair-cargo-gets-recertified-for-iata-ceiv-pharma
AFKLMP enhances Schiphol pharma experience

SCHIPOL: January 31, 2019. Amsterdam Airport Schiphol has reported a 4.1 per cent increase in total belly cargo and an average decrease of 2.5 per cent in overall freight volumes for last year.

“In 2018, despite a slight decrease in overall freight volumes, we built on a number of initiatives that enhance the experience of our pharmaceutical, e-commerce, and perishables customers, and our continued commitment to quality is having positive results,” said Maaike van der Windt, airport director Aviation Marketing, Cargo and Customer Experience (pictured).

“We experienced a year of ups and downs in 2018, and in 2019 we will continue to focus on close collaboration with our cargo community through the Smart Cargo Mainport Program to pursue ambitions such as an increase in digital information exchange and quality improvements in the supply chain,” she explained.

Schiphol initiates or co-creates smart cargo solutions to help its airfreight community including the Holland Flower Alliance together with Royal FloraHolland and KLM Cargo, and the Pharma Gateway Amsterdam that offers a CEIV-certified, closed and transparent pharma airport process.

Air France KLM Martinair Cargo (AFKLMP) has become the first major airline group to pass successfully the IATA CEIV Pharma re-certification process for its hub operations in Amsterdam and Paris, as well as for individual airline processes.

The group says this reconfirms its focus on the pharma business as a top priority - not only investing in its digital transformation but also increasing quality standards and cool chain solutions.

“IATA CEIV Pharma re-certification ensures that we work with the right partners,” noted Nina Heinz, DHL Global Forwarding head of Network & Quality. “In our common quest to ensure product integrity and patient safety for life sciences and healthcare, it is critical that all of our partners throughout the supply chain adhere to the same highest service and quality standards,” she added.

Schiphol Airport reported freight volumes of 1.7 million tonnes in 2018. By comparison, AFKLMP carried 1.1 million tonnes in 2017.
Air France KLM Martinair Cargo receives CEIV Pharma recertification

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Air France-KLM-Martinair Cargo gets re-certified for CEIV-Pharma

Here we go again. Three years ago, Air France-KLM-Martinair Cargo (AF-KLM) became one of the first major airline groups to pass the then-new CEIV certification program IATA began offering for handling pharmaceutical products. Today, the carrier said it is now the first carrier to complete the re-certification process for its hub operations in Amsterdam and Paris, as well as the Air France and KLM airline processes.

The re-certification under the CEIV-Pharma program is part of AF-KLM’s overall strategy to invest in its “digital transformation” while also “increasing its quality standards and its cool chain solutions,” the carrier said.

The reason for all the déjà vu? Under the CEIV program, IATA set a schedule for all participants to re-certify themselves every three years, through a one- to two-day process of reassessment and refresher training to update staff on new regulations, or the development of new standards or equipment that has been introduced since initial certification. If necessary, IATA also offers a final validation of systems, which can take one to two more days to complete.

“Pharma is a top priority for our airline group,” said Marcel de Nooijer, executive vice president of Air France-KLM-Martinair Cargo, which earned its initial CEIV cert in February 2016. “In an increasingly demanding environment, this certification reconfirms our commitment to offering the highest possible quality standards in support of our customers’ business activities.”

Nina Heinz, global head of network and quality for AF-KLM’s supply chain partner, DHL Global Forwarding, praised the carrier’s re-certification efforts. “In our common quest to ensure product integrity and patient safety for life sciences and healthcare, it is critical that all of our partners throughout the supply chain adhere to the same highest service and quality standards,” she said.

https://aircargoworld.com/allposts/air-france-klm-martinair-cargo-gets-re-certified-for-ceiv-pharma/
UPS sees growth from e-commerce, life sciences as net income decreases

Nina Chamlou  January 31, 2019
Carriers, Forwarding, Logistics, News, Subscriber Only Content

Today, in UPS' earnings call for 2018 results, the company reported a 2 percent decline in total net income from about US$4.9 to $4.8 billion between 2017 and 2018. Looking specifically at the fourth quarter – not accounting for adjustments – net income decreased 59 percent from $1.1 billion to $453 million, year-over-year. However, adjusted [...]
WFS awarded IATA CEIV Pharma certification at Amsterdam Airport

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WFS achieves IATA CEIV Pharma certification at Amsterdam Schiphol

By: AJOT | Jan 23 2019 at 08:17 AM | Air Cargo News

Worldwide Flight Services (WFS) has gained IATA CEIV Pharma certification for its pharmaceutical handling facilities at Amsterdam Schiphol Airport, one of Europe’s leading air cargo hubs for healthcare and life science products.

At Amsterdam Schiphol, WFS provides dedicated temperature-controlled facilities for pharma products requiring both 2-8°C and 15-25°C environments.

In preparation for its CEIV audit, WFS carried out a risk analysis and updated its quality management system and operating procedures to ensure full compliance with IATA’s requirements. All employees received specific training on the procedures and pharma handling processes, while the team leading the CEIV programme for WFS also completed IATA’s own CEIV Pharma course.

WFS gains CEIV-Pharma cert at AMS

This week, Worldwide Flight Services (WFS) gained its CEIV certification from IATA for pharmaceuticals-handling at Amsterdam Schiphol Airport (AMS), where the ground handler provides temperature-controlled storage for pharma clients that require environments that must stay with the ranges of 2-8°C and 15-25°C.

AMS serves as a critical link in the trans-European pharma cold-chain for many shippers.

Stéphane Scholving, WFS’ managing director in Amsterdam said the certification “will allow us to develop closer partnerships with our airline customers in support of their own shipper and forwarder clients, which trust them to protect the quality of their pharmaceutical shipments throughout the transportation process.”

WFS has been investing in its temperature-sensitive cargo clientele over that last couple of years. In December 2017, it added a temperature-controlled facility in Copenhagen, and secured its first CEIV-Pharma-certified cargo station in Europe at Brussels (BRU) the same month.

This article originally appeared on our sister site, Air Cargo Airports.

GTA dnata Awarded IATA’s CEIV Pharma Certification in Canada

GTA dnata is the first ground services provider to be awarded the certification for warehousing as well as ramp handling and ground transportation services in North America.

DNATA

Toronto, Jan. 16, 2019 – GTA dnata, dnata’s joint-venture company in Canada, has been certified by IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) for its pharma handling processes and facilities in Toronto. GTA dnata is the first ground services provider to be awarded the prestigious certification for warehousing as well as ramp handling and ground transportation services in North America.

The CEIV Pharma program was created by IATA to provide a globally consistent and recognized pharmaceutical product handling certification that focuses on airfreight and temporary storage. The stringent standards set by CEIV Pharma and the rigorous assessments conducted either meet or exceed many of the current worldwide regulations.
The CEIV Pharma certification cements GTA dnata’s position as a leader in pharmaceutical handling in Toronto. In order to meet the current and future needs of its customers, GTA dnata is planning to increase its capacity by opening a 45,000 square foot warehouse dedicated to the handling of temperature-sensitive freight. The new facility will be operational in February 2019.

Mario D’Urso, Chairman & CEO of GTA dnata, said: “The CEIV Pharma certification is a significant milestone for us as it reaffirms our commitment to achieving excellence with regards to safety, security, compliance and efficiency in the handling of pharmaceutical products. Our teams invest a great deal of effort to safeguard the integrity of medical products, and this certification provides further assurance of the high quality of our services to our customers.”

dnata entered the Canadian market by establishing GTA dnata through the acquisition of a 50% stake in GTA Aviation’s cargo and ground handling operations at Toronto Pearson International Airport in 2016. GTA dnata now provides ground handling and cargo services to a total of 15 airlines in Toronto, handling more than 24 daily flights, assisting 4,800 passengers and moving 148 tons of cargo every day.

Underlining its commitment to the Canadian aviation market, in 2019 dnata will also establish flight catering operations and open a new, state-of-the art facility in Vancouver with a team of over 100 dedicated employees. Representing an investment of more than CAD $7 million, the facility will have an initial capacity of up to 8,000 in-flight meals a day.

A global air services provider and the trusted partner of over 300 airline customers, dnata offers ground handling, cargo and catering services at 127 airports in 18 countries. dnata constantly invests into cutting-edge pharma handling technologies, which is underlined by the GDP certification of its Amsterdam, London, Manchester and Singapore, as well as the CEIV certification of its Amsterdam, Dubai and Singapore facilities.
GTA dnata awarded IATA’s CEIV Pharma Certification

The certification given to GTA dnata by IATA reaffirms their commitment to safety, security, compliance and efficiency in the handling of pharmaceutical products.

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IATA CEIV
for Etihad

ETIHAD Cargo has become the first airline in the Middle East to be awarded IATA CEIV certification in Pharmaceutical Logistics.

The certification covers both airline operations of Etihad Cargo as well as cargo handling and warehousing at its hub in Abu Dhabi International Airport.

Abdulla Mohamed Shaddid, managing director cargo and logistics at Etihad Aviation Group says Etihad Cargo is “honoured” to be the first airline in the region to be awarded IATA CEIV Pharma.

He says: “Since we launched our refreshed strategy in early 2018, a lot of focus has gone towards enhancing our premium product verticals and offering the highest quality and reliability standards to our customers. Today our TempCheck product receives a major boost with this important certification.”

Cargo handling subsidiary Etihad Airport Services has also been awarded CEIV Pharma certification and the airline says that through its global network and fleet of passenger and cargo aircraft, this reaffirms Etihad’s ability to offer temperature-controlled services.

Facilities, systems and processes have been enhanced to meet CEIV Pharma demands, which combine IATA Temperature Control Regulations, GDP best practices and other international benchmarks.

Enhancements include the use of cool dollies in Abu Dhabi, thermal blankets at key stations and a tie up with additional active container suppliers to expand options of temperature-controlled containers.
Brussels Airport is continuing to invest in services and products for the pharmaceutical sector, offering new infrastructure and technology including blockchain.

The airport is investing €100 million in the construction of logistics buildings with 100,000m² in the cargo area.

Half of this infrastructure will be specifically designed to handle high-quality and temperature-sensitive goods such as pharmaceuticals.

BRUcloud was launched as an open data sharing platform where companies in the scheme gather information through apps.

Recent integration of new technologies such as blockchain has made part of the work paperless, which saves time and improves efficiency.

Brussels Airport was the first airport in the world to be awarded IATA CEIV Pharma certification and has developed products for the pharmaceutical industry such as the Airside Pharma Transporter to move cargo on the tarmac.

It was also a founding member of Pharma.Aero along with Miami International Airport and Singapore Changi Airport, and has created pharma corridors to Montevideo and Hong Kong.

Arnaud Feist, CEO of Brussels Airport Company says: “We continue to invest heavily in logistical infrastructure that is adapted to the specific needs of pharma and biotech, and that guarantees a cold chain, vital for medicines and vaccines.

We are also developing innovative solutions based on new technology such as blockchain, which is used on our digital platform BRUcloud, and allows all stakeholders to track in real time the route of the transported goods.”

GTA dnata Awarded IATA’s CEIV Pharma Certification in Canada

Published January 16th, 2019 - 12:31 GMT

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IATA recognizes Etihad Cargo with CEIV certification for pharmaceuticals logistics

UAE-based Etihad Cargo has has announced it has been awarded IATA’s Centre of Excellence for Independent Validators (CEIV) certification in Pharmaceutical Logistics, the company said.

The airline is one of only 16 carriers to hold this important certification worldwide.

The certifications cover both the airline operations of Etihad Cargo, as well as cargo handling and warehousing at its hub in Abu Dhabi International Airport.

Etihad’s cargo handling subsidiary Etihad Airport Services LLC has also been awarded the CEIV Pharma certification. Combined with Etihad’s global air cargo network spanning the Americas, Europe, Africa, Asia and Australasia, through its modern fleet of passenger aircraft as well as its dedicated fleet of Boeing 777 freighter aircraft, this dual certification reaffirms Etihad’s ability to offer customers a seamless end-to-end temperature-controlled solution and reinforces Abu Dhabi’s positioning as a key global logistics centre.

BY Gulli Arnason - January 15, 2019

Turkish Cargo joins the Animal Transportation Association

14 / 01 / 2019

Turkish Cargo has joined the Animal Transportation Association (ATA), which promotes the transport of live animals in secure and ideal conditions.

ATA's membership includes airlines, freight forwarders, marine companies, public institutions, universities, research agencies, animal breeders and veterinarians. It supports regulations on the international transportation requirements for live animals.

The airline also applies IATA’s Live Animals Regulations (LAR) in all its acceptance, storage and transportation processes for the live animal transportation service it provides to its customers.

Said an airline spokesperson for the carrier: “Turkish Cargo is committed to implement any and all rules to ensure documentation, packaging, labeling and marking, specified under the said regulations, strictly during the live animal transportation process.”

Parent group Turkish Airlines adopted the United for Wildlife Buckingham Palace Declaration (UFW) in 2017, “showing the importance it attaches to prevention of illegal wildlife trade, and animal rights to raise the level of awareness”.

Etihad Cargo Awarded IATA’s CEIV Certification for Pharmaceuticals Logistics

SOURCE: ETIHAD AIRWAYS JAN 14, 2019

Abu Dhabi, United Arab Emirates – Etihad Cargo has set a notable benchmark in the region by becoming the Middle East’s first carrier to be awarded IATA’s Centre of Excellence for Independent Validators (CEIV) certification in Pharmaceutical Logistics. The airline is one of only 16 carriers to hold this important certification worldwide.

The certifications cover both the airline operations of Etihad Cargo, as well as cargo handling and warehousing at its hub in Abu Dhabi International Airport, underlining Etihad’s excellence in maintaining Airport, underlining Etihad’s excellence in maintaining product integrity and managing high-value, temperature-sensitive shipments for the pharmaceuticals and life sciences industries.

Abdulla Mohamed Shadid, Managing Director Cargo and Logistics at Etihad Aviation Group, said: “Etihad Cargo is honoured to become the region’s first carrier to be awarded IATA’s CEIV designation for Pharma. Since we launched our refreshed strategy in early 2018, a lot of focus has gone towards enhancing our premium product verticals and offering the highest quality and reliability standards to our customers. Today our TempCheck product receives a major boost with this important certification.”

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Etihad has undergone a major enhancement program to its facilities, systems and processes to meet the stringent standards that CEIV Pharma demands, which combines IATA’s Temperature Control Regulations, GDP best practices, and other international benchmarks. These enhancements include the planned use of cool dollies at Abu Dhabi International Airport, thermal blankets both in Abu Dhabi and at key stations globally, and a tie up with additional active container suppliers to expand the options of temperature-controlled containers across its global network, among other initiatives.

Etihad gains first airline CEIV Pharma certification in the Middle East

Etihad Cargo has become the Middle East’s first carrier to be awarded IATA’s Centre of Excellence for Independent Validators (CEIV) certification for pharmaceutical Logistics.

The airline is one of only 16 carriers worldwide to hold CEIV Pharma certification, a regime which demonstrates an airline’s ability to manage high-value, temperature-sensitive shipments for the pharma and life sciences industries.

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“These enhancements include the planned use of cool dollies at Abu Dhabi International Airport, thermal blankets both in Abu Dhabi and at key stations globally, and a tie up with additional active container suppliers to expand the options of temperature-controlled containers across its global network, among other initiatives.

Etihad also commenced a major expansion and refurbishment program to its cargo terminal at Abu Dhabi in the fourth quarter of 2018 which aims to add additional temperature-controlled space to its existing pharma zone by 2020.

This was in addition to a dedicated staging facility at its Midfield complex in time for the airline’s move to the new terminal.

Hong Kong and Brussels open pharma corridor

Asia Pacific is responsible for more than 30% of air cargo volumes but is being affected by weaker manufacturing and political tension between China and the US.

Hong Kong International Airport (HKIA) and Brussels Airport have opened an airport-to-airport (A2A) pharma corridor to cater for the specific needs of pharmaceutical shipments.

The pharma corridor connects the two airports, with shipments being handled in strict compliance with the IATA CEIV (Center of Excellence for Independent Validators in Pharmaceutical Logistics) and carried by CEIV certified airlines.

Shippers will receive seamless temperature-controlled handling and provided with handling information.

In collaboration with Pharma.Aero and the participation of pharma shippers, key performance indicators will be defined, targeting to set pharma handling standards.

Alaina Shum, general manager of aviation logistics at Airport Authority Hong Kong says the collaboration marks a milestone to make Hong Kong "a preferred pharmaceutical transshipment hub.”

Shum says: “To ensure airport-wide seamless temperature-controlled handling, we are taking delivery of 19 additional cool dollies for common-use by the airlines, meaning that all airlines will always have the option to deploy cool dollies for their temperature-sensitive shipments. We are also building apron shelters to protect the pharmaceutical shipments from direct weather elements.”

Steven Pelmans, head of cargo and logistics at Brussels Airport says: “From the beginning, we have reached out to shippers and manufacturers to understand their requirements and work with them and the rest of our cargo community.

We have been focusing on improving processes, finding innovative solutions and effectively implementing various projects.”

He adds: “This cooperation with HKIA for a dedicated pharma lane is a first but important step in creating specialized, dedicated pharma corridors. Our pharma volumes between Brussels and Hong Kong as well as the rest of Asia and Australia are significant, so this improved solution for our customers is being welcomed by the market very much.”

Frank Van Gelder, secretary general of Pharma.Aero says: “We have received great support from our members including pharmaceutical companies MSD and Pfizer to participate in this pharma corridor project. Their participation will help to validate the services and key performance indices of the A2A pharma corridor, making sure it provides all pharmaceutical shippers the genuine value and peace of mind.”
Pharmaceutical corridor between Hong Kong and Brussels opens

The pharma corridor between Hong Kong and Brussels Airport assures handling quality for temperature-sensitive pharmaceuticals.

Hong Kong International Airport (HKIA) and Brussels Airport have announced the launch of an airport-to-airport (A2A) pharma corridor, offering services catering to the specific needs of pharmaceutical shipments. Spearheaded by the two airports and in collaboration with Pharma.Aero, the initiative aims to pioneer service offerings and standards that provide assurance in handling quality of the temperature-sensitive pharma products.

Hong Kong International Airport (HKIA) and Brussels Airport have announced the launch of an airport-to-airport (A2A) pharma corridor, offering services catering to the specific needs of pharmaceutical shipments. Spearheaded by the two airports and in collaboration with Pharma.Aero, the initiative aims to pioneer service offerings and standards that provide assurance in handling quality of the temperature-sensitive pharma products.

Both HKIA and Brussels Airport have attained the International Air Transport Association’s (IATA) Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) Certification by community approach, which guarantees that airport cargo service providers adhere to high standards in handling pharmaceutical shipments. To offer a seamless, temperature-controlled transportation, all cargo terminals provide temperature-controlled storage and cool dollies are also available for apron transportation.

The pharma corridor connects the two airports and pharmaceutical shipments travelling the corridor will be handled in strict compliance with the IATA’s CEIV Pharma standard and carried by CEIV Pharma-certified airline. Shippers will be assured of seamless A2A temperature-controlled handling and provided with handling information, hence assuring the integrity of the shipments. In collaboration with Pharma.Aero and with the participation of pharma shippers, key performance indicators will be defined, targeting to set A2A pharma handling standards.

Alaina Shum, General Manager – Aviation Logistics of Airport Authority Hong Kong, said, “We are pleased to collaborate with Brussels Airport, Europe’s key air cargo hub for handling pharmaceutical shipments to establish this A2A pharma corridor. It marks another milestone in our continuous endeavours to make HKIA a preferred pharmaceutical transshipment hub and to strengthen our status as the world’s busiest cargo airport. Moreover, to ensure airport-wide seamless temperature-controlled handling, we are taking delivery of 19 additional cool dollies for common-use by the airlines, meaning that all airlines will always have the option to deploy cool dollies for their temperature-sensitive shipments. We are also building apron shelters to protect the pharmaceutical shipments from direct weather elements.”

Hong Kong International Airport (HKIA) and Brussels Airport have unveiled an airport-to-airport (A2A) pharma corridor that will provide services to fulfill the specific requirements of pharma shipments.

The initiative will be headed by the two airports in partnership with Pharma.Aero and seeks to offer the needed services and standards to better handle the temperature-sensitive pharma products.

Both airports have obtained the International Air Transport Association’s (IATA) Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) Certification that ensures airport cargo service providers adhere to high standards in handling pharmaceutical shipments.

All cargo terminals offer temperature-controlled storage and cool dollies are also made available for apron transportation.
“We are pleased to collaborate with Brussels Airport, Europe’s key air cargo hub for handling pharmaceutical shipments.”

Airport Authority Hong Kong Aviation Logistics general manager Alaina Shum said: “We are pleased to collaborate with Brussels Airport, Europe’s key air cargo hub for handling pharmaceutical shipments to establish this A2A Pharma corridor.

Moreover, to ensure airport-wide seamless temperature-controlled handling, we are taking delivery of 19 additional cool dollies for common-use by the airlines, meaning that all airlines will always have the option to deploy cool dollies for their temperature-sensitive shipments.”

Apron shelters are also being built to protect pharmaceutical shipments from direct weather elements.

Shipments moving through the pharma corridor will be handled in stringent compliance with the IATA’s CEIV Pharma standard and carried by CEIV Pharma-certified airline.

HKIA said that seamless A2A temperature-controlled handling of pharma items will be ensured while the shippers will be provided with handling information to guarantee the integrity of the shipments.

The launch will see other member airports of Pharma.Aero will be encouraged to form a network of pharma corridors so that pharma shippers can enjoy a network to cover their trade lanes as per their shipping needs.
Hong Kong and Brussels airports launch pharma corridor

Hong Kong International Airport (HKIA) and Brussels Airport have launched an airport-to-airport (A2A) pharma corridor for temperature-sensitive medicines that will pioneer a global network of specialist pharma corridors.

Pharma shipments travelling the Hong Kong-Brussels airports corridor will be handled in strict compliance with the CEIV Pharma standards and carried by CEIV Pharma-certified airlines.

As part of the new service, Hong Kong’s airport is adding 19 common-use, temperature-controlled cool dollies to its ground fleet for the ramp transfer of pharma goods by airlines, plus it is also building apron shelters to protect pharma shipments from direct weather elements.

The initiative is in collaboration with Pharma.Aero, which fosters collaboration between airport communities that have achieved IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification. Both HKIA and Brussels Airport have attained CEIV Pharma.

A statement from HKIA said that the initiative aims to “pioneer service offerings and standards that provide assurance in handling quality of the temperature-sensitive pharma products”.

Added the statement: “Shipper will be assured of seamless A2A temperature-controlled handling and provided with handling information, hence assuring the integrity of the shipments. In collaboration with Pharma.Aero and with the participation of pharma shippers, key performance indicators will be defined, targeting to set A2A pharma handling standards.”

Alaina Shum, general manager for aviation logistics at Airport Authority Hong Kong, said: “We are pleased to collaborate with Brussels Airport, Europe’s key air cargo hub for handling pharmaceutical shipments, to establish this A2A pharma corridor.

“It marks another milestone in our continuous endeavours to make HKIA a preferred pharmaceutical transshipment hub and to strengthen our status as the world’s busiest cargo airport.

Shum continued: “Moreover, to ensure airport-wide seamless temperature-controlled handling, we are taking delivery of 19 additional cool dollies for common-use by the airlines, meaning that all airlines will always have the option to deploy cool dollies for their temperature-sensitive shipments. We are also building apron shelters to protect the pharmaceutical shipments from direct weather elements.”

Steven Polmans, head of cargo and logistics for Brussels Airport, said: “Our aim is to grow the volume of pharmaceutical shipments at Brussels Airport by focusing on quality and transparency.

“From the beginning, we have reached out to shippers and manufacturers to understand their requirements and work with them and the rest of our cargo community. We have been focusing on improving processes, finding innovative solutions and effectively implementing various projects.

“With Pharma.Aero, our focus has expanded to cover end-to-end and lane solutions. This cooperation with HKIA for a dedicated pharma lane is a first but important step in creating specialised, dedicated pharma corridors. Our pharma volumes between Brussels and Hong Kong as well as the rest of Asia and Australia are significant, so this improved solution for our customers is being welcomed by the market very much.”
Dachser obtains IATA CEIV in Frankfurt

DACHSER has expanded its life science and healthcare services by obtaining IATA CEIV Pharma certification at its Frankfurt Airport branch.

The certification process began in 2017, requiring internal and external training, review of procedures for handling temperature-controlled life science and healthcare products, and an extensive assessment of complex processes by two separate independent validators.

CEIV Pharma covers specific requirements of shippers of pharmaceutical products for secure and efficient airfreight services.

Dachser COO of air and sea logistics, Jochen Muller says: “The IATA certification is a key pillar of our global air-freight strategy. It attests to the highest service and quality standards for life science and healthcare customers through uniform processes and a compliant network.”

Dachser head of global airfreight, Timo Stroh adds: “We look forward to playing an important role in the shipment of life-saving medicines, and we will continue to expand our network capabilities as business field solution life science and healthcare over the coming year.”

IATA global head of cargo, Glyn Hughes says: “IATA is very pleased to recognise the growing interest in aviation leaders such as Dachser to ensure the best standards are applied in the transportation of sensitive pharmaceutical products.”
Swissport first cargo handler in Canada to be awarded CEIV Pharma certification

Posted By: STAT Times

Dec 10, 2018: The International Air Transport Association (IATA) has awarded Swissport Cargo Services Montreal at Pierre Elliott Trudeau Airport with the CEIV certification for particularly sensitive pharmaceutical logistics.

With this certification, Swissport International AG becomes the first air cargo handler in Canada to receive CEIV Pharma.

The CEIV Pharma standards guarantee air freight customers highest quality and temperature control standards for the transport of sensitive pharmaceutical products.

Montreal is a key cargo location for Swissport in Canada as the company saw a total turnover of some 27,000 tonnes in 2017 from this facility.

The facility features temperature-controlled storage areas for pharmaceuticals with a range of +15 to +25 and +2 to +8 degrees Celsius. Additionally, there is a special cooling unit for goods which require a constant temperature of -20 degrees Celsius.

Swissport’s Montreal warehouse is the company’s seventh CEIV Pharma certified cargo facility.

In May 2018, IATA awarded Swissport at Basel’s EuroAirport with the CEIV Pharma certificate. Basel is a major international pharma hub and home to Switzerland’s most advanced cargo warehouse.
Swissport becomes the first air cargo handler in Canada with CEIV Pharma
07 / 12 / 2018

Swissport has added Montreal’s Pierre Elliot Trudeau airport to its network of CEIV Pharma certified cargo warehouses, the first air cargo handler to do so in Canada.

The CEIV Pharma standards guarantee airfreight customers highest quality and temperature control standards for the transport of sensitive pharmaceutical products.

“We are very pleased to receive the IATA certification for our facility in Montreal,” said Nils Knudsen, chief commercial officer of Swissport International, adding: “The formal recognition by IATA reflects our strategic commitment to superior air cargo handling services.”

With annual growth rates of nearly ten percent and a total turnover of some 27,000 tonnes in 2017, Montreal is a key cargo location for Swissport in Canada.

The facility features temperature-controlled storage areas for pharmaceuticals with a range of +15 to +25 and +2 to +8 degrees Celsius. Additionally, there is a special cooling unit for goods which require a constant temperature of -20 degrees Celsius.

Swissport’s Montreal warehouse is the company’s seventh CEIV Pharma certified cargo facility. In May 2018, IATA awarded Swissport at Basel’s EuroAirport with the CEIV Pharma certificate. Basel is a major international pharma hub and home to Switzerland’s most advanced cargo warehouse.
Swissport awarded CEIV Pharma by IATA for Montreal warehouse

Dec 07, 2018: Swissport Cargo Services Montreal at Pierre Elliot Trudeau Airport has received Center of Excellence for Independent Validators (CEIV) Pharma certification by the International Air Transport Association (IATA).

Swissport International AG is adding Montreal to its network of CEIV Pharma certified cargo warehouses. The global leader of airport ground services and cargo handling for the aviation industry has received the certification as the first air cargo handler in Canada.

The CEIV Pharma standards guarantee air freight customers highest quality and temperature control standards for the transport of sensitive pharmaceutical products.

“We are very pleased to receive the IATA certification for our facility in Montreal,” said Nils Knudsen, chief commercial officer of Swissport International AG.

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Swissport’s Montreal warehouse is the company's seventh CEIV Pharma certified cargo facility. It contributes toward an ever more seamless international network for pharmaceutical logistics in which airlines, airports and air cargo handling and logistics companies work hand-in-hand. In May 2018, IATA awarded Swissport at Basel's EuroAirport with the CEIV Pharma certificate. Basel is a major international pharma hub and home to Switzerland’s most advanced cargo warehouse.
New head of operations at Paris-Vatry as it targets cargo growth

28/11/2018

Paris-Vatry Airport has appointed Marcus Farrell as head of operations and a member of the board of directors.

Farrell has 28 years of experience in the aviation industry, beginning with TWA at Paris-CDG.

He held operational positions with airlines in Dublin and Paris before joining Air France’s Operations Control Centre in 1999.

He was most recently working on projects with Qatar Airways in Doha and SAS Ireland in Dublin.

Paris-Vatry is promoting itself as a European airport with plenty of capacity, free of restrictions on noise and airport slots.

Its two freight terminals have a capacity of 12,000 sq m storage space including a 2,500 sq m perishables centre and refrigerated hangars. The airport is fully committed to obtaining a CEIV pharma certification by Q3 2019.

Maastricht Aachen earns CEIV

Maastricht Aachen Airport has received its IATA CEIV Pharma certification, following an audit being carried out and training for staff.

The airport’s managing director, Jos Roeven says pharma is very important for airfreight, especially in Limburg, with the industry making use of its speed and efficiency. The south Netherlands, particularly around Limburg is home to a number of large pharma companies including Medtronic, Abbott, Boston Scientific, Medrad and Merit Medical.

Roeven says: “Maastricht Aachen Airport has always been an important airport for transporting medicines and medical equipment. But now we are officially meeting the high demands that this industry places on airports with regard to handling, (refrigerated) storage and control.”

Employees underwent intense training and testing, with Roeven saying: “By following the courses, but also by sharpening the procedures and optimising our facilities, including two temperature-controlled cold rooms that are only used for pharmaceutical goods.”

Air Cargo Netherlands managing director, Ben Radstaak adds: “With this CEIV Pharma certification we meet the need of the industry for more safety, security, compliance and efficiency by creating a worldwide consistent and recognised certification of pharmaceutical products.”
Delta Cargo introduces cold-chain containers for pharma shipments

By DC Velocity Staff

Air freight carrier Delta Cargo said Thursday it had expanded its cold-chain pharmaceutical program by introducing temperature-controlled air cargo containers that can protect their contents from operational and weather challenges during shipments to patients around the world.

The container design supports Delta’s continued investment in the safe transportation of pharmaceuticals by providing tailored, trans-Atlantic shipping options, according to the unit, which is the cargo division of the Atlanta-based Delta Air Lines Inc. Delta’s joint venture partners, Air France-KLM Cargo and Virgin Atlantic Cargo, introduced the same container earlier this year.

Designed for pharma and life-science companies that require strict temperature regulations, the CSafe RAP container is provided by Dayton, Ohio-based cold chain container manufacturer CSafe Global. The container uses heating and compressor-driven cooling technologies, along with insulation, to maintain constant temperatures even at extreme ambient temperatures ranging from -30°C to +54°C. The payload compartment accommodates up to four standard U.S. pallets or five standard Euro pallets, and the container has an extended battery run time of over 120 hours.

The launch is Delta’s latest investment in its pharmaceutical supply chain line, after Delta received the International Air Transport Association’s 2017 approval that its Atlanta warehouse and headquarters met the group’s requirements for the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) badge. To date, Delta has 50 pharma-approved stations around the globe with seven CEIV approved facilities in Europe and one in Asia, through partners airlines and handlers, all connected to Delta’s largest cargo operation in Atlanta.

https://www.dcvelocity.com/articles/20181116-delta-cargo-introduces-cold-chain-containers-for-pharma-shipments/
Maastricht Aachen Airport seeks more pharma after attaining CEIV cert

Since achieving Centre of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV-Pharma) certification at the beginning of this month, Maastricht Aachen Airport (MST), located in the Netherlands’ southern Limburg province, is now actively seeking more pharmaceutical traffic at its facility. Managing Director of Maastricht Airport Jos Roeven said, “Pharma forms an important segment in air [...]

Maastricht Airport targets more pharma traffic after CEIV achievement
16/11/2018

Maastricht Airport has achieved IATA CEIV Pharma Certification as it looks to gain more healthcare traffic.

The Netherlands airport said that employees have been intensively trained and assessed over the past few months, followed by an audit conducted by IATA.

Maastricht Aachen Airport managing director Jos Roeven said: “Pharma forms an important segment in air cargo, especially here in Limburg.

“The pharmaceutical industry makes frequent use of air transport because it’s proven fast, consistent and efficient. In addition, air transport is, like no other, capable of transporting valuable, time-sensitive and temperature-controlled products.

“The south of the Netherlands in general, as well as Limburg in particular, are known worldwide for their pharmaceutical industry.”

Examples of companies based in the region are Medtronic, Abbott, Boston Scientific, Medrad and Merit Medical.

Roeven concluded: “We are very proud of all those who recently put their shoulders to the wheel, not only by taking the courses, but also by strengthening the procedures and optimising our facilities, including two temperature-controlled cold storage rooms that are used only for pharmaceuticals.”
EuroAirport Basel Mulhouse Freiburg has been presented with its IATA CEIV Pharma certificate in the presence of airport stakeholders and IATA representatives.

The certificate was presented to the airport at a customer event at the EuroAirport Cargo Terminal in the presence of IATA’s global head of cargo, Glyn Hughes and representatives from Fiege, Fischer Road Cargo, Swissport and Swiss WorldCargo.

The airport, which is situated at the crossroads of Switzerland, France and Germany is the first airport authority to be certified IATA CEIV Pharma within a community approach in France and Switzerland.

In 2015, Fiege, Fischer Road Cargo, Swissport and Swiss WorldCargo joined forces to implement IATA CEIV both individually and at a collective level.

All programme participants worked closely together to ensure they delivered high quality standards in transporting, storing and handling temperature sensitive pharmaceuticals at EuroAirport.

The 21,000 square metre Cargo Terminal offers constant temperature control, real-time temperature monitoring as well as fast and efficient processing.
Turkish Cargo broadens its QEP accreditation network

12 / 11 / 2018

Turkish Cargo has increased the number of QEP (Qualified Envirotainer Provider) accredited stations for handling pharmaceutical products.

It has received QEP accreditation at 15 new stations, including: Helsinki, Taipei, Vienna, Kuwait, Maastricht, Buenos Aires, Sao Paulo, Tokyo, Chicago, Madrid, Cairo, Roma, Dusseldorf, Budapest, San Francisco.

Specialist pharma-chain ULD provider Envirotainer has increased the number of the carrier's accredited stations to 38.

Turkish Cargo, which was awarded the IATA CEIV Pharma award for its Istanbul Hub in 2016, has previously received the QEP accreditation for Frankfurt, Mumbai, Istanbul, Brussels and Atlanta.

Turkish Cargo is also now part of Pharma.Aero, which fosters collaboration between IATA CEIV Pharma certified airport communities.

The carrier’s full membership certificate was presented to Turkish Airlines’ chief cargo officer, Turhan Özen, at the TIACA Air Cargo Forum in Toronto.

New look for Cairo Airport Handling Company

TORONTO: October 18, 2018. The Cairo Airport Handling Company (CACC), founded in 1991, is poised to launch a new brand identity and website ‘cargolinx.com’, following the opening of its 190,000 sq.m. ‘Cargo City’ with direct airside access for clients including Cargolux, DHL, Emirates Airline, Etihad and Lufthansa.

With the only IATA CEIV Pharma-certified terminals in Africa and one of only three such sites in the Middle East, CACC cargolinx facilities include freezers and cool rooms with variable temperature ranges from -16C to -25C, and custom-designed ‘Coolinx’ dollies for temperature-controlled transit between aircraft and terminal.

Coolinx specifications for up to five hours of support include an adjustable temperature range from -18C to -25C, the ability to handle all lower-deck contours (including AMF/ALF) and main-deck pallets up to 240 cm., and the use of calibrated data loggers and GPS devices.

A member of the Transport Asset Protection Association and audited by the TSA and Transport Canada, the company’s security levels include dual-view x-ray systems, explosive trace detection machines and dogs, 24/7 HD surveillance and metal detection at all entrances.

In addition to pharma and perishables, cargolinx terminals have dedicated handling facilities for dangerous goods and chemicals, live animals - that have included just about everything from penguins to pageant horses – fashion and textiles, electronics, outsize and heavylift cargo, plus secure vaults for high-value items.

According to cargolinx Business Development manager Sally Onsi, her company’s participation at the Air Cargo Forum in Toronto this week (above) was to confirm CACC as a leading air cargo handler with “state-of-the-art import, export and express terminals that represent a new era of advanced logistics operations in Egypt.”

Yusen Logistics is the first Japanese airfreight forwarder at Kansai International Airport to be certified for IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma).

Yusen Logistics stated: “As a part of its strategy to turn Kansai International Airport into an international cargo hub, Kansai Airports is in the process of improving the quality of how it handles pharmaceutical products.

“They established the KIX Pharma Community, combined with joint CEIV Pharma certification, to provide even safer, high-quality pharmaceutical transportation in August 2017.

“We participate in the KIX Pharma Community, and our work with providing safe and high-quality services through quality control and operational improvements have now been rewarded with the achievement of IATA CEIV certification.”

In November 2016, Yusen became the first Japanese airfreight forwarder at Amsterdam Schiphol Airport to be CEIV Pharma accredited. And, in March 2017, it also earned Good Distribution Practice (GDP) certification for pharma at Germany’s Frankfurt Airport (GDP guidelines were established by the European Union).

In Asia, Yusen became the first logistics business to acquire GDP certification at Soekarno-Hatta International Airport in Indonesia in July 2016.

And, in March 2018, it became the first logistics services provider to obtain GDP certification for air freight forwarding at Juanda International Airport near Surabaya, Indonesia.

SIA launches Thrucool pharma product
20 / 09 / 2018

Singapore Airlines (SIA) has launched a Thrucool product to transport high-value, time-sensitive and temperature-controlled pharma and healthcare shipments.

Thrucool offers dedicated cold chain services, said SIA in a statement, including “priority uplift and handling, quick ramp transfers at airports, cold room facilities, thermal blankets and covers for crucial insulation”.

SIA has partnered with terminal operator SATS, ground handler Cargologic and Qantas Freight to launch an IATA CEIV Pharma certificated “quality corridor” along the Zurich-Singapore-Sydney route as an initial offering.

SIA senior vice president cargo, Chin Yau Seng, said: “As the first airline in the Asia-Pacific region to be CEIV Pharma-certified, the launch of Thrucool reinforces our commitment to provide customers dedicated cold chain services when transporting time- and temperature-sensitive pharmaceutical shipments. 

“We are acutely aware of the life-saving role these shipments play in societies across the world and Thrucool is our assurance that our customers’ cargo will receive the best care not only on our flights but also on the ground during transit.

“We will continue to collaborate with our industry partners to expand our network of quality corridors to further promote the integrity of pharmaceutical products in their journey across key trade lanes.”

SIA was the first airline in the Asia-Pacific region to be awarded the IATA CEIV Pharma Certification and is part of international and regional CEIV communities such as Pharma@Changi, and Pharma.

Aero, which jointly pursue innovation in the shipping of pharmaceuticals. The CEIV Pharma certification imposes extensive standards that adhere to guidelines set under the European Union’s Good Distribution Practice, and World Health Organization Annex 5 Good Distribution Practices for Pharmaceutical Products.
SIA launches service to transport pharmaceutical cargo safely

Air cargo services are available to more than 130 destinations with SIA's passenger fleet of more than 190 aircraft and seven freighter planes. PHOTO: ST FILE

Singapore Airlines (SIA) yesterday launched a new service, Thrucool, for transporting valuable pharmaceutical cargo quickly and under strict temperature control.

In a statement, SIA said Thrucool offers dedicated cold chain services to safeguard the integrity of pharmaceutical and healthcare shipments during air transportation.

Such services include priority uplift and handling, quick ramp transfers at airports, cold room facilities, and thermal blankets and covers that provide insulation from external factors, the statement added.

Customers can choose to place their shipments in temperature-controlled containers and track their location during shipping.

In addition, SIA has partnered with terminal operators Sats, Cargologic and Qantas Freight to launch what it calls a quality corridor along the Zurich-Singapore-Sydney route as an initial offering.

The quality corridor will further help to preserve product integrity in cold chain handling on the ground and in the air, the statement added.

It complies with the standards of the International Air Transport Association’s Centre of Excellence for Independent Validators in Pharmaceutical Logistics (Iata CEIV Pharma), whose programme looks at the industry’s need for safety, care and efficiency in the transportation of pharmaceutical and healthcare products.

SIA senior vice-president of cargo Chin Yau Seng said the airline is the first in the Asia-Pacific region to be awarded the Iata CEIV Pharma certification.

“We are acutely aware of the life-saving role these shipments play in societies across the world and Thrucool is our assurance that our customers’ cargo will receive the best care not only on our flights, but also on the ground during transit,” he said.

He added that SIA will continue to work with industry partners to expand its network of quality corridors.

SIA is part of international and regional CEIV communities, such as Pharma@Changi and Pharma.Aero, which jointly pursue innovation in the shipping of pharmaceuticals.
SIA LAUNCHES THRUCOOL FOR PHARMACEUTICAL AND HEALTHCARE SHIPMENTS

Singapore Airlines (SIA) today announced the launch of THRUCOOL, a new service to transport high-value, time-sensitive and temperature-controlled pharmaceutical cargo with speed and reliability.

THRUCOOL offers dedicated cold chain services to safeguard the integrity of pharmaceutical and healthcare shipments during air transportation. These include priority uplift and handling, quick ramp transfers at airports, cold room facilities, as well as thermal blankets and covers for crucial insulation from external factors. Customers can also opt to place shipments in temperature-controlled containers, and track their location during shipping.

To further preserve product integrity in cold chain handling both on the ground and in the air, SIA has partnered with leading terminal operators SATS, Cargologic and Qantas Freight to launch a ‘quality corridor’ along the Zurich-Singapore-Sydney route as an initial offering. Complying with standards adopted from the IATA CEIV Pharma2 programme, the quality corridor addresses the industry’s need for safety, care and efficiency in the transportation of pharmaceutical and healthcare products. This reduces the potential for product loss attributed to handling and environmental factors such as temperature excursions during carriage.

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Note to Editors
No. 31/18
20 September 2018

SIA Senior Vice President Cargo, Mr Chin Yau Seng, said, “As the first airline in the Asia-Pacific region to be CEIV Pharma-certified, the launch of THRUCOOL reinforces our commitment to provide customers dedicated cold chain services when transporting time- and temperature-sensitive pharmaceutical shipments. We are acutely aware of the life-saving role these shipments play in societies across the world and THRUCOOL is our assurance that our customers’ cargo will receive the best care not only on our flights but also on the ground during transit. We will continue to collaborate with our industry partners to expand our network of quality corridors to further promote the integrity of pharmaceutical products in their journey across key trade lanes.”

SIA was the first airline in the Asia-Pacific region to be awarded the IATA CEIV Pharma Certification and is part of international and regional CEIV communities such as Pharma@Changi and Pharma.Aero, which jointly pursue innovation in the shipping of pharmaceuticals. The CEIV Pharma certification imposes extensive standards that adhere to guidelines set under the European Union’s Good Distribution Practice, and World Health Organization Annex 5 Good Distribution Practices for Pharmaceutical Products.

SIA offers air cargo services to more than 130 destinations with the SIA Group’s modern passenger fleet of more than 190 aircraft, in addition to seven freighter aircraft.

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For further information, please contact:
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The 2018 Pharma Cold Chain: 
Pharma supply chain managers now have options for

BY NICHOLAS BASTA

Pharma manufacturers have been able to deliver refrigerated products to patients almost since the time when mechanical refrigeration was invented—the BioPharma Cold Chain Sourcebook (see p. 18) cites instructions from Parke, Davis & Co. in 1919 to keep smallpox vaccine refrigerated. Over the past decade or so, however, the pharma cold chain has become a focus of most industry supply chain managers and—equally significantly—product and service developers in packaging, logistics and transportation. Now, after waves of (packaging) product innovation, investment by logistics service providers, and a thorough effort by pharma brand owners to rationalize their delivery practices, a new pharma cold chain is emerging. Its features:

• The most worry-free form of long-distance (international) shipping remains air freight and the active (powered) unit load devices (ULDs). As the most expensive form of high-volume delivery, supply chain managers are continually evaluating new containers and alternative modes of transport like ocean shipping.

• Airports, air carriers and many third-party logistics providers (3PLs) have substantially upgraded and expanded their refrigeration storage capacity, so much so that shipments can depend more on moving from one temperature-controlled storage facility to another in the supply chain, rather than express deliveries from the manufacturer to a dispensing endpoint.

• Reuse of parcel and pallet shipping containers is more of a reality today, meeting some of the sustainability goals of manufacturers that have been talked about for years. At the same time, the reuse “loop” is transforming the business of temperature-sensitive packaging from the purchase of single-use packaging, to the pay-per-use rental or leasing model.

• Innovation continues both at the upper end of temperature-controlled shipping—managing controlled room-temperature products in the 5-30°C regime—and at the lower end of temperature-controlled shipping—cryogenic containers and delivery services for the introduction of cellular and genetic therapies (CGTs) to the market.

• More attention is being paid to the front end of the biopharma supply chain—laboratories and manufacturing facilities—and the back end or last mile—including delivery of individual dosages to patients’ homes.

• CGTs, in that some of them involve the patient’s own cells being extracted, transported to a pharma facility and manipulated, then returned to the patient for infusion, both represents the crowning achievement of personalized medicine, and a radically different supply chain. Commercial delivery to patients is very similar to clinical trial logistics, and in fact, the clinical trial logistics leaders are moving aggressively into managing this on behalf of pharma clients.

• Finally, data—of the shipment’s condition in transit, and of the overall logistics process—is becoming a more sought-after element of supply chain management. Geolocation of the shipment is a reality; the “Internet of things” (IoT) philosophy is taking hold via smart devices that automatically report their status in real time. At the further ends of the digitization, developers are looking at

more data leads to less risk
dealing with cryogenic to room-temperature ranges

applying blockchain technology to the cold chain.

Standards and regulations
Perhaps the broadest-based change going on in the pharma cold chain is the adoption of the CEIV Pharma certification, which now has nearly 300 organizations globally involved in renewing or receiving this designation. The Center of Excellence for Independent Validators—Pharma is an effort undertaken by the International Air Transport Assn. (IATA) to standardize (to the degree possible) global practices for any shipment or trade lane that involves air freight. But it goes well beyond air carriers: airport ground handling providers, warehouses that store pharma products for delivery to an airport; trucking companies that make such transfers into and out of airports; and freight forwarders and 3PLs that manage pharma shipments are all within scope. Arguably, the only parts of global logistics that don’t fit are seaports, and ground carriers that never deliver to an airport.

“A chain is only as strong as its weakest link,” notes Andrea Gruber, head of special cargo at IATA, under which the CEIV Pharma program operates. Besides getting many other logistics players involved beyond air carriers (who are the only formal members of IATA), the effort’s focus is to “harmonize practices and requirements to a uniform level globally, thus providing assurance to the pharma industry.”

IATA started the CEIV Pharma program in 2014 in part for clearly competitive reasons: it didn’t want to lose market share relative to ground and ocean transportation.

IATA has some standards that, in effect, have force of law (such as regulations for cargo container construction), but CEIV Pharma is voluntary. Certification can be provided for an individual business (and by location); for a “community” (an international airport and its associated service providers) or a “coalition” (a regional grouping of airports, facilities and providers).

CEIV certification involves a two-step audit by IATA-approved (but independent) validators, who being a 300-item list of criteria; the full program can take as long as six months and usually involves training personnel in addition to reviewing facilities and procedures. There are 10 validators currently, one company that outs the approved auditors within its staff is aadvise, based in Mecheden, the Netherlands.

Although the goal is global harmonization, IATA’s Gruber concedes that there will be national variations in practices; Saudi Arabia, for example, requires all refrigerated pharma deliveries to be temperature-monitored, something
that is recommended but not required elsewhere. The main standards involved are the EU Good Distribution Practices (GDP) document, in place since 2013, and World Health Organisation requirements; national standards are followed where applicable.

The list of organizations with CEEV Pharma validation is long. Some highlights: Kuehne + Nagel validated its entire air-freight network (86 locations) in 2017. DHL has validated nearly all of its North American operations; and the airports of Brussels, Miami, Singapore, Sharjah (Saudi Arabia) have community validation. Delta Air Cargo was the first US passenger-based airline to be validated, in 2007. But the program is not by any means universal; World Courier, a leading clinical trial logistics provider, opted for GDP certification (by a consulting firm called DQS) for its global network of offices early this year.

Meanwhile, standards-setting is not a done deal by any means. The US Pharmacopoeia, which has a variety of standards relevant to cold chain logistics, issued a draft version of USP <1059> this summer, and is soliciting comments with a goal of finalizing the standard in early 2019. USP <1059> is being tightly rewritten; the new standard is focused primarily on setting up quality management systems to oversee logistics processes; it also refers to other USP standards for stability testing and packaging.

Standards will continue to evolve, just as industry practices have. “The industry has studied temperature and humidity and how it affects medicines for many years,” notes Rafael Bichara, a leading voice in pharmac cold chain practices and member of USP expert committee (see p. 14). “Now, with new therapies such as personalised, genetically engineered pharmaceuticals appearing, additional factors such as shock, drop, shake, vibration and pressure should be investigated.”

Shifting business model

Traditionally, bulk air shipments have been in pallet-sized unit-load devices (ULDs) pioneered by Envirotainer, which introduced a powered version containing its own heating and cooling unit in the mid-2000s. Cifre, DuKals and a few others have similar units, and in most cases, they are leased or rented, for a set period of time or for individual trips. (Since the units rarely leave airplanes or airports, there’s little incentive for pharmaceutical companies to have their own stock of the units.)

Fig. 2. Pelicon Biothermal’s just introduced CoolPlex Flat units are modularized for handling different payloads at a variety of operating conditions. Credit: Pelicon.

The world of parcel containers, whether for air or ground transportation, has been a different matter. There, the boxes are inexpensive (relative to the value of the pharma products they are protecting); and most of the materials (cardboard, foam-based insulation, gel packs) are disposed after a single use.

Two factors are changing this traditional dynamic: one, clients are calling on packaging suppliers to provide a more integrated service, starting with the design and specs of the container, precooling to deliver it at an appropriate temperature, and helping manage the logistics processes and data collection. Second, risk-based analysis of higher-value pharma products calls for employing higher-quality containers, such as using vacuum insulated panels instead of expanded polystyrene, or advanced phase-change materials (PCMs) in gel packs. Together, these factors make a reuse program based on renting or leasing the containers, rather than a single-use purchase, more feasible.

“We are promoting the concept of ‘cold chain as a service,’” says Jay McHarg, CEO of AeroSafe Global. “Clients should tell us what level of service they need, and we will provide the appropriate container, manage its reverse logistics, and handle the client’s warehouse intake in container inventory.” Pharma companies should not, in his opinion, devote substantial warehouse space to storing and prepping containers by working with AeroSafe’s network of locations and service partners, those issues can be taken off the table.

“AeroSafe is best known for its vacuum panels based on a proprietary form of open-cell, carbon-based aerogels, but it now offers a more economical line of EPS containers as well.”

Our pay-per-use reuse program is the fastest-growing part of our business,” says Ron Hahs, commercial director of Sonoco ThermoSafe, the leading pharma coldchain packaging vendor. “In the past, this was viewed as something of a fad for ‘greenness,’ but now the growth of high-value products that require reliable temperature control, plus the cost advantages that are available when a container can be reused multiple times is making it a reality.” Hahs says that the success of the program for a client depends on a well-characterized trade lane including reverse-logistics capabilities (to improve the probability of getting the box back), and accurately understanding the environmental conditions of the lane. Vishal Khushalani, global business development and marketing manager at Sonoco ThermoSafe, notes that his company is unusual in that it offers both bulk containers (pallet shippers) and parcels, in five distinct insulation materials ranging from EPS to vacuum panels. These degrees of freedom enable the company to dial in the appropriate packaging materials and designs, while evaluating the economics of reuse. “We aren’t going to work in all instances,” he says, “we want to be presented with an application.”

“Reuse/rental systems are another example of pharma companies getting back to core competencies—which is not packaging operations, asset management or logistics,” notes Jonas Christensen of Cold Chain Technologies (CCT). “We do condition and set-up of shipping systems, both parcel and pallet, from our facilities, ship it to your door, your product is placed inside, and the container goes right out the door.” CCT has facilities in the US, Latin America, and SE Asia as well as a longstanding partnership with Tote Thermal Packaging in the Netherlands for a European footprint facilitating reuse.

Pelicon Biothermal, another provider of a range of containers and materials, is investing heavily in its reuse program. “We started the year with around 40 locations that could accept our containers after use,” says Adam Teta, president. “By the end of this year, we will have around 100 around the world. Our clients ship globally, so we have to be a global provider.” Teta says that a rental or leasing program reduces the worries of clients whose shipment volumes vary from month to month, besides reducing the complexity caused by preconditioning, container packout, and managing the logistics of the out- and return-trips.

While the reuse programs are most suited to highperformance packaging solutions, providers of conventional parcels (EPS insulation plus a gel pack) have not been standing still. ECP, marketers of the PharmaTherm brand of EPS containers, has done two things to address the market, according to Keith Arena, ECP president: It is building out a network of other shaped plastic foam manufacturers to provide national coverage, and it is actively promoting the recycling of EPS through membership in the EPS-Industry Alliance, a network of foam processors that accept used material for recycling. EPS recycling remains a challenge (among other things, EPS is 98% air—a rough material to transport economically), but ECP manufacturers note that the volume of EPS in all applications continues to rise, so the industry needs to continue developing a recycling pathway.

Active vs. passive

The reuse model, having been developed for bulk, air shipments employing ULDs, is now being used against those ULDs by vendors of passive shipping systems. This active vs. passive debate has been going on for years in the industry; on the one hand, active systems offer the best assurance of keeping a shipment within its temperature limits, but at higher cost; on the other, passive systems provide economic air-freight rates while, say, their proponents, offering temperature control as reliably as the active systems. “Active and passive systems will both have a place in the industry going forward,” says Sonoco ThermoSafe’s Hahs. “The deciding factor will be how to take risk out of the equation—which is the best solution for a given trade lane.”

Envirotainer, known for its active systems announced earlier this year that it now has over 1,000 RKN (active units) in circulation around the world. Envirotainer holds the distinction between active and passive by claiming that its “e-type units, which use dry ice rather than a powered refrigeration, are still an ‘active’ system.” Cifre, a competitor, has just come out with a RAP-designated active unit (“RAP” is airline-code lingo for size and refrigerative capability), that can carry four US-pallets or five Euro-pallets, to compete with the RAP-4s unit Envirotainer has had on the market for several years. Meanwhile, passive systems vendors have been upping their game for several years now, overcoming the relatively poor reputation they had when first offering pallet-size air-
OVERVIEW

freight containers. Pelicon Biothermal has just introduced its CoolPAC Flex Line (Fig. 1), featuring modularized components and variations on PCM configurations for both refrigerated (2-8°C) and CRT (15-25°C) shipping, and claiming in-spec performance under nominal operating conditions for up to 144 hours. Many other vendors have similar designs.

Sancoe ThermoSafe now straddles the active/passive debate, having acquired the PharmaPort technology two years ago, and is now re-introducing it to the market (Fig. 3). PharmaPort uses a different active technology, involving eutectic plates, fans and compressors to maintain a constant -5°C temperature (“eutectic” material changes its physical orientation as it warms).

Another element playing into passive is favor is that transportation providers, airports and air cargo companies have substantially expanded their temperature-controlled infrastructure around the world: shipments can now hopscotch from one reefer space to another; active containers can get a power recharge, and passive systems can stay within a designated temperature, and sometimes even have their PCM packs “recharged,” so to speak.

This PCM recharging takes a more sophisticated understanding of thermodynamics, says CCT’s Chastain. “Some vendors claim that by having their PCM system in refrigerated storage, it is ‘hibernating’ and stopping the qualification clock,” he says. “But what is really necessary to accomplish this is to have a PCM whose freezing point is higher than the refrigerator. The industry’s standard 5°C PCM will not truly hibernate, rather it will lose some amount of cold energy which reduces the remaining time the shipper has left.” For this reason, CCT has developed a proprietary family of gelled PCMs, including 3, 5, and 7°C versions. The 7°C PCM provides 2-8°C protection, allows for single step conditioning in refrigerators, and recharges during extended refrigerated storage while in transit.

The CRT scene

When the EU GDP standards were promulgated in 2012, there was considerable attention paid to the requirement that all pharmaceuticals—not just 2-8°C ones—be transported within the temperature specified on the product label. Result: controlled room-temperature products (essentially, the other 90% of pharmaceuticals that are not refrigerated) need temperature control, possibly including CRT packaging.

The first industry response to this has been to tighten up the data and procedures for determining the stability budget of a pharma product—how long it can be outside its label temperature and retain efficacy. Many products (especially oral solids) are relatively immune to temperature. But the situation creates ambiguity: some customs inspectors or health authorities are rigorous about the matter; others, less so.

The most direct way to address CRT temperature control is to adopt the same technology as refrigerated containers—insulated boxes with gel packs. The challenge here is that it can be more difficult to keep a product at room temperature (because of the mass of the PCM involved) than a refrigerated product, whose PCM can pack more cooling into a given mass).

Packaging vendors have also engineered two-component PCMs, to protect against both the upper and lower end of the temperature range (this can also turn into a winter packout for cold, and a summer packout for heat).

In many cases, determining the necessary protection is a combination of stability budget and the characteristics of the trade lane—it might be necessary only to protect against extreme heat (such as when product pallets are sitting on a runway tarmac); the rest of the time, more moderate temperatures can exist. This, in turn, is opening up the use of thermal blanketing—a wrap that encloses a pallet, and offers several hours of protection against temperature extremes. Q Products, a blanketing manufacturer, has marketed its products successfully in such applications, including wrapping pallets that go into ocean-borne reefer containers. The blanketing can protect product while the container is being loaded or unloaded; the reefer container provides protection during the transit. The forms of blanketing have multiplied, with some including fiberglass, bubble wrap, and aluminium films to turn away sunlight.

Cold Chain Technologies expects to make significant inroad in this market with its KoelTemp GTS Enshiled pallet blanket product, which incorporates its advanced PCM Gel. The gel, says Chastain, is shaped stable; the PCM remains a flexible solid even at its thawed temperature, said to be the first of its kind. (If the PCM pocket were cut open, he says, it would not leak fluid. Conventional PCM bricks are often an open-cell plastic foam with PCM suffused within it and if breached PCM will leak.) The Enshiled kit contains multiple packets of the gel, thus providing the temperature-sustaining properties of PCMs in a blanket form. CCT has several versions intended for frozen, refrigerated, and CRT applications.

Cost savings is the big driver of blanketing. CCT claims a 50% savings when using its blankets, relative to a fully equipped shipping container, depending on the specifics of a shipping; other manufacturers note that the lighter weight, ease of application and reuse all combine to lower shipping costs, and thus making temperature control for CRT products, in particular, cost-effective.

Clinical trials: cellular therapeutics

Clinical trial logistics is its own sub-specialty where, because of how critical trial results are to a drug’s approval, essentially no cost is spared to ensure safe and effective delivery, to and from the trial site. Well-insulated containers, often transported via courier services, are common. The practices of PCI Pharmaceutical Services (which recently acquired Pharmaceutical Packaging Professionals, a Melbourne, Australia service provider, to expand its global reach) are an example—PCI performs the tertiary packaging, but based on the needs of the study it is not necessarily done right after secondary packaging. Due to the fact that we hold material and ship on an as-needed basis to investigational sites, PCI chooses the optimal temperature-controlled shipping solution after considering the amount of material being shipped, the shipping time, and environmental conditions during transit. Most often PCI will perform this packaging but in some special circumstances, PCI will use a third party specialty logistics service.
carrier to bring a pre-charged active system for transit.”

Pharmaceutical Commerce’s Cold Chain Sourcebook estimates the 2017 clinical trial logistics market at $3.4 billion overall (with much of it requiring temperature-controlled services regardless of the compound being investigated). Within that, however, there is a boomlet around cellular and genetic therapies (CGTs) that involve the latest gene-editing techniques. The fact that many of these therapies are tied to a patient’s own cells (the ultimate in “personalised medicine”) puts a heavier burden on the logistics component of the process: the right cells have to be delivered, within narrow timeframes.

“The challenge is that fresh cells, from and back to the patient, are best; this puts constraints on how the trials are performed, or how commercial therapy is carried out,” says Simon Ellison, CGT service director at World Courier. “Cryopreservation is often necessary for the processed cells, but it’s a balancing act to preserve as much cell viability as possible.”

Ellison, who notes that his company has been involved with CGT since 2005 and currently handles half of the growing number of trials around the world, says that the researchers are so focused in their early stages on finding a therapeutic pathway, they lose sight of the logistics obstacles in their way. “Many of the CGTs are targeted initially for rare diseases, and of necessity, finding patients with those diseases is often a global undertaking.”

The CGT field is already affecting logistics technology. Earlier, says Ellison, drug developers didn’t realize that some conventional laboratory dewsers (which are used for cryogenic storage) didn’t fit or couldn’t be used for air freight. World Courier has now partnered with two of the firms offering tailored solutions: Savus (Fig. 1) and Cryoprotect. Evidence of how the CGT boomlet is benefiting logistics service providers can also be seen at BioLife Solutions, which manufactures cryopreservation fluids used in both clinical and commercial development: the company saw a doubling of revenue in Q2 2018 over the year before, and then garnered a $10-million capital investment from a private equity firm. (BioLife is part owner of Savus.)

Bring me the data

While all these materials and process innovations are occurring, the most dynamic part of cold chain logistics is data collection. Data has long been a part of the process, to ensure that standards are being met, but increasingly, data are being used to rationalize the entire logistics process. An example of this is seen with Sonoco Thermosafe’s PharmaPort 360, which features FAA-approved communications that include geolocation along with internal and external environmental conditions, as well as status checks of the container’s components. “Aside from the temperature control technology, we have clients that are as interested in the data gathering capabilities of PharmaPort,” says Sonoco’s Khashabani. The GPS capability means that the shipment can be tracked in real time (at least, while a plane is on the ground, since in-flight communications are forbidden by air regs); when matched with the temperature data, a more complete picture of a transit is created. The equipment status capability is of value to DHL Global Forwarding, which is partnering with Sonoco Thermosafe in providing the service. “Getting equipment status enables us to anticipate potential problems, rather than simply reacting to what has occurred,” says Dave Bang, global head of temperature management solutions at DHL.

“If you’re collecting internal condition data only, that is for compliance,” says AeroSafe’s McHarg. “With external data and location, now you’re not just checking on the status of a box; you’re evaluating your entire supply chain.”

Bringing all the data together is an example of the “internet of things” (IoT) approach, with multiple sensors providing information and intelligence. But, as IoT advocates are finding in other industries, getting all the data from multiple supply chain participants is not straightforward. One potential solution to this is adopting blockchain technology, wherein various parties would share information on purpose-built network. This is the subject of study at the Center for Supply Chain Studies, which has 20-odd organisations participating in a proof of concept.

At least one cold-chain equipment vendor, SkyCell, says that it has already built a blockchain network to provide clients data access with its pallet-scale shipping containers. Ultimately, manufacturers will have to decide how much control and oversight they want to exert on their logistics services and equipment providers, and how much they want to leave in the hands of their providers. Robert Coyle, recently appointed SVP for planning and strategy at Kuehne + Nagel, says that it is striving to be the trusted advisor to its pharma clients, handling not only shipments but also contracted logistics services (including being a 4PL, or manager of various 3PLs serving global pharma).

“We want to be the critical glue bringing data to provide an integrated, end-to-end supply chain,” he says.
CEIV for LUG in Frankfurt

LUG aircargo handling has received IATA CEIV Pharma certification at its Health Care Center (HCC), which it is continuing to expand.

The HCC in the CargoCity South at Frankfurt Airport was modernised in 2017, and expanded the temperature-controlled area to 625 square metres. Due to rising demand the company has started construction of an additional 190 square metre expansion, which is planned to go into operation by the end of 2018.

The pharmaceutical handling procedures and infrastructure have been certified according to the International Air Transport Association Center of Excellence for Independent Validators in Pharmaceutical Logistics (IATA CEIV Pharma) standard.

IATA area manager central Europe, Mathias Jakobi (pictured second left) says: “We are delighted that, as a key member of the Air Cargo Community Frankfurt, LUG aircargo handling has completed this process. After successfully undergoing a strict assessment based on national and international standards, in particular IATA’s Temperature Control Regulations, and GDP best practices, we are recognising LUG as CEIV Pharma certified.”

He adds: “This important certification demonstrates the commitment and expertise of LUG in handling sensitive and high value pharma shipments according to international industry standards. It also strengthens the position of Frankfurt airport as one of the leading pharma gateways worldwide.”

LUG aircargo handling senior project manager and manager HCC, Dominic Misskampf (pictured second right) says: “Throughout the whole development process the IATA CEIV Standard has given us a clear guideline to provide our clients with the services that sensitive products require. We are very proud that our efforts to offer high-quality services have been rewarded.”

Different rooms offer temperature ranges between <-18°C, 2-8°C and 15-25°C, with capacity being adjusted to operational needs.

A dedicated team, a comprehensive temperature monitoring and recording as well as an alarm system guarantee customers a transparent, qualified air cargo supply chain for pharmaceutical products.
LATAM Cargo pharma hub opens for business at Copenhagen
31 / 08 / 2018

Chile-based freight carrier LATAM Cargo has launched a dedicated offline pharma hub in Copenhagen, the Danish capital.

According to a statement released by the carrier, “strong demand” for pharma shipping on routes from Europe to Latin America induced it to open its 10th such hub, and its second offline.

The Copenhagen hub will have regular GDP-compliant refrigerated truck services to ensure the best possible standards for sensitive pharma shipments such as medicines and vaccines.

From the new hub, LATAM Cargo will feed the carrier’s following services: Amsterdam-Vilacopos-Santiago; Brussels-Montevideo; Amsterdam-Brasilia; and Frankfurt-Guarulhos.

The hub will, the carrier said, improve the service it can offer to pharma companies in Denmark, Norway and Sweden.

The airline informed: “The new Copenhagen hub is proof of our commitment to continue leading the transportation of pharma products from, to and intra Latin America.

“In 2017 we were the first to receive the CEN Pharma certification in the Americas; this being said, we continue to work and expand in order to provide offline markets in Europe with more connections to more destinations in Latin America, with the highest quality standards.”

About a week ago, LATAM Airlines announced its second-quarter 2018 cargo revenue. Revenue was up by 16.8% year-on-year, driven by a recovery in both imports and exports in the region.

The Chilean-based carrier saw cargo revenues for the three months ended June reach $299.7m, helped by a 6.7% increase in cargo yields, mainly due to a better demand environment and the ending of a Brazilian truckers’ strike.

LATAM Airlines has one of the largest route networks in the world, offering air services to around 140 destinations in 25 countries.

As well as domestic services within six Latin American countries, its international network takes in destinations in Europe, the US, the Caribbean, Oceania and Africa.

LATAM Airlines currently operates a total of 322 aircraft, including Boeing 787s and Airbus A350s.
LUG Health Care Center receives IATA CEIV Pharma certification

By: AJOT | Aug 23 2018 at 11:10 AM | Air Cargo News

LUG aircargo handling GmbH has modernized its Health Care Center (HCC) in the CargoCity South at Frankfurt International Airport (FRA, Germany) in 2017 and expanded the temperature-controlled area to 625 sqm in a first step. Due to rising demand the company has just started construction of an additional 190 sqm expansion which is planned to go into operation by the end of 2018.

(L to R) Nina Strippel, COO, LUG, Mathias Jakobi, Area Manager Central Europe, IATA, Dominik Misskampf, Senior Project Manager, LUG, Patrik Tschirch, CEO, LUG.

Latam Cargo opens pharma hub in Denmark

By: AJOT | Aug 31 2018 at 11:00 AM | Air Cargo News

In an effort to satisfy the growing need for transporting cargo from Europe to Latin America, LATAM Cargo is constantly evaluating new routes and connections. In particular, the strong demand for carrying pharma products has led the company to open its tenth hub —and the second offline— in Copenhagen, Denmark.

From its strategic location, the new hub since the 1st of September will feed the Amsterdam-Viracopos-Santiago; Brussels-Montevideo; Amsterdam-Brasilia; and Frankfurt-Guarulhos routes, thus improving the service provided to pharma companies in Denmark, Norway and Sweden by offering a better option to ship medicines and vaccines to patients in Latin America.

“The new Copenhagen hub is proof of our commitment to continue leading the transportation of pharma products from, to and intra Latin America. In 2017 we were the first to receive the CEIV Pharma certification in the Americas this being said, we continue to work and expand in order to provide offline markets in Europe with more connections to more destinations in Latin America, with the highest quality standards.
The handling of pharmaceutical products as well as the corresponding infrastructure have been certified according to the IATA CEIV Pharma Standard recently. “We are delighted that, as a key member of the Air Cargo Community Frankfurt, LUG aircargo handling GmbH (FRA) has completed this process. After successfully undergoing a strict assessment based on national and international standards, in particular IATA’s Temperature Control Regulations, and GDP best practices, we are recognizing LUG (FRA) as CEIV Pharma certified,” said Mathias Jakobi, IATA’s Area Manager Central Europe.

“We are proud to see the CEIV Pharma network growing so fast and congratulate LUG (FRA) on their achievement. This important certification demonstrates the commitment and expertise of LUG in handling sensitive and high value pharma shipments according to international industry standards. It also strengthens the position of Frankfurt airport as one of the leading pharma gateways worldwide,” adds Jakobi.

“LUG has invested heavily in the handling process of temperature sensitive goods with the expansion and modernisation of the HCC. Throughout the whole development process the IATA CEIV Standard has given us a clear guideline to provide our clients with the services that sensitive products require. We are very proud that our efforts to offer high-quality services have been rewarded,” says Dominik Misskampf, Senior Project Manager and Manager HCC, LUG aircargo handling GmbH.

Different rooms in the Health Care Center offer temperature ranges between $-18^\circ C$, $2-8^\circ C$, and $15-25^\circ C$. The capacity can be adjusted to operational needs. Thus, a demand-oriented and long-term use of the facility is possible, independent of the incoming freight structures. A dedicated team, a comprehensive temperature monitoring and recording as well as an alarm system guarantee customers a transparent, qualified air cargo supply chain for pharmaceutical products.

“Transporting and handling pharmaceuticals present great challenges but also opportunities for stakeholders in the logistics industry. Recognizing this, IATA has created the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) Program, to help airlines, handlers, and forwarders to be compliant with international regulations and in turn make airfreight the first choice for the transportation of pharmaceutical products,” adds Mathias Jakobi.
LUG Health Care Center at Frankfurt receives IATA CEIV Pharma certification

Aug 24, 2018: LUG air cargo handling GmbH has received IATA CEIV Pharma certification for its recently modernized Health Care Center (HCC) in the CargoCity South at Frankfurt Airport.

The ground handling company modernized its HCC in 2017 and expanded the temperature-controlled area to 625 sqm in a first step.

To meet rising demand, the company has just started construction of an additional 190 sqm expansion which is planned to go into operation by the end of 2018.

“LUG has invested heavily in the handling process of temperature-sensitive goods with the expansion and modernisation of the HCC. Throughout the whole development process the IATA CEIV Standard has given us a clear guideline to provide our clients with the services that sensitive products require. We are very proud that our efforts to offer high-quality services have been rewarded,” says Dominik Misskampf, senior project manager and manager HCC, LUG air cargo handling GmbH.

In order to maintain transparency and integrity of the pharma products, LUG provides a dedicated team, a comprehensive temperature monitoring and recording as well as an alarm system guarantee.
Handled with care, LUG awarded CEIV Pharma at Frankfurt

23 / 08 / 2018

Cargo ground handler LUG has received IATA’s CEIV Pharma certification for its recently upgraded Health Care Center (HCC) in Frankfurt airport’s CargoCity South.

LUG, part of Germany’s Dettmer Group, modernised its HCC in 2017 and expanded the temperature-controlled area to 625 sq m in a first step. Due to rising demand, the company has just started construction of an additional 190 sq m expansion which is planned to go into operation by the end of 2018.

Dominik Misskampf, senior project manager and manager HCC, LUG air cargo handling, said: “LUG has invested heavily in the handling process of temperature sensitive goods with the expansion and modernisation of the HCC.

“Throughout the whole development process the IATA CEIV Standard has given us a clear guideline to provide our clients with the services that sensitive products require. We are very proud that our efforts to offer high-quality services have been rewarded.”

Mathias Jakobi, IATA’s area manager Central Europe, said: “We are delighted that, as a key member of the Air Cargo Community Frankfurt, LUG air cargo handling has completed this process.

“After successfully undergoing a strict assessment based on national and international standards, in particular IATA’s Temperature Control Regulations, and GDP best practices, we are recognizing LUG (FRA) as CEIV Pharma certified.”

LUG aircargo receives CEIV-Pharma certification

Nina Cham lou August 23, 2018

Airports, Pharmaceuticals, Subscriber Only Content

German ground handler LUG aircargo has received its CEIV certification from the International Air Transport Association (IATA) for both the handling of pharmaceutical products and the infrastructure at Frankfurt Airport’s (FRA) CargoCity South center. Mathias Jakobi, IATA’s manager of the Central Europe region, said that LUG passed a “strict assessment based on national and international […]

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Swiss WorldCargo receives more CEIV

Latest News
Thursday, 26 July 2018
Europe’s Swiss WorldCargo now has the International Air Transport Association’s (IATA’s) Centre for Independent Validators (CEIV) Pharma certification covering the entire airline and organisation.
Swiss WorldCargo’s Zurich hub already is CEIV certified.
“We are delighted to have been recognised at not just our hub, but throughout our entire airline and network. Our commitment to upholding safety standards throughout our global network offers us opportunities to carry out pharmaceutical shipments around the world,” said Ashwin Bhat, the airline’s head of Cargo.

“CEIV Pharma certification ensures these lifesaving products are handled using the best global standards of safety, security, compliance and efficiency,” said Alexandre de Juniac, IATA’s director general and ceo.
GEFCO Group receives good distribution practice compliance certificate

GEFCO Group has been awarded a good distribution practice (GDP) compliance certificate by Bureau Veritas, which confirms its commitment to quality management systems across the road transportation process of pharma products.

The GDP certificate is valid for three years and demonstrates the company’s fulfilment of the European Commission Guidelines on Good Distribution Practice of Pharmaceutical Products for human use.

An external auditor analysed the GEFCO quality system and its ability to answer customer requirements in the Czech Republic, Slovakia, Hungary, Greece, Romania and the Group’s headquarters in France.

“GEFCO has a strong history in the life science and healthcare sector and is fully aware of its clients’ stakes. The GDP compliance is further proof of GEFCO’s commitment to supplying secure and compliant Life Sciences and Healthcare shipments and ensuring the integrity of all products,” said Alain Vignon, head of GEFCO Management System.

Earlier this year, GEFCO opened its third life sciences and healthcare dedicated temperature-controlled warehouse near Heathrow Airport in the UK, which complements GEFCO Air & Sea warehouses in Frankfurt, Germany and Amsterdam, the Netherlands. Last year, the Group was also awarded the IATA-CEIV Pharma Certification for its Air & Sea activity in the Netherlands.

Swiss WorldCargo obtains CEIV-Pharma certification

Zurich-based carrier Swiss WorldCargo, the air cargo division of Swiss International Airlines, has gained its CEIV-Pharma certification this week, assuring that all segments of its supply chain network, operating in more than 84 countries, meet the strict temperature-control standards set by IATA.

The carrier, while small, has carved out a niche in the sector of transporting pharmaceuticals internationally out of Western Europe. In 2016, it introduced “quality corridors” – or dedicated pharma traffic lanes – in partnership with cargo handler Cargologic, and food and gateways services provider Singapore Airport Terminal Services Ltd. (SATS). The consortium launched the service with a Singapore-Zurich route.

Swiss WorldCargo is also recognized as compliant with the Good Distribution Practices (GDP) standards by government authority Swissmedic – which issues GDP certificates to Switzerland-based companies. The merits of IATA's pharma certificate have often been compared to the GDP's standards.

There are major players on both sides of the fence – GDP-compliant companies including Panalpina, dnata, Cargolux Airlines and Emirates SkyCargo – along with Delta Cargo, Cathay Pacific, All Nippon Airways and Hactl, which hold CEIV-pharma certifications. While many pharma-centric companies opt for one or the other, some diversify their portfolios with a combination of the two frameworks, like Swiss WorldCargo.

Industry leaders have their own opinions on the debate – Nathan de Valck, cargo manager at major pharma-hub Brussels Airport has said that GDP standards are a good foundation, but that there is "no real checklist," associated with the framework. IATA’s CEIV standards, on the other hand, “actually take GDP standards and translate them to actionable items for our industry,” he said.

Looking forward, Swiss WorldCargo said it will continue to develop its “pharma road map to improve its footprint in the important and growing segment of pharmaceuticals and life sciences.”

Swiss WorldCargo gains CEIV certification for its airline business

Posted By: STAT Times

July 24, 2018: Swiss WorldCargo has been awarded IATA’s Center for Independent Validators (CEIV) Pharma certification encompassing the entire airline and organisation. Swiss WorldCargo’s Zurich hub has already received the distinction of being CEIV certified in 2016, and is also recognised as GDP compliant by Swiss authorities Swissmedic.

The air cargo division of Swiss International Air Lines received the certification following an extensive review from IATA recognised independent auditors.

Alexandre de Juniac, IATA’s director general and CEO handed over the certificate to Michael Niggemann, chief financial officer and member of Management Board of Swiss International Air Lines.

“Quality, reliability and long-standing experience underscore all our efforts in shipping products around the globe, and we are delighted to have been recognised at not just our hub, but throughout our entire airline and network. Our commitment to upholding safety standards throughout our global network offers us opportunities to carry out pharmaceutical shipments around the world,” said Ashwin Bhat, head of Cargo.

“CEIV Pharma certification ensures these lifesaving products are handled using the best global standards of safety, security, compliance and efficiency,” said Alexandre de Juniac, IATA’s director general and CEO.

Swiss WorldCargo continues to develop a “pharma road-map” to improve its footprint in the important and growing segment of pharmaceuticals and life sciences.

Previously, Swiss WorldCargo was the first company to establish the so-called “quality corridors,” or dedicated pharma traffic lanes between select destinations, that offer safe pharmaceutical shipments from airport to airport.

“With its CEIV Pharma certification, the firm provides further evidence of its adherence to the most important and strict international regulations standards for pharma shipments and further enhances its leadership in this segment,” said the airline through a statement.
Certification gaining importance as pharma sector gains ground

Earlier this year, Gefco opened a life sciences and healthcare-dedicated temperature-controlled warehouse near Heathrow to complements its air and sea warehouses in Frankfurt and Amsterdam. It received IATA-CEIV Pharma certification for its air and sea activity in the Netherlands last year.

Valid for three years, GDP certification follows EC guidelines on handling and distributing pharmaceutical products for humans. Latest figures from WorldACD indicated a 9.5% upturn in demand for pharmaceutical and temperature-sensitive shipments travelling by air. That makes the sector, with the exception of live animals, the fastest-growing air cargo vertical.

Congratulating Swiss WorldCargo on achieving CEIV certification across all its stations, IATA director general Alexandre de Juniac said it was an important achievement for the carrier.

“[It] demonstrates their commitment to the critical safeguarding of the integrity of pharma products,” added Mr de Juniac.

The certification comes two years after the Swiss operator’s Zurich hub gained GDP certification.

The airline said it was continuing to develop a “pharma road map” to improve its footprint in the “important and growing” sector. Head of cargo Ashwin Bheti added: “Our commitment to upholding safety standards throughout our global network offers us opportunities to carry out pharmaceutical shipments around the world.

“We are happy to play a valuable role in the shipment of pharmaceutical and life-saving products every day.”

Meanwhile, Turkish Cargo has added to its pharma capabilities, granting flight approval for CSafe Rap’s temperature-controlled ULDs on its aircraft.
Swiss WorldCargo achieves CEIV Pharma for its airline business
23 / 07 / 2018

Swiss WorldCargo has received IATA's Center for Independent Validators (CEIV) Pharma certification encompassing the airline.

The certification was awarded following an extensive review from IATA recognised independent auditors.

The certification means that IATA now recognises the airline's “globally consistent pharmaceutical handling and processes” to maintain standards.

Swiss WorldCargo's Zurich hub received CEIV certification in 2016, and is also recognised as GDP compliant by Swiss authorities Swissmedic.

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Pharmaceuticals & Healthcare
A carrier with a pharma DNA

The market for pharma and healthcare products continues to grow and brings new challenges to all parties involved. Speed to market is essential, but keeping the products within the required temperature range during the whole transportation is absolutely crucial to ensure integrity in the cool chain and preserve the quality of the product. It takes a carrier of a strong pharma background to meet the logistics needs of today’s pharmaceutical and healthcare customers. From a wide array of sophisticated, temperature controlled container solutions to leveraging the short tarmac times at Zurich airport, we provide the right infrastructure, facilities and solutions to manage the most diverse requirements.

We partner with the best, to deliver the most accurate and reliable handling and transportation service. Our hub is GDP compliant and CEIV certified, positioning Swiss WorldCargo as your industry trusted partner for pharmaceutical and healthcare logistics.

https://www.swissworldcargo.com/products_solutions/vertical_industries/pharmaceuticals_healthcare
AFKLMP’s digital solutions to pharma

Air France KLM Martinair Cargo (AFKLMP) is investing in greater transparency for pharmaceutical shipments through its digital myCargo platform.

Customers can use myCargo to track the current temperature, the battery level in the dry ice units, and the voltage in the active containers during transit at Amsterdam Airport Schiphol and Paris Charles de Gaulle Airport.

Global head of pharmaceutical logistics, Enrica Calonghi (pictured) says: “Our customers can now get quotations, information about the latest and best deals, and do their booking via AFKL Cargo’s digital platform myCargo.

“After a period of tests in several European countries we have started the rollout of this important tool, which we are already using widely for general cargo, also for pharmaceutical logistics.”

She says pharmaceutical containers are checked during contact points at hubs, at the origin and destination, saying: “We want to enable our customers to monitor the checks and actions we have been performing. And, how cool it would be – pun intended – if we can expand the transparency of the temperature for all Pharma products on the short term.”

AFKLMP says it expects to roll out the tool to increase visibility for all customers by the end of the year.

The operation boasts of having have the highest compliant Pharma network worldwide with nearly 300 stations. Two years ago it became the first major airline group to receive the IATA CEIV Pharma Certification for its hubs in Paris and Amsterdam, and related airline processes.

CEIV certification included the EU Guidelines on Good Distribution Practice of Medicinal Products for Human Use and WHO guidelines.
Edmonton to pursue IATA CEIV Pharma

Edmonton International Airport (EIA) will be the first airport community in Canada to pursue IATA CEIV Pharma certification.

The International Air Transport Association Center of Excellence for Independent Validators in Pharmaceutical Logistics (IATA CEIV Pharma) certification provides consistent standards for shipping pharmaceuticals using airfreight by working alongside industry stakeholders and regulators to harmonise the supply chain, and establish a common baseline from existing standards and regulations to safeguard product integrity while addressing air cargo’s needs. The airport says achieving certification will ensure the highest global standard for transporting pharmaceutical products by air and is a vital step in building cargo connectivity from the Edmonton Metro Region to the rest of the world by providing shippers with the confidence that EIA can handle pharmaceutical products safely.

EIA president and chief executive officer, Tom Ruth says: “With the emerging pharma and bio-pharma development and clustering we continue to see in our region, EIA and our key air cargo stakeholders are looking to continuously improve the quality of how pharma cargo is handled, while connecting our airport to the global pharmaceutical network.”

IATA senior vice president for airport, passenger, cargo and security, Nick Careen says: “IATA congratulates Edmonton International Airport on its important decision to pursue CEIV Pharma certification, and to be the first airport community in Canada to do so!

“Pharmaceutical products not only enhance lives but can actually save them, so it is critical that all participants in the cold chain adhere to these global industry standards to ensure recognised pharma handling at every step of the process.”
EIA to be first airport in Canada to pursue CEIV pharma certification

Edmonton, AB — Edmonton International Airport (EIA) will become the first airport community in Canada to pursue a certification in pharmaceutical logistics with the International Air Transport Association (IATA). Because pharmaceutical products are often required urgently, they are frequently shipped by air. These products require a consistent and stable temperature in the supply chain, from the shipper to the end user. This is to ensure product integrity so that it remains safe for human consumption and in compliance with strict pharmaceutical regulations.

IATA’s Center of Excellence of Independent Validators in Pharmaceutical Logistics (CEIV Pharma) provides a globally consistent, recognized and standardized certification for pharma shipments in air freight by: 1) Working alongside aviation industry stakeholders and regulators to help harmonize the entire air cargo supply chain, aligning processes and procedures to achieve pharmaceutical handling and transport excellence; 2) Establishing a common baseline from existing regulations and standards, thereby ensuring the certification meets international and national compliance to safeguard product integrity while addressing specific air cargo needs.

Achieving this certification will ensure our airport community meets the highest global standard for transporting pharmaceutical products by air. It is also a vital step in building the cargo connectivity of the Edmonton Metro Region to the rest of the world by providing the shippers with the confidence that our airport community can be a leader in handling and transporting temperature-sensitive products.

“Edmonton International Airport is excited to begin the CEIV Pharma Certification with IATA and our partners in air and ground freight,” said Tom Ruth, President and CEO of EIA. “With the emerging pharma and bio-pharma development and clustering we continue to see in our region, EIA and our key air cargo stakeholders are looking to continuously improve the quality of how pharma cargo is handled, while connecting our airport to the global pharmaceutical network.”

“IATA congratulates Edmonton International Airport on its important decision to pursue CEIV Pharma certification, and to be the first airport community in Canada to do so!” said Nick Careen, IATA’s Senior Vice President, Airport, Passenger, Cargo and Security. “Pharmaceutical products not only enhance lives but can actually save them, so it is critical that all participants in the cold chain adhere to these global industry standards to ensure recognized pharma handling at every step of the process.”
Edmonton aims for CEIV Pharma certificate

11/07/2018

Edmonton International Airport (EIA) will become the first airport community in Canada to pursue IATA’s CEIV pharma certification.

The airport said achieving the certification would ensure the airport community “meets the highest global standard for transporting pharmaceutical products by air”.

“Edmonton International Airport is excited to begin the CEIV Pharma Certification with IATA and our partners in air and ground freight,” said Tom Ruth, president and chief executive of EIA.

“With the emerging pharma and bio-pharma development and clustering we continue to see in our region, EIA and our key air cargo stakeholders are looking to continuously improve the quality of how pharma cargo is handled, while connecting our airport to the global pharmaceutical network.”

EIA said the certification was also a vital step in building the cargo connectivity of the Edmonton Metro Region to the rest of the world by “providing the shippers with the confidence that our airport community can be a leader in handling and transporting temperature-sensitive products”.

Uncertain Certification: Do CEIV-Pharma standards really help?

Lewis King  July 2, 2018  Airports, Compliance, Features, Forwarding, Intermodal, Perishables, Pharmaceuticals, Security, Trade

At an airfreight conference held last fall in Budapest, Marcel Fujike, senior vice president of products and services, global air logistics, for Kuehne + Nagel, commented during a post-roundtable Q&A session about the effectiveness of the growing CEIV standard for pharmaceutical handling. At one point, he remarked, “If we really want to move the industry forward, IATA needs to step up.”

The sleepy conference hall exploded into unexpected applause. Apparently, Fujike had touched a nerve about the state of pharma standards – and this was not the first time.

Back in 2013, criticism was running high over the lack of sufficient industry standards. Airfreight was hemorrhaging high-margin pharma freight to rival transport modes, due to millions of dollars’ worth of pharmaceuticals that sat cooking on airport Terminals or languishing in warehouses outside of required temperature ranges. Consulting firm Seabury said that airfreight’s market share of the global pharma industry had fallen from 17 percent in 2000 to just 11 percent in 2013. One voice, in particular, stood out – that of Fujike, who famously declared at a Lisbon air cargo handling conference that the pharma business in air cargo was “a nightmare” and “choos,” and that, all the while, “IATA is sleeping.”

Cut to five years later – IATA is clearly wide awake about the issue. Galvanized by the criticism, IATA consulted with its airline members in 2014 and launched its Center of Excellence for Independent Validators (CEIV) program, an amalgamation of IATA’s own temperature-control guidelines, the European Union’s Good Distribution Practices (GDP) and local and regional guidelines, into what the organization said were global and universal standards – the perfect fit for the varied conditions of the global airfreight business.
Over the subsequent years, the program has taken off. As of June 2018, IATA said more than 200 assessments had been made under CEIV-Pharma and at least 160 logistics companies have earned the rigorous certification. IATA has even expanded the program this year to cover Live Animal transport, and there's talk about another cert in the works for Dangerous Goods.

However, Fujike is still holding IATA's feet to the fire today. The industry's progression towards universal pharmaceutical handling standards, he said in Budapest, has not moved fast enough. And where IATA is making progress, the application is still spotty. If we want pharma shippers to trust logistics companies, Fujike said, we need them to trust everyone in the supply chain.

Fujike is not alone in his criticism. “We were approached by a smaller forwarder looking for help attaining IATA’s CEIV-Pharma certification, because they couldn’t figure it out on their own,” said Stan Wraight, president and CEO of Strategic Aviation Solutions International (SASI). Wraight is an industry veteran, and he’s tired of the status quo. “If a freight forwarder thinks they need to hire a consultant in order to get CEIV-Pharma certification, there's something wrong,” he said.

And, while it’s easy to point fingers at IATA, there are plenty in the industry willing to defend the certification, as well. It’s a complex picture. Pharma transport is unlike any other sort of freight, and even minor mistakes can cost millions of dollars, or even lives, making this debate critical to airfreight’s future.

So, as CEIV celebrates its fourth birthday this year, the question remains: Is IATA’s approach to achieving universal cargo handling standards working, and if so, is there still room for improvement?
HKIA and Charles de Gaulle sign 'co-operation' MoUs

Latest News
Tuesday, 26 June 2018
Airport Authority Hong Kong (AAHK) and Groupe ADP have signed two memorandum of understanding (MoU) agreements aimed at strengthening co-operation between Hong Kong International Airport and France’s Paris Charles de Gaulle Airport in the areas of air cargo development, airport management and aviation development.

The MOU covering air cargo development is for the transport of fast-growing cargo segments such as e-commerce, temperature-controlled goods and luxury products and both airports will share experiences, best practices and information of common interest to enhance the safety, security, reliability and efficiency of air cargo development.

The two airports already have IATA CEIV Pharma certification.

Under the other MoU (airport management and aviation development), the two airports will co-operate to improve performance in efficiency, safety, security, quality and environmental protection as well as enhancing network connectivity.
IATA CEIV Pharma Quality Programme Reaches Out to Shippers

The pharma shippers are invited to join the IATA CEIV Pharma quality programme, which is going through an update. This was highlighted at the FlyPharma Conference in Brussels.

Andrea Gruber, Head of Special Cargo, IATA, reminded attendees of the fact that the programme was initially intended for the cargo handlers, but was eventually designed for the entire supply chain and its stakeholders. Its methodology, she said, is in encompassing various regulations international standards and country specific requirements.

Ms Gruber identified 4 specific benefits of Pharma CEIV: compliance by instilling trust & confidence in the air freight environment; visibility by identifying and recognizing the best players, quality through disseminating standards in the industry and risk mitigation by promoting best practices to the shipper’s community. “It enables us to raise the bar in the industry by improving the level of competence, operational and technical preparedness”.

IATA CEIV Pharma Quality Programme Reaches Out to Shippers

Brussels Airport as catalyst
In 2018, the certification of 218 companies has so far been completed and 75 are in progress. IATA estimates that the applications for 99 additional certifications are under discussion. Brussels Airport was the catalyst for the implementation of IATA CEIV as it was the first airport worldwide to go for a community-wide approach. To date there are 15 on-going airport communities globally and another 8 are in discussion to be set up. The view of the pharmaceutical industry was expressed by Debora Mattys, Associate Director – Compliance Operations Global Logistics of MSD Belgium, a subsidiary of pharmaceutical company Merck & Co Inc. Reflecting on the Brussels case she said that in 2006, there was a limited pharma knowledge at the airport.

The set-up of the BRUcargo Pharma Forum in 2012 led to the launch of CEIV Pharma in 2014. As a result, Brussels Airport started investing heavily in compliant pharma warehouses that are GDP (General Distribution Practices)—licensed. “Today Brussels Airport can boast the biggest concentration of temperature-controlled airport facilities in the EU” said Ms Mattys. “As a further step in the expansion of the BRU pharma hub project, the airport set up Pharma.aero together with Miami International Airport.

2018 is the year in which Pharma CEIV is going through a maturity assessment. IATA consultation brought over 300 questions, leading to the identification of missing links on quality, security, transportation, warehousing, training, inter alia.

Shippers’ version
This evaluation process by IATA eventually produced the CEIV version. On top of that the organization came up with the (new) Pharma Shipper’s CEIV version on Labeling, Packaging and Documentation.

IATA’s update of the program is currently going through the final reviewing process and is to be introduced as a white paper in the third quarter of this year. It will then be debated at the TIACA Toronto-held conference in October.

Awareness needed
To solve the problem of pharma shipments being handled as general cargo without taking into account the specific handling conditions they require, Ms Mattys insisted that all parties should pay attention that the specific Special Handling Code for pharmaceuticals (abbreviated as PIL) is put on all AWBs and related documents. PIL is one of the codes that are part of the air logistics glossary freight forwarders are supposed to use.

She also said that the focus in the process should be on tarmac transport and change management, to allow more visibility of certified services. CEIV is not yet mentioned as a requirement, she said. “We need some awareness building in the pharma companies. Our aim as pharma shippers should be to use only Pharma CEIV certified companies.” Ms Mattys also advocated the development of an active predictive packaging tool, supported by the digitization initiative of Pharma.aero.

Come fly with me — we talk with AirBridgeCargo about logistics in pharma

by Sergey Lazarev

Here, we speak with Sergey Lazarev, general director of AirBridgeCargo Airlines about logistics in the pharma market, what it means to be an IATA CEIV Pharma-certified company and the future of pharma transportation.

Q. Could you give a brief overview of AirBridgeCargo (ABC) in general and what makes you unique in your service to the pharmaceutical industry?

A. ABC is a global cargo airline that is expanding its route network to connect customers in the trans-regional markets of Asia, Europe and North America, covering more than 30 major cargo gateways and accommodating trade flows worldwide. All the flights are operated via ABC’s cargo hub in Moscow Sheremetyevo airport, enabling connection throughout the airline’s expanded international network within a 48-hour delivery time, including handling.

https://www.epmmagazine.com/opinion/come-fly-with-me/
There are hardly unique air carriers for transportation of pharmaceuticals, as each carrier tries to handle this special cargo in the most effective manner. AirBridgeCargo has been developing its abc pharma product with an understanding of how it might benefit the end consumer (patient).

On top of this, we always partner with supply chain stakeholders that share our corporate values and understand that development of this sector is possible through joint efforts, cooperation and data-sharing.

Q. There are lots of different airline pharma products being offered – what should shippers look for in a specialist pharma product?

A. Shippers look at service quality, proven track record of successful pharma operations, IATA CEIV certification (which serves as an industry benchmark), diversified ULDs and pharma containers, extensive international network with QEP accreditation, certified and skilled personnel, availability of online information, as well as the possibility to have a one-call option to figure out all the shipment records and status.

Q. What does it mean to be an IATA CEIV Pharma-certified company?

A. With an increasing number of regulations around the world to implement and comply with it has become evident that the supply chain industry needed unified, globally consistent and acknowledged regulations or certification to serve as a benchmark for the market, and customers. IATA CEIV has become just this.

To sum up, the benefits ABC has gained so far through IATA CEIV certification:

- Certified and trained personnel to handle temperature-sensitive products
- Certified facilities, equipment, premises and aligned handling procedures
- Implementation of best practices
- Acknowledgement and compliance of all internal process with high requirements of pharmaceutical industry
- Reduced number of audits required
- Possibility to speak 'one language' with the industry
- Cooperation with companies, partners, sharing the same values in transportation of pharma products

[https://www.epmmagazine.com/opinion/come-fly-with-me/](https://www.epmmagazine.com/opinion/come-fly-with-me/)
Q. Recently, ABC and Shanghai Pudong International Airport Cargo Terminal (PACTL) signed Memorandum of Understanding (MoU), could you give us more details on this new agreement and how it will benefit pharma customers globally speaking?

A. The Pharmaceutical sector sets a high level of expectations for all supply chain stakeholders. Understanding the need for high-end services our customers expect us to provide, we have entered into collaborative relationships with partners, such as PACTL.

Through our latest MoU with PACTL, we will look to promote the time and temperature sensitive products transportation and deliver the best service to our customers. We believe that our joint efforts in this regard could make a significant contribution to the development of the pharma market for both companies.

Q. Do you expect pharma volumes to continue to grow and what are your customers’ requirements?

A. Transportation of pharmaceuticals is a big business, complex, demanding, requiring a high level of standards’ compliance. But most importantly, is that a human life can depend on the actions and operations taken during the transportation process.

The driving growth in handling pharma products is the desire of the end consumer to have the latest medicine available, when and where needed, or for doctors to have essential medical supplies. Development of the latest vaccines, medicines, vitamins to protect health and struggle against severe diseases also stimulates a boom for transportation of pharma products.

The pharma sector shows significant growth rates around the world, with logistics being no exception. Customers’ requirements are very simple — reliable and safe transportation, with available real-time, round-the-clock tracing info, which should be easily readable and understandable.
Paris, Hong Kong airport operators ink cooperation agreements

Helen Massy-Beresford

Jun 21, 2018

Paris airports operator Groupe ADP and the Airport Authority of Hong Kong (AAHK) have signed two MOUs covering airport management, aviation development and cargo development aimed at strengthening cooperation between Paris-Charles de Gaulle Airport (CDG) and Hong Kong International Airport (HKIA).

The MOUs were signed at the Paris Air Forum.

Under the agreement, the two parties agreed to cooperate to improve efficiency, safety, security, quality and environmental protection, and enhance network connectivity to strengthen their respective hub positions.

HKIA is one of the busiest airports in Asia, handling around 73 million passengers in 2017 with a global network covering over 220 destinations worldwide. CDG is the second busiest airport in Europe, handling 69.5 million passengers in 2017 to serve 325 cities.

http://atwonline.com/airports-routes/paris-hong-kong-airport-operators-ink-cooperation-agreements
Since the beginning of 2018, an average of 40 flights fly between the two airports every week. In 2017, these flights carried 481,819 passengers and 39,700 tonnes of cargo, Groupe ADP said.

The cargo agreement aims to strengthen the cooperation between HKIA and CDG, as well as between Asia and Europe by promoting and facilitating the transport of fast-growing cargo segments such as e-commerce, temperature-controlled goods—both airports have IATA CEIV Pharma certification—as well as luxury products.

HKIA has been ranked as the world's busiest airport for international air cargo since 1996. In 2017, HKIA handled over 5 million tonnes of freight and airmail. CDG is Europe's busiest airport for cargo, handling 2.2 million tonnes of freight and airmail in 2017.

Helen Massy-Beresford, helen.massy-beresford@aviationweek.co.uk
Cutting-edge airfreight in Europe’s centre

Blockchain

Basel-based forwarder and logistics company Panalpina, which has joined the Blockchain in Transport Alliance (BiTA), a forum of tech and transportation companies for the development and implementation of blockchain standards,

Panalpina head of digital innovation, Luca Graf says: “We will look at ways to integrate blockchain technology in complex core systems in the long run. Here the focus is clearly on reliability, standardisation and partnerships with bigger established companies.

“...We will also run pilots and trials using blockchain, likely together with start-ups. The focus here lies on exploration and specific market and customer needs.”

Panalpina transported 995,900 tonnes of air freight last year, an increase of 8.1 per cent and has 500 offices in more than 70 countries.

Its air cargo operating earnings grew by 17.3 per cent with a 22.3 per cent hike for Q4 over the same period the previous year.

Swiss International Air Lines (SWISS) was founded in March 2002, after the bankruptcy of Swissair SWISS’s freight division. Swiss WorldCargo, is based at Zurich Airport and offers a comprehensive range of logistics solutions for transporting various types of cargo, including high-value and care-intensive consignments to 130 destinations in more than 84 countries.

The airline operates a mix of Airbus A330, A340 and Boeing 777-300ER on long-haul routes, and a mix of A319s, A320, A321 and Bombardier C-series aircraft on short or medium-haul routes. It is looking at continuing to refurbish its Airbus fleet, as well as replacing older models with the 777-300ER.

“We certainly see a strong potential area of growth in the US, which is a major player. There, we must stay especially focused and continue to show our expertise, as we face fierce competition from an array of airlines flying to Europe.

In terms of key areas, we are continuing to focus on pharma and ecommerce. We hope to have gained IATA’s CEIV certification in the next few weeks, which will further showcase us as a pharma carrier of choice.”

Swiss WorldCargo sees opportunities for rapid growth in pharma. The company has taken several steps, including preparing for the CEIV certification and creating designated quality corridors, or certified trade lanes covering global pharma routes between Zurich and other centres.

Bhat

http://issuu.com/azurainternational/docs/acw_18_june_18?e=17121373/62402811
Montevideo awarded IATA CEIV Pharma

URUGUAY’s Montevideo Free Airport has achieved IATA’s CEIV Pharma Certification.

The airport’s cargo operation has set itself up to resemble a third party logistics provider (3PL) offering a tax-exemption regime, multimodal transport, and primary and secondary packaging, all located within the airport free zone.

MVD Free Airport recently inaugurated the first module of its temperature controlled warehousing master plan and is currently working on the executive project of phase 2, as well as revamping its information systems to automate all data capturing and processing stages for real-time process mapping.

“The IATA CEIV Pharma Certification has made the organisation align itself behind a very challenging objective, and has truly been a learning experience,” says MVD Free Airport managing director Bruno Guella. “We are proud to achieve this certification and look forward to keep raising the bar in pharmaceutical distribution in Latin America.”

Last year, MVD Free Airport saw its pharma cargo in transit to other markets in South America grow 462 per cent compared with 2016. Some global pharma companies have even started centralising purchase orders at MVD, allowing for smarter stock management and just-in-time replenishment based on having safety stocks for the entire region at MVD.

“Understanding the implications in the distribution of pharmaceutical products in the region, our entire organisational strategy is based first and foremost on a company culture that thinks ‘patient first’, and secondly, on taking the necessary steps in training, infrastructure development and information systems that allow for a total quality approach to our day-to-day operations,” Guella continues.
For the 13th successful year running, SMi are expanding the scope of the conference to cover all aspects related to cold chain distribution, including how best to maintain GDP compliance in the industry, as well as the optimisation of operating in emerging markets. The cold chain market was valued at USD 189.92 Billion in 2017 and is projected to reach USD 293.27 Billion by 2023. (MarketsandMarkets).

Cold Chain Distribution will address the impact of the overwhelming digitalisation in the industry and how companies from biotech’s to pharma, need to adapt. The event also explores the crucial challenges of supply chain visibility and data integrity within the growing dynamic industry.

**Latest Speakers:**

This year, SMi are thrilled to announce our best speaker line-up to date, which will feature pharma companies who are the backbone of this industry. Hear from the latest confirmed speakers IATA, MSD SeerPharma (UK), GSK, Sanofi Genzyme Europe, MSF and more!

**Industry News: Pharma & Healthcare Handling**

Transporting healthcare products by air demands a rigorous logistical approach. If mishandled, the intactness of these products can be compromised by temperature changes during transportation.

With the pharmaceutical industry moving over one trillion dollars’ worth of cargo every year, upholding a shipment’s quality requires specific equipment, storage facilities, harmonized handling procedures and, above all, strong cooperation among the cold chain partners. (IATA)

Speaker Highlights:

IATA: How the Air Cargo Industry is Improving the Handling of Pharmaceutical Shipments

Here from the IATA as they discuss the updates on their pharmaceutical handling certification programme 'CEIV'. The programme is a concentrated effort to improve the level of competency, as well as operational and technical preparedness which is urgently required to stop the alarming decline of air cargo’s market share of global pharmaceutical product transport. A global industry standard and a concerted effort to improve the level of competency, operational and technical preparedness for temperature-sensitive air freight shipments.

Find out more about the IATA CEIV pharma certification program, including how to approach the issue of the pharmaceutical cargo community collaboration and the present global status, plus what the organisation does, how and why.

Presented to you by: Francisco Rizzuto, Cargo Specialist, Manager for Europe, IATA

Truckers keep air cargo on the road

Road Feeder Services are vital in the air cargo supply chain. Global providers talk about growing demand, capacity challenges and digitalisation opportunities, writes David Craik.

Jan de Rijk Logistics chief executive, Sebastiaan Scholte says the last 12 months has seen a lot of growth in its road feeder service volumes. "From last summer to the present air cargo is booming and yields are up," he states. "We’ve seen an economic revival with e-commerce shipments particularly strong."

The group, which has RFS contracts with the likes of Virgin Atlantic and China Eastern Airlines, says it had also benefited from high demand for the movement of large aerospace engines and for pharmaceuticals where it has last mile delivery to patients' homes.

Jan de Rijk was the first logistics group to achieve certification in IATA's CEIV Pharma programme back in 2015. "Both aerospace and pharmaceuticals give us key differentiation," he explains.

However, there are mounting challenges.

The main hurdle has been driven by an ongoing capacity squeeze in the sector which has led to increased operating costs.

"There is a shortage of manpower and drivers in the logistics industry in general," he states. "There aren’t enough young people wanting to get into the industry because they don’t find it exciting enough or because there aren’t as many of them around given the ageing demographics in Europe."

Capacity challenges

He says Jan de Rijk, with 800 drivers, has the manpower to cope with capacity challenges but the industry shortage is putting pressure on costs.

"Because drivers and warehouse personnel are getting scarcer in numbers that means labour costs rise in the form of higher wages," he states. "In some countries there are collective work agreements where instead of a salary increase you make the differentiation between yourselves and other firms through job perks. But in other nations labour costs have jumped by double-digits."

He believes the labour shortage puts more onus on the industry looking at automated driving solutions and digitalisation.

Wallenborn commercial director, Jason Breakwell says it has experienced similar challenges and opportunities.

"Both commercial and consumer sentiment has been more positive in the last 12 months or so. As a result, there has been higher demand for transport movements including re-stocking" he states. "In 2017 our volumes were up 20 per cent year on year and in the first quarter of 2018 we are eight per cent ahead of the same period last year."

"There has been a real capacity squeeze particularly through driver shortages as the plentiful source from Eastern Europe begins to dry up. But new legislation in some EU countries around rest breaks and minimum wage payments has also restricted the movement of truck drivers," he adds.

Those movements, he declares, are increasingly powering towards ‘secondary airports’ such as Liege and Leipzig.

"At primary airports such as Schiphol, Frankfurt and Charles de Gaulle they are reaching capacity with not enough space for freighters, strike meltdowns, curfews and limitations on night flights."

Another of those opportunities is using digitalisation to boost efficiency and customer service. Breakwell says, for example, it is now streaming real-time temperature data from its trucks.

Jan de Rijk is also becoming increasingly digitalised. Since 2016 it has been one of the parties working with KLM Cargo to improve delivery times and accuracy as part of the European Green Fast Lane. Through improved data exchange and compliance checks on the route between Frankfurt and Schiphol delivery speeds have increased and waiting times have reduced due to less congestion.

It is currently testing a new Control Tower solution powered by smart algorithms with an unnamed freight forwarder. It intends to roll out the system next year.

Belt and road

Hong Kong Air Cargo is certainly buoyed by the opportunities in RFS. It launched its HKAG Logistics service in March.

"With the introduction of the 'Belt and Road initiative' and the 'Integrated Development Plan of the Guangdong-Hong Kong-Macau Greater Bay Area', Hong Kong Air Cargo aimed to expand its business as an all-round cargo, logistics and warehousing
MAB Kargo to undergo IATA CEIV Pharma

MAB Kargo is to undergo the IATA CEIV Pharma process, making it the first airline and cargo terminal in Malaysia to embark on certification.

The airline held a signing ceremony attended by MAB Kargo chief operations officer, Mohd Zulkefly Ujang and International Air Transport Association (IATA) regional vice president for Asia Pacific, Conrad Clifford, with Malaysia Aviation Group chief executive officer, Izham Ismail witnessing the signing.

The certification process will take about six months to complete and IATA Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) involves undergoing training, as well as an assessment of facilities and processes by independent IATA certified auditors to satisfy the strict requirements on pharmaceutical handling before receiving the certification.

MAB Kargo acting chief executive officer, Ahmad Luqman Mohd Azmi says: "We see great potential in pursuing the certification. Moving temperature-sensitive, high value pharmaceutical cargo can be challenging due to the multiple requirements and processes needed to cater for such shipment.

"Moving forward, with MAB Kargo’s dedicated cold chain handling service which is MH Centigrade that is supplemented by a cargo partner, Envirotainer, MAB Kargo will be well positioned to be the leading pharmaceutical and biotechnology cargo hub in South East Asia.”

Clifford adds: "The shipping of pharmaceutical products is the fastest growing segment in the airfreight industry. Given the sensitive nature of the products, it is necessary to establish global time and temperature standards and best practices to ensure the integrity of pharmaceutical products are not compromised when they are shipped by air."
MAB Kargo pursues CEIV-Pharma certification

Yesterday, another cargo carrier jumped on the pharmaceutical certification bandwagon – Malaysian carrier MAB Kargo, a subsidiary of MASkargo, which is pursuing the International Air Transport Association’s (IATA) CEIV-Pharma certification.

As the demand for the transportation of pharma products has increased in recent years, so have the standards surrounding the careful handling of the temperature-sensitive products, causing logistics companies, forwarders and airlines to pursue certifications like CEIV-Pharma and the E.U.’s Good Distribution Practice (GDP) certification.

Cool-chain handling has been on MAB Kargo’s radar for some time. The airline has partnered with container manufacturer Envirotainer – which provides cool chain containers for airlines such as Virgin Atlantic Cargo and Air China Cargo – to create MAB Kargo’s dedicated cold-chain handling service, “MH Centigrade.”

“The shipping of pharmaceutical products is the fastest growing segment in the airfreight industry,” said IATA’s Asia Pacific regional vice president, Conrad Clifford. “Given the sensitive nature of the products, it is necessary to establish global time and temperature standards and best practices to ensure the integrity of pharmaceutical products are not compromised when they are shipped by air.”

MAB Kargo said it will complete the CEIV-Pharma certification in about six months, after undergoing training and the assessment of its facilities, to be evaluated by IATA-certified auditors.
MAB Kargo aims to be first Malaysian airline to achieve CEIV Pharma

23 / 05 / 2018

MAB Kargo has announced plans to obtain IATA’s CEIV Pharma certification as it hopes to become the first airline and cargo terminal operator in Malaysia to embark on the process.

The carrier said it hoped to complete the certification process in around six months. It will undergo training, as well as an assessment of facilities and processes by independent, IATA-certified auditors.

MAB Kargo acting chief executive Ahmad Luqman Mohd Azmi said: “We see great potential in pursuing the certification. Moving temperature-sensitive, high-value pharmaceutical cargo can be challenging due to the multiple requirements and processes needed to cater for such shipments.

‘Moving forward, [with our] dedicated cold chain handling service, [MH Centigrade] that is supplemented by a cargo partner, Envirotainer, MAB Kargo will be well-positioned to be the leading pharmaceutical and biotechnology cargo hub in Southeast Asia.”

MAB Kargo initiates CEIV pharma certification

Posted By: STAT Times

May 22, 2018: MAB Kargo announced its initiative to obtain the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certificate with a signing ceremony with the International Air Transport Association (IATA).

The IATA CEIV Pharma is a standardized global certification programme that guides companies to comply with existing global pharmaceutical guidelines. At the signing ceremony, Mohd Zulkefly Ujang, chief operation officer signed for MABkargo while Conrad Clifford Asia Pacific regional vice president signed for IATA. The signing was witnessed by Malaysia Aviation Group (MAG) chief executive officer Izham Ismail. The signing makes MABkargo the first airline and cargo terminal operator in Malaysia to embark on this certification process which will take six months to complete.

Ahmad Luqman Mohd Azmi, acting chief executive officer, MABkargo said, “We see great potential in pursuing the certification. Moving temperature sensitive, high value pharmaceutical cargo can be challenging due to the multiple requirements and processes needed to cater for such shipment. Moving forward, with MABkargo’s dedicated cold chain handling services which is MH Centrigrade that is supplemented by a cargo partner, Envirotainer, MABkargo and its partners will go one step further by focusing on high quality service with an emphasis on excellence and safety.”

“The shipping of pharmaceutical products is the fastest growing segment in the air freight industry. Given the sensitive nature of the products, it is necessary to establish global time and temperature standards and best practices to ensure integrity of pharmaceutical products are not compromised when they are shipped by air,” said Clifford.
ABC, PACTL ink MoU

Latest News
Thursday, 17 May 2018
Russia’s AirBridgeCargo Airlines (ABC) and Shanghai Pudong International Airport Cargo Terminal (PACTL) have signed a memorandum of understanding (MoU) to provide handling for time and temperature-sensitive shipments including pharma.
It follows a strategic co-operation agreement between ABC and the Shanghai Airport Authority signed last year.

Christian Haug, vice president of PACTL said both ABC and PACTL already have IATA's CEIV-Pharma certification and PACTL's 'Cool Center' has 3,500 square metres of temperature-sensitive capacity and can handle up to 100,000 tonnes of cargo annually.

ABC already operates more than 20 weekly flights to Shanghai Pudong Airport (PVG).
dnata awarded IATA CEIV Pharma for Dubai operations

DNATA has been certified by IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) for pharma-handling processes and logistics in Dubai.

The two year preparation for certification included working closely with Dubai Airports to implement facility changes and upgrades to comply with CEIV requirements. Cool chain processes and facilities were assessed and validated to comply with all applicable standards, guidelines and regulations including EU, World Health Organization, United States Pharmacopeia and IATA Temperature Control Regulations.

Dnata senior vice president – UAE Cargo and DWC Airline Services, Beerd Struck says: “At dnata, we’ve continuously focussed on providing our customers with enhancements in the safety and security of their pharma shipments. This CEIV certification is a demonstration of that commitment. We use the latest technology, best practices and certified warehouses to ensure that every pharma and vaccine shipment that reaches the patient is handled in compliance with international certified standards.”

Every year, billions of dollars worth of pharmaceutical products are lost due to temperature changes, with a high percentage taking place at airports. Certification such as CEIV Pharma and Good Distribution Practice (GDP) guidelines are designed to eliminate spoilage of highly perishable pharma cargo, and optimise the air cargo supply chain with standardisation, accountability transparency, reliability and predictability.

ABC and PACTL sign MoU for sensitive cargo

AirBridgeCargo Airlines and Shanghai Pudong Air Cargo Terminals (PACTL) have signed a memorandum of understanding (MoU) to cooperate in the time and temperature sensitive shipment sectors.

The agreement will serve as a commitment to develop, expand and promote business cooperation in this area, and follows on from the strategic cooperation agreement signed by ABC and Shanghai Airport Authority in September 2017.

Both companies are IATA CEIV certified and the MoU focuses on enhancing operations for pharmaceutical shipment by optimising internal procedures, strengthening personnel skills, and leveraging IT technology to deliver the best customer experience and support patients around the world.

ABC general director, Sergey Lazarev says: “The pharmaceutical sector sets the high level of expectations for all supply chain stakeholders. Understanding the need for high-end services our customers expect us to provide, we work with forward-thinking and trustworthy partners.

“We are proud to have PACTL among our strategic partners, sharing the same values and business prospects towards the development of the pharmaceutical sector.”

PACTL vice president, Christian Haug adds: “Now it’s the right time to collaborate with AirBridgeCargo. PACTL’s IATA CEIV has been granted since the very beginning of 2016 and the PACTL Cool Center is the newest contribution to cool chain infrastructure for all temperature sensitive goods in PVG. The facility is about 3500m2 and with the capacity to handle 100,000 tons annually.

“Meanwhile, PACTL provides integrated, qualified, and reliable cool center solutions, and advocate to eco-friendly concepts to improve the customer values. There’s no doubt that PACTL will assist AirBridgeCargo to coordinate with all parties for TTSP shipment handling and storage.”
Meanwhile, in a small corner of France...

Investments in temperature-controlled facilities are not confined only to the world’s major hubs.

Last year, Entzheim Airport, which serves the city of Strasbourg in north-eastern France, opened a 700 square metre temperature-controlled warehouse, operated by WFS, primarily to capture the growing pharma market. Still lacking a critical mass of belly capacity, the majority of Strasbourg’s freight tonnage is carried by road to bigger airports, notably Paris CDG, but also Frankfurt, Luxembourg and Zurich.

But the airport’s management team sees a bright future in the facility to act as forwarding hub for companies based in the region, even if consignments have to travel first by road before they leave the ground.

The facility comprises two sections: 500 square metres controlled at 15° to 25°C, and 200 square metres at 2° to 8°C.

Logistics firm Heppner wasted no time in inviting its pharma clients from across region – which includes the likes of Lilly and Merck - to visit the new warehouse earlier this year. Launched only in 2012, Heppner’s pharma business has witnessed double-digit growth in three of the past four years and now accounts for some 14 percent of group revenues.

Already possessing ‘Certipharm’ certification, which guarantees ‘good distribution practice’, Heppner’s director of healthcare services Gérard Palazzo says the group is pondering applying for IATA CEIV certification.

For Entzheim the new platform is an important marker for the airport’s future development.

“These new facilities demonstrate that we are conscious of their needs,” says WFS Strasbourg manager Philippe Ritter. “Our goal is first to maintain and then develop existing traffic with a view to establishing an entire freight station at the airport dedicated to pharma three or four years down the line.”

Airport director Thomas Dubus adds that a seven hectare site is also reserved for the development of added-value logistics, including more temperature-controlled space.
AirBridgeCargo Airlines and PACTL sign MoU to extend solutions for pharma customers in China

By: AJOT | May 16 2018 at 01:42 PM | Air Cargo News

AirBridgeCargo Airlines (ABC) and Shanghai Pudong International Airport Cargo Terminal Co., Ltd (PACTL) have signed Memorandum of Understanding on cooperation in the sector of time & temperature sensitive shipments, primarily focusing on pharmaceutical and healthcare products.

The agreement will serve as a commitment by both parties to develop, expand, and promote business cooperation in this area, and corresponds to the strategic cooperation agreement between ABC and Shanghai Airport Authority signed in September 2017.

With both companies already IATA CEIV Pharma-certified, the MoU concentrates on the enhancement of operations for pharmaceutical shipments by optimizing internal procedures, strengthening personnel skills, and leveraging innovative IT technologies to deliver the best customer experience and achieve the optimum benefit to support the well-being of end-user patients around the world.

“The pharmaceutical sector sets the high level of expectations for all supply chain stakeholders. Understanding the need for high-end services our customers expect us to provide, we work with forward-thinking and trustworthy partners. We are proud to have PACTL among our strategic partners, sharing the same values and business prospects towards the development of the pharmaceutical sector,” highlighted Sergey Lazarev, General Director of AirBridgeCargo Airlines.

Christian Haug, Vice President of PACTL, said: “Now it’s the right time to collaborate with AirBridgeCargo. PACTL’s IATA CEIV has been granted since the very beginning of 2016 and the PACTL Cool Center is the newest contribution to cool chain infrastructure for all temperature sensitive goods in PVG. The facility is about 3500m2 and with the capacity to handle 100,000 tons annually. Meanwhile, PACTL provides integrated, qualified, and reliable cool center solutions, and advocate to eco-friendly concepts to improve the customer values. There’s no doubt that PACTL will assist AirBridgeCargo to coordinate with all parties for TTSP shipment handling and storage.”

China has been the backbone of ABC’s strategy from the day first of its operations, with the company strengthening its footprint and introducing more destinations and frequencies to meet the needs of its customers. Shanghai was among ABC’s first online stations in China and the company is increasing frequencies each season, currently operating more than 20 weekly flights, with the support of its trusted and reliable partners, such as PACTL.

The official signing ceremony was held on the first day of the Air Cargo China 2018 exhibition, which takes place in Shanghai every two years and is considered to be one of the world’s major logistics events. It was followed by a welcome reception on AirBridgeCargo’s eye-catching exhibition stand.

AirBridgeCargo and PACTL sign MoU aimed at pharma customers in China

16 / 05 / 2018

Sergay Lazarov of ABC, and PACTL's general manager, Juliet Tand, signed the MoU at the Air Cargo China event in Shanghai.

AirBridgeCargo Airlines (ABC) and Shanghai Pudong International Airport Cargo Terminal Co Ltd (PACTL) have signed up for closer cooperation on time & temperature sensitive shipments, primarily pharmaceutical and healthcare products.

The signing of a Memorandum of Understanding (MoU) will serve as a commitment by both parties to develop, expand, and promote business cooperation in this area, and corresponds to the strategic cooperation agreement between ABC and Shanghai Airport Authority signed in September 2017.

Both companies are already IATA CEIV Pharma-certified. A joint statement said that the MoU will concentrate “on the enhancement of operations for pharma shipments by optimizing internal procedures, strengthening personnel skills, and leveraging innovative IT technologies”.

Sergey Lazarev, general director of ABC, said: “The pharmaceutical sector sets the high level of expectations for all supply chain stakeholders. Understanding the need for high-end services our customers expect us to provide, we work with forward-thinking and trustworthy partners.”

Christian Haug, Vice President of PACTL, said: “Now it’s the right time to collaborate with AirBridgeCargo. PACTL’s IATA CEIV has been granted since the very beginning of 2016 and the PACTL Cool Center is the newest contribution to cool chain infrastructure for all temperature sensitive goods in PVG [Shanghai airport].

“The facility is about 3,500 sq m and with the capacity to handle 100,000 tons annually. Meanwhile, PACTL provides integrated, qualified, and reliable cool center solutions, and advocate to eco-friendly concepts to improve the customer values. There’s no doubt that PACTL will assist AirBridgeCargo to coordinate with all parties for TTSP shipment handling and storage.”

Shanghai airport was among ABC’s first online stations in China and the company currently operates more than 20 weekly flights.

The official signing ceremony was held on the first day of the Air Cargo China 2018 exhibition.
AirBridgeCargo, PACTL sign MOU to cooperate with pharma customers in China

To capture some of the growing pharmaceutical air cargo business in China, AirBridgeCargo Airlines (ABC) and Shanghai Pudong International Airport Cargo Terminal Co., Ltd (PACTL) today signed a “memorandum of understanding” (MOU) to cooperate on providing handling services for time- and temperature-sensitive shipments, such as pharma cargo.

Under the MOU, both parties agreed to “develop, expand and promote business cooperation” in the area of cool-chain logistics, which corresponds to a strategic cooperation agreement between Russia-based ABC and the Shanghai Airport Authority that was signed last September.

The agreement concentrates on “the enhancement of operations for pharmaceutical shipments by optimizing internal procedures, strengthening personnel skills, and leveraging innovative IT technologies” so that the carrier and ground handler can deliver superior customer service to pharma shippers.

“The pharmaceutical sector sets the high level of expectations for all supply chain stakeholders,” said Sergey Lazarev, general director of ABC Airlines, “Understanding the need for high-end services our customers expect us to provide, we work with forward-thinking and trustworthy partners.”

Christian Haug, vice president of PACTL, said, “Now it's the right time to collaborate with AirBridgeCargo,” considering that Both ABC and PACTL have already earned IATA’s CEIV-Pharma certification. The PACTL “Cool Center,” Haug added, offers 3,500 square meters of temperature-sensitive capacity and can handle up to 100,000 tonnes of cargo annually.

ABC has steadily expanded its footprint in China since making Shanghai Pudong Airport (PVG) one of its first air cargo stations in China. Currently, the carrier operates more than 20 weekly flights to PVG.
Frankfurt Airport reports steady performance in April

15 / 05 / 2018

Fraport, operator of Frankfurt Airport, Germany's busiest airfreight gateway, has reported that the gateway handled a total of 189,634 tonnes of cargo (airfreight and air mail) in April.

This figure represented an improvement of 2.3% over the same month of 2017.

Over the first four months of this year, Frankfurt handled a total of 729,244 tonnes of cargo, up by just 1.1% year-on-year.

The Peruvian airport of Lima, part of the Fraport Group, handled 21,701 tonnes of cargo in April, up by 5.4% over the same month of 2017.

Over the January to April period, cargo traffic moving into ad out of Lima totalled 87,485 tonnes, up by 7.4% year-on-year.

In April, Fraport was given IATA’s CEIV Pharma certification for its ramp handling operations. More than 100,000 tonnes of vaccines, drugs, medicines and other pharmaceutical products were handled at Frankfurt over the course of 2017.

Bolloré Logistics China receives CEIV Pharma by IATA

Posted By: STAT Times

May 15, 2018: Bolloré Logistics China was recently awarded by the International Air Transport Association (IATA) as Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) at Pudong International Airport Logistics Park in Shanghai. With this, it has become one of the first transport and logistics companies in China to receive this certification.

Bolloré Logistics China adheres to all applicable pharmaceutical standards expected from pharmaceutical manufacturers in terms of facilities, equipment, operations and staff and being capable to provide seamless cool chain transportation all along the supply chain.

“This certification demonstrates our commitment on full compliance in handling pharmaceutical products and other temperature-sensitive commodities. Meanwhile, it will greatly reinforce our capability to further develop our core competency in transportation and logistics service for the healthcare industry,” said Jessie ZHOU, general manager of operations at Bolloré Logistics Shanghai.

The certification will allow Bolloré Logistics China to have a strategic advantage in the China healthcare logistics market with a stronger, more competitive and enhanced air cargo service. This shows Bolloré Logistics’ commitment to achieve the highest international quality standard in the global pharmaceutical supply chain for its customers. With Singapore, Australia, South Korea and now China being certified, the aim of Bolloré Logistics is to deploy this action throughout its global network with on-going certifications on other sites in the Asia-Pacific region such as China Hong Kong and Japan.

In Europe, Bolloré Logistics has already received the certification for its Paris Roissy CDG platform (France) as well as its sites in Brussels (Belgium), Frankfurt (Germany) and Lisbon (Portugal).
FROM MAGAZINE: In constant pursuit of a world class standard
Only after several rounds of negotiations and security inspections, the first flight from Russia touched Cairo International Airport ending more than two and a half years of ban and reigniting hopes of boosting Egypt’s recovering tourism and trade sector. As the world regains confidence in the country, the airport will have to ensure world class facilities for its customers, Shreyas Bhattacharya reports.

When millions of passengers and tonnes of cargo make way through a particular pit stop, strategically vital because of its location, it indeed becomes a boon for airports in the region. So is the case of Cairo International Airport, whose geostrategic location at the crossroads of Africa, the Middle East, Europe and the Gulf, makes it an important hub of international trade. The region has seen a surge in perishables exports especially going to the European Union (EU), while most of the Egyptian imported electronics are from Asia along with pharmaceuticals and garments from the EU. The region is not only a major cargo hub but is an attractive tourist destination making tourism one of the leading sources of income, crucial to Egypt’s economy. Although, the tourism sector has been struggling since the 2011 Egyptian revolution that has brought down the number of tourists coming to the country, a recent report by the United Nations World Tourism Organization (UNWTO) reveals that Egypt has actually emerged to be one of the world’s fastest-growing destinations for international tourists in 2017.

All this makes this airport currently the second busiest in Africa after OR Tambo in Johannesburg. However, in order to handle such huge passenger and cargo traffic, the airport has to invest in upgrading its infrastructure from time to time. In its bid to ensure faster border crossings for millions of travelers, while ensuring rigorous security checking of passports and other identity credentials, the airport is set to install Gemalto’s new automated document readers that will facilitate faster processing.

“Cairo International Airport is Egypt’s most important gateway for business visitors, tourists and citizens returning home,” says Magdy Ishak, chairman of Cairo Airport Co. “Investment in Gemalto’s highly efficient document readers demonstrates our commitment to both enhancing the traveler experience and protecting Egypt against ID fraud.”

The technology is likely to ease the intense pressure on authorities to reduce queues at border control and strengthen protection against threats such as illegal immigration, as the airport continues to handle close to 15 million passengers every year.

Meanwhile on the cargo front, the airport understands it’s crucial role and has been investing in its cargo facilities.

The airport has been closely working with the national carrier EgyptAir, which inaugurated its first cargo terminal named Cairo Cargo Village back in 1981. Since then EgyptAir established a full cargo operation at Cairo Airport with a terminal that could handle all types of cargo and dedicated 2/5 of the available space to import and 1/3 to export. The terminal was also equipped with a cold room, strong room for valuable items, chemical materials store and a store for radioactive materials. A veterinary center located just outside the airport customs area was for handling of live animal. All perishable cargo transit through the perishable terminal.

Meanwhile, the Horticultural Export Improvement Association (HEIA), an association founded in order to stimulate the exports of perishables to Europe and the Middle East, later initiated the construction of the first dedicated perishable terminal on Cairo Airport. The perishable terminal was a major asset for closed cool chain provisioning. It has stimulated the export volume by decreasing the amount of lost perishables due to exposure to high temperatures outside. The terminal is funded by the Egyptian government and US Agency for International development (USAID).
Thus, with the national carrier and the Egyptian authorities’ continuous emphasis on developing the airport as a hub, especially for the Middle East and Africa, the airport facilities are in constant development. The airport’s ambitious Cairo Cargo City (CCQ) is poised to provide state of the art facilities to support the growth in cargo traffic through the airport. Many cargo players, currently operating in the region, are in fact benefitting from the available facilities.

"Emirates SkyCargo is currently operating out of the new cargo terminal at Cairo airport. This terminal has updated and technologically advanced operational and security facilities which allows us to maintain the high standards of our service levels. Major exports from Cairo include fruits and vegetables. The proximity between terminal and the aircraft parking bays has also been possible for us to reduce the ground transfer times for cargo between the terminal and the aircraft, which is vital to maintain perishable product’s integrity throughout the transportation cycle. Imports into Cairo consist mainly of a mix of high value commodities. The facilities available at Cairo ensures the security of goods in special storage areas, with constant monitoring and surveillance,” informs Khalid Al Hinai, Emirates Vice President, Cargo Commercial, Africa.

For the Financial Year 2017/18, Emirates SkyCargo transported over 32,500 tonnes of cargo including both exports of close to 18,750 tonnes and imports of 13,750 tonnes. Close to 85 percent of the commodities exported from Cairo are fruits and vegetables, Al Hinai further informed.

Presently, Cairo Airport Cargo Company (CACC) that calls itself a general handling agent, is providing premium services to prominent airlines like Emirates SkyCargo, Lufthansa Cargo AG, Qatar Airways Cargo, Etihad Cargo, Oman Air Cargo, Saudia Cargo, as well as various charter companies.

With its cargo handling facilities and warehousing services, the CACC took the decision of undertaking the significant project of establishing the Cairo Cargo City. A state-of-the-art cargo terminal on the airside, inaugurated in 2016, the CCC is a definite added value to the air cargo industry in Egypt. Located 500 metres away from the ramp side, CACC started this first off-airport terminal within Cairo International Airport with a dedicated apron gate exclusively serving the carriers handled by it.

Extending over an area of 150,000 square metre and being directly located on Cairo International Airport’s airside, CCC has taken the logistics market in Egypt to a new era of advanced logistics operations. In its bid to further enhancing the air cargo industry, CACC has offered to lease its former terminal – with an area of 9,600 square metre – to forwarding agents, for the purpose of promoting consolidation & deconsolidation, as well enhancing ready-for-carriage concept.

Meanwhile, realising the growing complexity and importance of temperature sensitive pharma supply chains that require delicate handling, CACC has upgraded its temperature-controlled terminals to reliable storage & handling facilities for pharmaceuticals & healthcare products. The upgradations have been acknowledged by IATA. In 2017, CACC Cargo Facilities were the first in Africa and the second in the Middle East to be awarded the CEIV Pharma certificate.

In 2018, IATA awarded CACC the IATA Safety Audit for Ground Operations (ISAGO) Registration, following the successful completion of a comprehensive audit of ground-handling operations.

It is, however, important to note that while these measures will give the added push to the air cargo industry of the region, political and economic stability would have a major influence on the future of international trade. A peaceful and politically stable economy would ensure that the advanced aviation infrastructure is optimally utilised to ensure a profitable passenger and air cargo business in the region.
No time to stand still at Frankfurt Airport

Germany’s main cargo hub Frankfurt Airport is in seemingly continuous expansion phase, writes Neil Madden.

Cargo throughput (including airmail) rose by just 0.7 per cent to 539,610 tonnes in the first quarter of this year, in line with a warning given by owner Fraport Group of slower growth in cargo. This was attributed to a combination of factors, including the strong euro, later than usual Chinese New Year and early Easter holidays.

However, the airport is not standing still. In March, China Cargo Airlines became the latest cargo carrier to offer a regular service from Frankfurt.

China Cargo is operating a new service between Shanghai-Pudong and Frankfurt twice a week on Wednesdays and Sundays, and the carrier intends to increase the frequency after obtaining additional traffic rights.

Investing in infrastructure remains critical to Frankfurt’s future success. The airport’s CargoCity South has grown into an internationally recognised template for the development of a successful logistics hub. More than 200 companies now have a presence on the site’s 98 hectares.

Connections to the world

With over 300 flight connections worldwide, the Frankfurt hub enjoys the added advantages of being connected to one of Europe’s most important motorway junctions, the Frankfurter Kreuz, as well as a first-class rail network.

In April, Swissport and Fraport sign long-term lease agreement for a new cargo warehouse at the airport.

At some 16,000 square metres the new facility will be the third largest in Swissport’s global network. Construction is due to start in 2019, with the facility handed over to Swissport in 2020.

Infrastructure is key

"Infrastructure plays a key role in optimising our service delivery and reaching the ambitious efficiency and reliability goals for our clients around the world," said Swissport Germany, Austria & Switzerland senior vice president Willy Ruf, explaining why the ground handler had committed millions of euros to the project.

Following this announcement, Fraport AG also received the CEIV Pharma certification from IATA for ramp handling of pharmaceuticals. This makes Frankfurt the largest airport in the world to have received this certification for the entire handling chain of pharmaceutical products.

Fraport senior executive vice president of ground services Martin Bien commented: "We see pharmaceutical transportation as a growth market for the future. Receiving the CEIV certification underscores that Fraport has the requisite infrastructure and the necessary expertise to accommodate this growth."

100,000 tonnes of pharma

More than 100,000 tonnes of vaccines, drugs, medicines and other pharmaceutical products were handled at Frankfurt in 2017.

Fraport’s ramp handling division has been operating a transporter vehicle for temperature-controlled shipments for over 20 years. Now, it is the first ground equipment in the world to be covered by the CEIV certification. The special vehicle allows transport of main and lower-deck units in a temperature range from -30 to +30C with pinpoint precision. Moreover, the transporter is equipped with an electronic temperature monitoring system and tracking options.

Smart handling

And as technology is set to play an increasing role in cargo handling, Fraport is part of group looking to exploit an innovative ground handling system.

Fraport is co-operating with local logistics software start-up CargoSteps, RheinMain University of Applied Sciences, the Fraunhofer Institute, autonomous vehicles manufacturer KAMAG, warehouse logistics specialist LUG and forwarders Sovereign and Dachser in the ‘Smart Air Cargo Trailer (SAT)’ project, which received a grant from state investment agency HessenAgentur.

Automated transport

The goal of SAT is to automate short-haul transport between cargo handlers and freight forwarders with the help of a cloud-based platform and to replace this with (semi-) autonomous transport.

Ultimately, the project should lead to ‘needs-based transport’ carried out when required by the sender or recipient.

SAT could practically eliminate waiting times by carrying out each transport move on demand. In addition, it should speed up the transfer process between handlers and forwarders as well as significantly reducing error rates.

A further benefit is greater utilisation of vehicles and hence fewer transport moves for a given volume of cargo. This would cut CO2 emissions related to standing and waiting times.
FROM MAGAZINE: Asia's advancing role in air cargo

Asia is the hope and trigger of world trade growth. Home to maximum top air cargo airports, the continent is building on its airport capacity and logistics capability. It is well on its way to add more hub airports. It recorded historic growth in air cargo triggered mainly by its growing economies, infrastructure and appetite for imported goods.

\textit{Nahida Jafferi}

Asia is now the manufacturing hub of the world. Hence, the volumes from Asia, will definitely increase as the world trade grows. Most of the top 20 cargo airports are located in Asia. The stakeholders in the air cargo supply chain are preparing for e-commerce and pharma trade with continuous enhancements for better productivity and cost savings. Asia is becoming the largest market for pharma and e-commerce that continues to be lifted by air while other commodities witness a modal shift due to high air freight rates.

Andrew Hendman, Director General, Association of Asia Pacific Airlines (AAPA), said, “International air cargo demand remained robust during March 2018, achieving 5.9 percent growth, building further on last year’s very strong cargo performance.”

The largest cargo carrier in the Asian region, Cathay Pacific, saw total cargo traffic for March increase by 4.9 percent year on year.

However, there has been a slow pick up in air cargo volumes after Chinese New year which led to weak air cargo traffic growth for Asian carriers in March, as per reports.

The protectionist agenda of key world economies is a cause of worry to the world trade and logistics industry. The tit-for-tat protectionist trade policies imposed by the US and China on each other has not resulted in a significant impact on the air cargo industry as they look to balance the supply and demand equation with alternate options.

As per PwC’s Global Economy Watch of 2017, the United States, emerging Asia and the Eurozone, which comprised 60 percent of world GDP in 2017, are expected to contribute almost 70 percent of economic growth in 2018 in Purchasing Power Parity (PPP) terms.

\textbf{Demand-supply trend in Asia}

Satish Lakkaraju, Chief Commercial Officer, Agility India, said, “At the end of 2017, we saw a sudden and steep surge in rates for air cargo. This created a panic situation in the market. We have seen that a lot of air shippers have now started to move some part of their cargo through ocean. This has softened the demand for air cargo to a certain extent. However, this is just a stop-gap arrangement by shippers to reduce their logistics spend as air will still continue to remain their preferred mode of transport.”

Lakkaraju also emphasised that a lot of capacities are getting directed to China whenever there is spike in demand, which creates a bottleneck for other Asian markets because it’s easier for operators to shift an aircraft capacity from say, India to China than from Europe. “This is why we in India suddenly see a sudden drop in capacity whenever demand in China rises. I don’t see this situation improving in the short term as operators are just not adding sufficient capacities as compared to the demand,” he stated.

Air cargo demand is mainly going to be driven via the passenger bellies. Indian domestic airlines fly with a 60 percent belly cargo underload and it is looking to enhance regional connectivity. International traffic from India is mainly driven by foreign carriers like Emirates SkyCargo, Lufthansa, Cathay Pacific, among others.

https://www.stattimes.com/from-magazine-asias-advancing-role-in-air-cargo
Cathay has taken delivery of 24, A350-900s and it will be soon adding the A350-1000s to its capacity. And in two years down the line, the 777-9X will join its fleet. Mark Sutch, Regional General Manager – South Asia, Middle East & Africa, Cathay Pacific, cited, “The interesting thing to know about all these aircraft is their ability to carry cargo. To give you an example: we have carried over 40 tonnes of cargo on a 777 passenger flight with a full load of passengers. So, really for us moving forward that’s the growth in terms of capacity.”

The Hong Kong based carrier is launching passenger flights to Copenhagen in May and Washington in September which provide great opportunities for cargo. “We are being approached by major shippers to protect space for their exports in partnership with carriers and agents. This is an indication that they have concerns about capacity when getting their products to market,” said Sutch.

The challenge to carriers operating out of China and Hong Kong, is that they have to strike a balance between capacity and demand and keep a sustainable operation.

In response to the strong air freight demand from Asia on the transpacific route, DHL Global Forwarding deployed a second dedicated Boeing 747-400 freighter to operate a network which includes the United States, South Korea, China and Germany.

The demand for second freighter comes soon after DHL Global Forwarding’s first around-the-world freight service launch in September 2017, which caters to the increasing exports of the Norwegian seafood industry and generating capacities along the route from Brussels to Oslo, Seoul, Shanghai, Cincinnati and back to Brussels.

“Demand is currently exceeding supply mainly due to the large economies performing strongly. On major trade lanes, volumes are high, but capacities are low, a trend that will continue. To increase our operational efficiency and to offer our customers the best possible solution, we thus decided to create further capacities we have direct control over,” explains Tim Scharwath, CEO DHL Global Forwarding.

The US-China tariff battle’s impact

The trade war between world’s top exporting and importing countries, US and China, has been getting more acrimonious. China has unveiled tariffs worth $30 billion, as a response to US tariff on steel and aluminium imports from China. To counter this, US has announced plans to further levy tariffs on about $50 billion worth of Chinese goods.

between the top economies of the world, Sutch, said, “It won’t be good, but I think we would get by. A calm political and economic situation is the best thing for our business. But we have got a very balanced network. We move a lot of cargo from North to South East Asia and a lot to Europe.”

So far the additional tariff imposed by the US on Chinese goods are not imported by the US in substantial volumes. Lakkaraju tactfully sums-up the impact as where there is demand there is supply. “If companies in the US are not able to meet the demand from China because the products suddenly becomes costly, then some of that demand will be met through alternate options like India and other South Asian countries. Hence, we may see some dip in volumes on trans-pacific route and slight increase on South Asia – USA route,” Lakkaraju said.

Offset market volatility

Reto Hunziker, Group Cargo Director, Chapman Freeborn, suggested that there has to be enough slack built into the system to successfully capitalise on surges in demand. “It’s more than just having enough aircraft capacity, there needs to be sufficient slots available for cargo flights, adequate ground handling, and good infrastructure and road networks for onward transit. Without this there’s always the potential for bottlenecks.”

The key strategy to deal with market volatility is to plan your movements well in advance. Agility has volume contracts with all the major carriers and this minimizes the impact of the sudden decrease in cargo space in the market.

Lakkaraju said, “We work out a cargo plan for our customers and sign back to back space agreements with the carriers based on the plan, which offsets the volatility to a certain extent.” He also cited that whenever China sees a spike in demand there will be a surge in air freight rates as carriers would not add substantial capacities in the short term. “This is going to be the new normal, we are prepared to deal with it now. The shift to ocean freight by some air shippers has eased the air freight rates a bit,” he said.

In 2017, a mix of high demand and high load factors have pushed up yields. Sutch said, “Forwarders have been struggling to increase rates with shippers. As capacity constraints and booming demand have become the norm throughout the year, shippers have accepted that paying a higher rate is reflective of the current market situation.”
ABC to use RAP containers

AIRBRIDGECARGO Airlines has been approved to transport pharmaceuticals using CSafe RAP containers for flights on its fleet of Boeing 747 Freighters.

The CSafe RAP utilises heating and compressor driven cooling technologies with ThermoCor VIP insulation to eliminate risks to payloads associated with extreme ambient temperature conditions and long duration shipments. The RAP container leverages performance and capabilities of the CSafe RKN to remove operational and environmental challenges encountered with global temperature controlled shipments.

CSafe Global senior director partner management, Mark Mohr says: “ABC’s CEIV accreditation further demonstrates their commitment to providing our mutual life-science customers with precision cold-chain services that have been validated to exceptionally high standards.”

AirBridgeCargo global director for pharma, Fedor Novikov says: “Partnering with CSafe Global, a company that shares the same customer-centric values and business attitudes as we do, provides ABC with confidence in the preservation and integrity of our shipments, every single time.”

Swissport gains CEIV at EuroAirport

Swissport’s sixth CEIV certified cargo facility and volumes for the cargo handling agent reached 47,000 tonnes in 2017 at the Franco-Swiss airport.

Since opening the warehouse in 2015, Swissport has expanded the facility, which features 7,500 square metres of temperature controlled surface, with a temperature range of between 15 and 25 degrees Celsius. There are special cooling units for pharmaceuticals ensuring temperatures between two and eight Celsius and a unit for goods requiring temperatures of -20 Celsius. Due to direct access to the tarmac, Swissport can move pharmaceuticals within an average of two minutes from its temperature controlled warehouse to the aircraft.

SWISSPORT has been awarded CEIV Pharma certification by the International Air Transport Association for operations at Basel’s EuroAirport.

The Center of Excellence for Independent Validators (CEIV) in Pharmaceutical Logistics standard ensures airfreight customers receive the highest quality and safety standards for the transportation of pharmaceutical products.

EuroAirport Basel-Mulhouse-Freiburg is
Pharma.Aero and FlyPharma to collaborate

Pharma.Aero will collaborate with FlyPharma Conferences for its upcoming events discussing key supply chain challenges affecting pharma and cargo industry stakeholders.

The Pharma.Aero community, which aims to foster collaboration between CEIV Pharma certified airport communities is the association patron for all three FlyPharma Conferences and the partnership has gained momentum with the European edition taking place on 5-6 June 2018 in Brussels, Belgium.

Pharma.Aero secretary general, Frank Van Gelder says: “The created added value of such a collaboration is the result of both organisations’ focus within the industry. Pharma.Aero supports this principle because it creates a stronger input and a broader focus to deliver quality content conference programs.”

“Our unique approach as Pharma.Aero, in which we foster cross-industrial cooperation between on the one hand pharmaceutical companies and on the other hand operators and service providers, is the perfect recipe for finding solutions to the industry’s current challenges.”

FlyPharma Europe events director, Angela Cottrell adds: “It has been a pleasure to work with Pharma.Aero and tap into the team’s experience and ideas. I believe this year’s agenda is stronger than ever and am keen to showcase our exciting range of speakers. I’m looking forward to welcoming delegates through the conference doors in June.”

The conference will be chaired by former director of QKMTS, Eli Lilly and Company, Rafik H. Bishara PhD.

Van Gelder will be speaking at the event along with Pharma.Aero chairman, Nathan De Valck who is also the cargo and logistics product development manager at Brussels Airport Company.

Other industry thought-leaders will include IATA head of special cargo, Andrea Gruber; Amerijet International Airlines director of marketing, Christine Richard; Seabury Consulting commercial director, Dirk de Rooij; Brussels Airlines vice president for cargo, Alban Francois; and va-Q-tec regional sales manager, Frans Vriend.

Pictured right, FlyPharma Europe 2017 conference at the Sheraton Hotel, Brussels, Belgium.
CEIV Pharma certification

CEIV, the Centre of Excellence for Independent Validators, have reviewed the pharma capabilities of Brussels Airlines in recent months and has assessed the airline as showing great reliability, expertise and quality in its pharma processes.

The BRUcargo CEIV Pharma community continues to grow and confirms the position of Brussels Airport as the preferred European life sciences and medtech gateway.

At this moment 25 operators active at BRUcargo are CEIV Pharma certified, of which 7 have to renew the CEIV Pharma certificate 3 years after the initial certification.

Four BRUcargo based operators have already renewed their CEIV Pharma certification: Expeditors, Aviapartner, Bolloré and Swissport. And three recertification are ongoing: BPL, DSV, JDR.
Swissport Basel certified for pharma logistics by IATA

04 / 05 / 2018

A spokesperson for the ground handler said: “Since the opening of the warehouse in 2015, Swissport has continued to expand its on-site offering. The facility features 7,500 square metres of temperature-controlled surface, with a temperature range of +15 to +25 degrees Celsius.

Additionally there are special cooling units for pharmaceuticals ensuring a temperature between +2 and +8 and a unit for goods which require a constant temperature of -20 degrees Celsius.

‘Due to an exclusive direct access to the terminal, Swissport can move pharmaceuticals within an average of two minutes from its temperature-controlled warehouse to the aircraft.”

Swissport is investing at other European logistics hubs. In April 2018, the company announced its plan for a large-scale expansion of its cargo infrastructure at Frankfurt airport by signing a long-term lease agreement for a new facility at CargoCity South.

The new custom-built air cargo warehouse will have a surface of around 16,000 square metres, making it the third largest in Swissport’s global network of 135 warehouses.

Swissport International handles 4.7m tonnes of cargo a year on behalf of some 850 client-companies in the aviation sector.

In mid April this year, Swissport Group announced that it will defer its plans for an Initial Public Offering (IPO) on SIX Swiss Exchange.

In a short investor announcement, the ground handler, a subsidiary of Chinese conglomerate HNA, said that it had decided to delay the listing of its shares as a result of current market conditions. It did not give any details on how long it expected the delay to be.

IATA has awarded Swissport Cargo Services at Basel’s EuroAirport with the CEIV Pharma certificate for pharmaceutical logistics.

The CEIV regulations guarantee the highest quality and safety standards for the transport of sensitive pharmaceutical products. Swissport’s Basel warehouse is the company’s sixth CEIV certified cargo facility.

“We are very pleased to receive the recognition by the CEIV for pharmaceutical logistics services at our state-of-the-art cargo facility in Basel,” says Nils Knudsen, chief commercial officer of Swissport International, adding: “The CEIV certification underlines the attractiveness of our services at Switzerland’s most modern air freight terminal.”

With annual growth rates of nearly 10% and a total turnover of some 47,000 tonnes in 2017, Basel is one of the most important cargo locations of Swissport.

Brussels added to Turkish Cargo pharma service

BRUSSELS: May 04, 2018. Turkish Cargo has begun a weekly A310-300 freighter service to Brussels from Istanbul operated by Turkish carrier ULS Cargo.

Turkish Cargo says it expects to carry time- and temperature-sensitive shipments with a focus on the pharma industry. The airline’s cargo hub at Istanbul and Brucargo at Brussels Airport are both IATA CEIV pharma certified.

With the arrival of the first ULS flight at Brussels Airport recently (pictured), Steve Polmans, head of Cargo and Logistics at Brussels Airport Company said: “Today we celebrated for the third time in April, this time we welcomed the first cargo flight of Turkish Airlines operated by ULS Cargo. Welcome to Brussels, wish you many more happy and safe landings at our airport.”

Turkish Cargo plans to add Quito, Karaganda (Kazakhstan), Tokyo, Navoi (Uzbekistan), Abu Dhabi, Addis Ababa and Misurata (Libya) to its cargo network by the end of 2018.
dnata’s Dubai’s cargo operations receive CEIV pharma certification

May 2, 2018: dnata, one of the major ground handlers, has received IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification for its pharma-handling processes and facilities in Dubai.

The company receives the certification after two years of preparation. It worked closely with Dubai Airports to implement facility changes and upgrades to align with CEIV requirements. The company was assessed on its cool chain processes and facilities.

These were validated to comply with all applicable standards, guidelines and regulations, including EU, World Health Organisation (WHO), United States Pharmacopeia (USP) and IATA Temperature Control Regulations (TCR).

“At dnata, we’ve continuously focussed on providing our customers with enhancements in the safety and security of their pharma shipments. This CEIV certification is a demonstration of that commitment,” said Bernd Struck, SVP, UAE Cargo & DWC Airline Services, dnata.

“We use the latest technology, best practices and certified warehouses to ensure that every pharma and vaccine shipment that reaches the patient is handled in compliance with international certified standards.”

dnata has specialised pharma-handling facilities and equipment in Amsterdam, Dallas, Dubai, Houston, Singapore and the UK. These include dedicated areas for pharma-only cargo, custom built storage systems for holding chemicals used for sanitization purposes and continuous temperature monitoring systems.

dnata's cargo operations awarded IATA's CEIV pharma certification at its Dubai hub

May 2, 2018: Cargo handler dnata has received Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification from IATA for its pharma-handling processes and facilities in Dubai.

dnata's two-year preparation for certification included working closely with Dubai Airports to implement facility changes and upgrades to align with CEIV requirements. The company was assessed on its cool chain processes and facilities.

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"We use the latest technology, best practices and certified warehouses to ensure that every pharma and vaccine shipment that reaches the patient is handled in compliance with international certified standards."

With the certification, the handler aims to eliminate the chances of spoilage of highly perishable pharma cargo, and optimise the air cargo supply chain with standardisation, accountability transparency, reliability and predictability.

It has specialised pharma-handling facilities and equipment in Amsterdam, Dallas, Dubai, Houston, Singapore and the UK. These include dedicated areas for pharma-only cargo, custom built storage systems for holding chemicals used for sanitation purposes and continuous temperature monitoring systems.
Frankfurt reaches CEIV Pharma milestone

Ben Vogel, London - IHS Jane's Airport Review
27 April 2018

Frankfurt Airport is the latest hub to obtain certification from the International Air Transport Association (IATA) under its Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) programme.

"With the CEIV Pharma certification from IATA, Frankfurt Airport is one of the largest pharmaceutical hubs in the world to offer a fully certified ground handling process – now with ramp handling also included," said Martin Bien, senior executive vice-president of Fraport Ground Services.

Frankfurt processed more than 100,000 tonnes of time-critical and temperature-sensitive pharmaceuticals in 2017, using special infrastructure and handling equipment.

"We see pharmaceutical transportation as a growth market for the future," Bien said during the IATA Ground Handling Conference in Doha on 22-25 April.
FRANKFURT Airport’s operator, Fraport has received CEIV Pharma certification from the International Air Transport Association (IATA) for ramp handling of pharmaceuticals.

The Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certificate is awarded for reliable transport of time-critical and temperature-sensitive products, helping companies to comply with internationally recognised rules and standards to handle pharmaceuticals.

Frankfurt Airport handled more than 100,000 tonnes of vaccines, drugs, medicines and other pharmaceutical products in 2017, which require a high standard of handling, requiring quality management, training of staff and infrastructure to handle and store the products.

The certificate was awarded to Fraport at the IATA Ground Handling Conference in Doha. When receiving the certificate, Fraport's senior executive vice president of ground services, Martin Bien (pictured second right) says: “With the CEIV Pharma certification from IATA, Frankfurt Airport is one of the largest pharmaceutical hubs in the world to offer a fully certified ground handling process – now with ramp handling also included.

“We see pharmaceutical transportation as a growth market for the future. Receiving IATA’s CEIV certification underscores that Fraport has the requisite infrastructure and the necessary expertise to accommodate this growth.”

Fraport’s ramp handling division has been operating a transporter vehicle for temperature controlled shipments for over 20 years and it is the first piece of ground equipment to be covered by the CEIV certification.

The vehicle allows transportation of main and lower deck units in a range from -30 to +30 degrees Celsius and is equipped with an electronic temperature monitoring system and tracking options.
Fraport Receives CEIV Pharma Certification for Expertise in Ramp Handling of Pharmaceuticals

By: AJOT | Apr 25 2016 at 07:28 AM | Air Cargo News

Fraport first company worldwide to be certified by IATA for apron transportation of time-critical and temperature-sensitive pharmaceuticals – Award ceremony held at IATA Ground Handling Conference in Doha

FRAce – Fraport AG, the owner and operator of Frankfurt Airport (FRA), has received the CEIV Pharma certification from the International Air Transport Association (IATA) for ramp handling of pharmaceuticals. Hence, FRA is the largest airport worldwide to have received this certification for the entire handling chain of pharmaceutical products. The CEIV (Center of Excellence for Independent Validators in Pharmaceutical Logistics) certificate is awarded for reliable transport of time-critical and temperature-sensitive products. The global CEIV standard was developed by IATA with the aim of supporting airlines, handling companies and forwarding agents to comply with internationally recognized rules and norms for the handling of pharmaceutical products.

Martin Bien, Senior Executive Vice President of Ground Services at Fraport AG, received the accolade at the IATA Ground Handling Conference in Doha. During the ceremony, Bien said: “With the CEIV Pharma certification from IATA, Frankfurt Airport is one of the largest pharmaceutical hubs in the world to offer a fully certified ground handling process – now with ramp handling also included.”

More than 100,000 metric tons of vaccines, drugs, medicines and other pharmaceutical products were handled at Frankfurt Airport in 2017. The health and wellbeing of many people depends on first-class handling of these sensitive items. Consequently, the standards for this logistical challenge are very high. Meeting them requires quality management, training of all parties involved in the process, and an infrastructure that enables product-specific handling and storage.

Fraport AG receives CEIV Pharma certification

Fraport AG – owner of Frankfurt Airport (FRA) – has received its CEIV certification for the handling of pharmaceuticals from the International Air Transport Association (IATA), stating that FRA is now the largest international airport to receive the certification for “the entire handling chain of pharmaceutical products.”

The company joins other industry members that conduct business near the major hub in investing in the formal certification for pharmaceutical transportation. The airport’s ground-handling client, Swissport – which recently commissioned Fraport to build a pharmaceutical handling facility near FRA – just received its CEIV-Pharma certification last week.

Senior executive vice president of ground services at Fraport AG, Martin Bien said, “We see pharmaceutical transportation as a growth market for the future.” In 2017, more than 100,000 tonnes of pharmaceutical products, including vaccines, drugs and medicine, were handled at FRA.
Airport operator Fraport has achieved IATA’s CEIV Pharma certification for its ramp handling operations.

Martin Bien, senior executive vice president of ground services at Fraport, received the accolade at the IATA Ground Handling Conference in Doha. During the ceremony.

Bien said: “With the CEIV Pharma certification from IATA, Frankfurt Airport is one of the largest pharmaceutical hubs in the world to offer a fully certified ground handling process – now with ramp handling also included.”

More than 100,000 metric tons of vaccines, drugs, medicines and other pharmaceutical products were handled at Frankfurt Airport in 2017.

Fraport’s ramp handling division has been operating a transporter vehicle for temperature-controlled shipments for over 20 years.

It is the first ground equipment in the world to be covered by the CEIV certification.

The special vehicle allows transportation of main and lower-deck units in a range from -30 to +30 degrees Celsius with pinpoint precision and is also equipped with an electronic temperature monitoring system and tracking options.

“We see pharmaceutical transportation as a growth market for the future,” added Martin Bien.

“Receiving IATA’s CEIV certification underscores that Fraport has the requisite infrastructure and the necessary expertise to accommodate this growth. We are well prepared for future requirements of the pharmaceutical industry and forwarding companies.”

First CEIV Pharma

Last year, LATAM Cargo historically became the first airline in the Americas to receive CEIV Pharma certification from IATA, and in November 2017 was awarded with the certification as a handler for its HUB at MIA.

Since that global certification and marketing scheme began in Brussels in 2014, it has been gaining recognition from airlines, airports, freight forwarders, and shippers.

Interestingly and maybe even unique amongst all CEIV-certified carriers, while welcoming the benefits of accreditation, LATAM also tipped its hat to the process.

“The CEIV certification process,” LATAM declared, “has been beneficial for LATAM Cargo. “CEIV has provided access to new assessment and control tools, which we have helped to improve our product quality and service delivery up and down the line and, it has also strengthened our awareness in the importance of the proper transportation and handling of pharmaceuticals.”
Regional players focus on volume as quality grows

Everything from medicines and vaccines to sophisticated aircraft parts for US fighter jets move in and out of Scandinavia by air, writes Stuart Fitzgerald.

While there is much land and sea traffic with the biggest trading partners such as the Netherlands, Germany, Poland and France, the huge markets in the US and the growing demands of Asia, especially China, require the swift transport that only airfreight can provide.

The giant of air cargo handling in Scandinavia is Spirit Air Cargo Handling, which is owned by Scandinavian Airlines and has been in business for more than 55 years under different names. The brand, Spirit Air Cargo Handling, was first implemented in Sweden 2004 and two years later in Norway and Denmark.

It operates in Stockholm, Gothenburg, Malmo, Oslo, Copenhagen, Billund and Aalborg with services that include bonded warehousing, handling, documentation and customer care, and ELU control and management.

Kjell Bildberg, vice president ground handling, says: “We always focus on new trends and demands from our customers. Safety and security are the key elements in our cargo handling and quality in our handling is another important element.”

He adds: “Even though we are an even higher demand for quality, we also find that price is still the major factor for airlines and forwarding agents.”

Spirit has received Centre of Excellence of Independent Validators (CEIV) pharma certification for Copenhagen, Oslo and Stockholm-Arlanda. To get there, the company has made major investments in storage capacity. New procedures have been implemented and all staff have received training in handling and temperature-sensitive shipments.

One of the signs of growth in the region is that, alongside the main players in the industry, such as Spirit and DHL, smaller, independent logistics companies have started up over the past 20 years and are thriving, such as Scandinavian Shipping & Logistics, which began in 1999, Greenawerter Freight Services, which was launched in 2000 and NTEK, which was founded in 2003 in Gothenburg.

A spokesman for Scandinavian Shipping & Logistics says that customer requirements have changed a great deal in the recent past.

“Before, they could accept two departures per week while daily departures are required today,” he says. “The supplier list – airlines – has increased quite a lot giving the freight forwarders more options to provide solutions for their customers.”

“The pricing is under more pressure then before and it goes hand in hand with the increased number of services available to the market,” the spokesman says.

The regional giant Sweden, with double the population of its two neighbors, is highly dependent on exports, which make up about 50 per cent of the country’s GDP, compared with a global average of just over 25 per cent. Sweden’s global trade is very diverse, whereas elsewhere seafood and pharma dominate.

While the capital’s airport is supreme, with the headquarters of most of the country’s export companies and shipping agents, Gothenburg Landvetter is close to the biggest harbor in Scandinavia and Malmo is near Copenhagen in Denmark and provides some benefits in cost and flexibility as a small airport.

The north is best served by Lules Airport on the northern end of the Gulf of Bothnia. It is growing as a means of exporting salmon from northern Norway.

Despite being dwarfed by its northern neighbor, Denmark has the biggest hub in northern Europe in Copenhagen airport, which has the benefit of not being subject to curfews.

Copenhagen’s new cargo center is expected to be completed by the end of next year. The $50 million development by German company AEROD is 20,000m² and is being built on empty land in the existing cargo area. The new facility, which will have direct access to textile, will include the latest technology and warehouse refrigerations for food and pharma products.

The growth in belly cargo is one of the signs for the Copenhagen project, “especially on the long-haul intercontinental air routes, belly cargo is a particularly important part of the business,” says Peter Kraghov, the Copenhagen Airport chief commercial officer.

“This cargo can make up more than 10 per cent of revenue on a route. Today, belly cargo accounts for 40 per cent of the total tonnage at CPH and is up seven per cent this year. We’re actively seeking to attract even more long-haul routes, so it’s an important part of our strategy to create a good platform for air cargo at CPH.”

In Norway, Oslo is dominant, especially for international airfreight, and consequently the number of all-cargo aircraft operating at the airport has grown.

The second biggest handler of exports and imports in Steinkjer, although with a fraction of the volumes at Oslo, Bergen airport deals with domestic cargo almost exclusively, although such is the dominance of Oslo that this amounts to less than half the amount that going through the capital’s airport.

The huge amount of air-freight being handled at Oslo is continuing to grow, with 105,000 tonnes last year translating to an increase of 35 per cent over 2016, as reported in Air Cargo Week in February. Much of this growth is in seafood, with Sigurd Andersen, of Lufthavn Sabbaks, saying that more direct flights from Oslo “is providing us with better access to our most important markets”.

Revenues in Norway are now steadily growing after a volatile decade. In 2008 Norwegian airfreight generated $12.5 million. This grew to a peak of more than $10 million in 2011 before plummeting to just over $51.5 million the following year.

While not yet back up to the highs of the early to late Nineties, revenues are on the up again after a drop between 2014 and 2015 and are predicted to approach $80 million in 2020.

Bittlund Airport

The green gateway to all Scandinavia

Airport and handling facilities for Spirit

Fertile cargo center with 800 m² temperature-controlled terminal

Fast and efficient handling

Extensive tracking network throughout Europe

Cargo Center Bittlund

24 hours a day, 7 days a week

Bittlund Airport

CIMG1425.jpg

Spirit Airlines

picture credit: Kari Olausson Airport

ACW: AIR CARGO WEEK

APRIL 2018
Keeping your cool

20 April 2018

An IATA project in Hong Kong has highlighted the value of best-in-class temperature-controlled cargo services

http://airlines.iata.org/news/keeping-your-cool
In 2017, the air cargo market grew 9.0%, the strongest performance since 2010. Business confidence is high, and expectations are for 4.5% growth in 2018, still ahead of capacity increases.

Two huge markets are helping drive these figures: pharmaceuticals and perishables. Being competitive in these sectors necessitates state-of-the-art solutions for ensuring the integrity of time and temperature-sensitive cargo.

Airport operator, Airport Authority Hong Kong was quick to realize the value of pharmaceutical and perishables trade. In the past four years, Hong Kong International Airport (HKIA) experienced an annual 12% growth in pharma tonnage. HKIA’s growth rate for pharma tonnage is expected to reach over 16% per annum from 2016 to 2023. To support the growth, there will be continued investment in cold chain facilities, for instance, by investing HK$16 million to purchase 21 more cool dolies. Cool dolies maintain pharmaceutical products at their specified temperatures against the ambient temperature during ramp transportation.

In addition, HKIA has more than 5,000m2 of cold room storage in its three cargo terminals, which provide dedicated rooms at a range of temperatures from -20C to 25C catering to the specific needs of different pharmaceutical products.

To further progress HKIA’s cold chain efforts in 2017 it engaged IATA to conduct a Temperature Controlled Cargo Study at Hong Kong International Airport (HKIA).

The project was conducted in multiple stages. To begin with, a commodity forecast took into consideration global pharmaceutical and perishable market developments as well as data and insights from stakeholders. This was part of a holistic modelling approach to determine total temperature-sensitive cargo tonnage up to 2035.

In the second stage, multiple stakeholder interviews were conducted to determine not only the current conditions from the client’s perspective but also to provide a forum for an open exchange of ideas and solutions beneficial to the community as a whole.

IATA then examined existing temperature-controlled cargo operations and compared them with best-in-class industry benchmarks, with a clear focus on best practice, facilities, equipment, and technology that would be applicable to HKIA.

In a final stage, based on the above inputs, IATA developed functional requirements and design options for multiple potential solutions for HKIA to implement. These were ranked to provide HKIA’s management with solid competitive intelligence and to help them meet their company’s vision and goals.

Pharmaceutical air cargo shipments has a strong market outlook, and this certification serves a testimony of HKIA’s dedication in continuously enhancing its air cargo facilities for even higher efficiency and reliability.

All solutions ensure HKIA remains a world-class temperature-controlled solutions provider and give the facility the scalability and flexibility it needs to handle the dynamic growth anticipated in the next two decades. HKIA is now certified by IATA as a partner airport of IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma).

"Being the world’s busiest cargo airport since 2010 and handling over five million tonnes of cargo and airmail in 2017, HKIA strives to maintain its leadership status as an international aviation and cargo hub in terms of both volume and value," said Fred Lam, Chief Executive Officer of Airport Authority Hong Kong on the announcement of HKIA’s CEIV Pharma certification. "Pharmaceutical air cargo shipments has a strong market outlook, and this certification serves a testimony of HKIA’s dedication in continuously enhancing its air cargo facilities for even higher efficiency and reliability. I would like to express my gratitude to our business partners for their tremendous contributions over the years. Our airport could not have achieved this certification without them."

http://airlines.iata.org/news/keeping-your-cool
Kansai Airports joins Pharma.Aero

PHARMA.AERO is continuing to welcome new members with Japanese airport operator Kansai Airports signing up to the organisation.

Kansai Airports gained the operating rights of Kansai International Airport and Osaka International Airport from New Kansai International Airport Company on 1 April 2016 and has been working on upgrading infrastructure for pharmaceuticals.

In August 2017, the company formed the KIX Pharma Community to undergo International Air Transport Association (IATA) Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) with six companies, Bolloré Logistics Japan; CKTS; Hankyu Hanshin Express; JAL Kansai Air Cargo System; Mitsubishi Logistics and Yusen Logistics participating.

Shingo Hayato of Kansai Airport’s cargo development group aviation sales & marketing department says: “Although Japan is a country with lots of distribution, it is not advanced. It is necessary to introduce world standards and raise transportation quality in Japan.

“By joining Pharma.Aero, we are working closely with not only our stakeholders, but also other airports and shippers in other areas to improve transportation quality.”

LATAM extends European network

LATAM Cargo is extending its freighter network in Europe with flights to Brussels and Madrid, doubling the number of European cargo flights from two to four cities.

The airline group says the decision came in response to growing demand and the need to provide alternatives to rising congestion levels at European airports.

Brussels was chosen to absorb the high traffic of pharmaceutical products distinguished by LATAM Cargo undergoing the IATA CEIV Pharma certification and the Belgian airport was the first in the world where stakeholders of the cargo community received the certification in a joint approach. The airline plans to carry other products in addition to pharmaceuticals on the twice-weekly flights to the region.

Madrid was chosen due to an increase in the transportation of traditional industrial products, as well as other services like parcel delivery, e-commerce and textiles.

The weekly flight connecting Madrid with Sao Paulo in Brazil and Santiago in Chile adds capacity to LATAM’s belly network across Europe.

LATAM Cargo senior commercial director for Europe, Guido Henke says: “We are very optimistic about our new direct freight routes from Brussels and Madrid. And our customers’ enthusiastic response has led us to consider the possibility of increasing our current schedule.”
Talking logistics — rounding up some developments on offer at this year’s LogiPharma

Pharma end-to-end solutions

Bolloré Logistics has presented its latest pharma end-to-end solutions during this year’s LogiPharma exhibition in Montreux.

Belonging to freight forwarders that can guarantee IATA-CEIV Pharma across multiple sites in Europe, Bolloré Logistics and its partners can ensure safe and secure cold chain across shipment from airport to destination, with the objective of assuring product integrity and regulatory compliance.

Established in the African continent for more than 50 years, Bolloré Logistics owns an integrated logistics network in Africa. A unique position that gives customers the capabilities for implementing processes and standardisation of pharma products export on this continent. First steps have been fixed to South Africa and Kenya, before extending within the 46 countries where the company operates.

Earlier during the show, the company presented and discussed, at a dedicated roundtable, the challenges of the healthcare industry and end-to-end solutions in the emerging countries, with Africa as an example.

Stand: 59

Website: www.bollore-logistics.com

How Hong Kong International Airport leads the field in pharmaceutical transportation

Recently, Hong Kong International Airport (HKIA) was recognised by IATA as a partner in its CEIV Pharma certification scheme. In this article, Cissy Chan, the Executive Director, Commercial, at the Airport Authority of Hong Kong, tells us more about how it keeps at the top of the game in pharmaceutical transportation.
Hong Kong International Airport (HKIA) has been the world’s busiest cargo airport since 2010 thanks to its strategic geographic location, excellent connectivity, efficient customs clearance and free port status. HKIA handled more than five million tonnes of cargo and airmail in 2017, becoming the first airport to reach this milestone. In addition to being recognised for having industry-leading cargo services and facilities, it has been named the world’s best airport on numerous occasions, including “Best Global Airport” for the second year by Asia Cargo News and “Asia-Pacific Airport of the Year” by Payload Asia for four consecutive years.

An international aviation hub, HKIA helps passengers and customers reach out to half the world’s population within five hours of flying time. This excellent connectivity, provided by more than 100 airlines that operate over 1,100 daily flights to more than 220 destinations – including 50 in mainland China – makes HKIA an ideal gateway for cargo shipments. This is supported by the airport’s high operational standards, which include an electronic clearance system and 24-hour customs services at the cargo terminals.

In line with industry trends, HKIA is developing its cargo strategy in three main directions: e-commerce, transshipments and high-value logistics including the transportation of pharmaceutical products.

Infare Webinar: Airfare Big Data: What’s in it for your airport?

In this webinar, supported by Infare, we will look at how Airfare Big Data allows airports to analyse airline customers’ performance and identify new revenue opportunities

Click here to find out more
Pharmaceuticals represents one of the industry’s fastest growing categories. From 2005 to 2016, the compound annual growth rate for the global cool pharma air trade was 5.4 per cent, much higher than the 1.8 per cent growth recorded over the same period for the total global air trade. In the past four years, HKIA has experienced annual growth of 1.2 per cent in pharma tonnage. From 2016 to 2023, HKIA’s growth rate for pharma tonnage is expected to reach more than 16 per cent per annum.

In view of increasing industry demand for an efficient transportation process, with more stringent temperature control for high-value pharmaceutical shipments, Airport Authority Hong Kong (AA) took the lead by establishing an industry taskforce in 2016. The taskforce comprises stakeholders along the pharma supply chain at HKIA, including airport cargo partners, but also, very importantly, pharmaceutical companies. Its mission is to excel in the operation and development of pharmaceutical airfreight handling. To achieve this, it was agreed that an “end-to-end” transportation process that complies with the latest industry standards should be established at HKIA.

With the concerted efforts of the HKIA air cargo community, HKIA’s three cargo terminals (Asia Airfreight Terminal Limited, Cathay Pacific Services Limited and Hong Kong Air Cargo Terminals Limited), three ramp handling operators (Hong Kong Airport Services Limited, Jardine Aviation Services Limited and SATS HK Ltd) and a local base carrier (Cathay Pacific Cargo) earned the International Air Transport Association’s (IATA) Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) Certification, which recognises the capability of their operations and facilities in handling pharmaceutical shipments. The certification also demonstrates the cargo operators’ compliance with industry standards for handling pharmaceutical products. A globally recognised, standardised certification for pharmaceutical airfreight shipment, IATA CEIV Pharma Certification, is designed to help the industry develop a network of certified pharmaceutical trade lanes that meet consistent cold chain management standards and assure product integrity.

Since July 2017, HKIA has been an IATA CEIV Pharma Partner Airport. This accreditation was given in recognition of how the AA has brought together the airport community to pursue pharmaceutical handling excellence. HKIA is one of the few airports in the world to achieve this certification, which means it has the expertise to handle the entire airside pharmaceutical transportation process end-to-end, from the time an aircraft lands, to the release of pharmaceutical products to agents and vice versa.

There are two kinds of devices currently deployed at HKIA to protect pharmaceutical products against temperature excursion, namely, temperature-controlled Unit Load Devices (ULDs) and cool dollys. Both help maintain pharmaceutical products at their specified temperatures against the ambient temperature during ramp transportation. In addition, HKIA has more than 5,000m² of cold room storage in its three cargo terminals, which provide dedicated rooms at a range of temperatures from -20°C to 25°C, catering to the specific needs of different pharmaceutical products. Regardless of whether the products are in transit in the ramp area or stored in the cargo terminals, they are seamlessly monitored at all times by temperature sensors or real-time temperature monitoring systems.

To support growth, the AA will continue to invest in its cold chain facilities, for instance, they have invested HK$16 million to purchase 21 more cool dollys this year.

HKIA values its partnerships and collaborations with all its stakeholders along the air pharma supply chain. To extend its outreach to the pharmaceutical industry, HKIA has become the Strategic Airport Member (for China and North Asia) of the global collaboration body, Pharma.Aero, with the aim of providing efficient, reliable end-to-end air transportation for pharma shippers. Through Pharma.Aero, HKIA looks forward to opportunities to establish pharma corridors that connect with other fellow Pharma.Aero airports. This would provide a seamless airfreight trade lane for pharmaceutical products under the same stringent temperature control standards.

Meanwhile, a new premium warehouse in HKIA’s South Cargo Precinct, scheduled to commence operations in 2023, will further fuel the momentum for developing the business related to pharmaceutical products. With its close proximity to the airstide, the new premium warehouse will facilitate the provision of value-added services to attract pharmaceutical companies setting up their regional distribution centres in Hong Kong. The warehouse will have an expected gross floor area of approximately four million square feet and be equipped with high-specification facilities. The AA is currently inviting interested bidders to submit tenders for the development of the warehouse.

Enhancing the handling of high-value products such as temperature-sensitive pharmaceuticals is a key part of the HKIA’s cargo strategy. HKIA is striving for nothing less than providing the best choice for delivering high-value products efficiently, professionally and to the highest international standards.
LATAM Cargo strengthens its air freight network in Europe

Posted By: STAT Times

Brussels was selected to absorb the high traffic of pharmaceutical products through ‘Pharma’, a service distinguished by the International Air Transport Association (IATA), with the CEIV Pharma certification, which positioned LATAM as the first airline in the Americas to obtain it.

The dedicated service provided by ‘Pharma’, coupled with the direct freight routes to South America will ensure shorter transportation time for these sensitive items, and offer an enormous competitive advantage for the pharma labs that have entrusted LATAM Cargo with their products.

It also plans to carry other kinds of merchandise on its two weekly flights towards the region.

The Madrid market has seen an increase in the transportation of traditional industrial products, as well as other services like parcel delivery, e-commerce and textiles, all of which require expanded capacity and just-in-time logistics.

Though LATAM already has an extensive belly network across Europe, its commitment to meet its customers’ needs led to commence a freight-only weekly frequency from Madrid to Sao Paulo, Brazil, and Santiago, Chile.

The new service will further consolidate LATAM’s excellent schedule with greater capacity.

“Our strategy in Europe seeks to strengthen our network, and position us as the leader in air freight service to South America. We are optimistic about our new direct freight routes from Brussels and Madrid. And our customers’ enthusiastic response has led us to consider the possibility of increasing our current schedule,” said Guido Henke, senior commercial director- Europe, LATAM Cargo.

Claudio Torres, international commercial director- South America, LATAM Cargo said: “By expanding our network, we are in a position to offer better alternatives to our customers. This is particularly important for the South American market, where we export fresh, temperature-sensitive products that require shorter transportation periods.”

Currently, LATAM Cargo offers six daily cargo departures onboard its passenger fleet from different European cities, and direct freight-only service to South America from four cities in the continent. It includes Frankfurt, Amsterdam, Brussels and Madrid.

April 10, 2018. LATAM Cargo recently launched its direct cargo service from Brussels and Madrid to South America.

The new service is part of the LATAM’s long-term objective to provide its customers with a network that meets their cargo requirements, between Europe and South America, on passenger and freight aircraft.

Accordingly, LATAM doubled its freighter service from two to four cities to become the only airline to offer direct cargo transport on the new routes.

The decision came in response to the region’s growing demand, as well as the need to provide alternatives to avoid the rising congestion levels at European airports.

South Florida Delivers on Pharma-Friendly Distribution

Apr 11, 2018  By Bob Swindell
Pharmaceutical Executive

About 1,500 bioscience businesses and institutions, from leading companies to startups, have found a home in Greater Fort Lauderdale and its surrounding counties, making it one of the most dynamic biomedical clusters in the country—with good reason. Public and private entities across South Florida have spent many years building the appropriate infrastructure to support related industries in their entirety, from research and development to manufacturing and logistics.

For pharmaceutical manufacturers and distributors, strong supply chain strategies are crucial to commercial success. Ensuring patient safety and drug efficacy during distribution are among the most sensitive steps in that strategy. Recent developments in South Florida are bringing about significant upgrades to national and international delivery options anywhere in the world—by air, land, or sea.

America’s first certified pharma hub

According to the International Air Transport Association (IATA), more than 50% of temperature fluctuations harmful to certain drug products happen during air transport. This issue alone is responsible for $2.5 billion to $12.5 billion in annual product loss to the air cargo industry.

In response, IATA developed a certification program for airports that sets strict guidelines for the handling of pharmaceutical products, with special attention to temperature controls. Miami International Airport (MIA), the number one airport in the U.S. for international cargo traffic, became the second airport in the world (after Brussels Airport) to achieve certification as an IATA Pharma Hub. MIA operates a total of 445,000 square feet of onsite refrigerated warehouse space for temperature-controlled products.

MIA’s certification recognizes its efforts in engaging nine local logistics companies—including airlines, ground handling companies, and freight forwarders—in the IATA Center of Excellence for Independent Validators (CEIV) in Pharmaceutical Logistics certification, which focuses on proper handling of pharmaceuticals shipped by air.

Fort Lauderdale-based Amerijet International, which operates its freighter fleet of B767-300/200 aircraft to 38 destinations in the Caribbean, Mexico, and Central and South America, became the first all-cargo U.S. airline to receive an IATA CEIV-Pharma certification. The airline transports 65 million pounds of temperature-controlled products annually.

Subsequently, Worldwide Flight Services, LATAM Cargo and Swissport also won CEIV certification, making MIA the only airport in the world with four IATA-certified carriers. In 2016, the first full year following certification, pharmaceutical freight at MIA increased 48% over 2015 to $4.3 billion.

Expanded capacity for overseas shipping

Broward County’s Port Everglades, Florida’s leading container port, has embarked upon the $437.5 million Southport Turning Notch Expansion project—the largest expansion in its history. In preparation for the re-opening in 2019 of the Panama Canal—just over 1,000 miles away—the project will lengthen the existing deepwater turn-around area for cargo ships from approximately 900 feet to 2,400 feet, add new berths for larger cargo ships, and install crane rail infrastructure for three new Super Post-Panamax cranes already on order.

Port Everglades, ideally located at the intersection of north-south and east-west trade, has long been a gateway to Latin America, the Caribbean, Europe, and Asia. It affords direct access to the interstate highway system and Florida East Coast Railway’s 43-acre intermodal container transfer facility, and is closer to the Atlantic shipping lanes than any other Southeastern U.S. port.

Last year’s completion of a $73 million rail hub inside Port Everglades gave the port the ability to handle more than 400,000 containers annually, about five times its former capacity. This gives South Florida a cost and time-to-market advantage over many of its competitors. For international shipments, a customs clearance facility in nearby Boca Raton is an important plus.
A logical choice for logistics and R&D

South Florida’s state-of-the-art distribution options are just one more reason why Greater Fort Lauderdale makes sense as a strategic location for forward-looking pharmaceutical companies. The cluster of life-science companies—including industry giants such as Allergan, Apotex, Aveva Drug Delivery Systems and many more—translates into advantages for all, and they’re opting to stay.

Following its recent merger with California-based NantCell, Miramar’s Altor Bioscience Corp., developers of proprietary cancer treatment platforms, announced the company would continue to be based in South Florida. SHL Group’s manufacturing and R&D division, SHL Pharma, chose to expand its Deerfield Beach facility.

With more than 25,000 jobs in transportation and warehousing as well as courses related to logistics at several academic institutions, Greater Fort Lauderdale has the workforce in place to support its growing global logistics sector. The growing concentration of life science companies attracts research facilities and grant money. More than 200 research projects are underway at Nova Southeastern University alone.

Add to this mix a multilingual workforce, convenient office and warehouse space, and organizations that assist importers and exporters, and Greater Fort Lauderdale’s pharmaceutical industry is primed for continued growth.

Bob Swindell is President and CEO of the Greater Fort Lauderdale Alliance, Broward County’s official public/private economic development partnership.
Latam Cargo expands its freight network in Europe

LATAM Cargo, the leader in cargo transportation to, from and within Latin America, recently opened two direct cargo routes from Brussels and Madrid to South America, with two and one weekly frequencies respectively, making the company the only airline to offer air freighter service between these cities and the region.

LATAM Cargo recently launched direct cargo service from Brussels and Madrid to South America. The new service is part of the company’s long-term objective of providing customers with a network that meets their cargo requirements between Europe and South America onboard passenger and freight aircraft. Accordingly, the company expanded its freighter service from two to four cities, thus becoming the only airline to offer direct cargo transport on the new routes.

The decision came in response to the region’s growing demand as well as the need to provide alternatives to avoid the rising congestion levels at European airports. Brussels was selected to absorb the high traffic of pharmaceutical products through “Pharma”, a service distinguished by the International Air Transport Association (IATA) with the CEIV Pharma certification, which positioned our company as the first airline in the Americas to obtain it.

The dedicated and careful service provided by Pharma coupled to the direct freight routes to South America ensure shorter transportation time for these sensitive items and therefore constitute an enormous competitive advantage for the pharma labs that have entrusted LATAM Cargo with their products. The company also plans to carry other kinds of merchandise on its two weekly flights towards the region.

For its part, the Madrid market has seen an increase in the transportation of traditional industrial products, as well as other services like parcel delivery, e-commerce and textiles, all of which require expanded capacity and just-in-time logistics. Although LATAM Cargo already has an extensive belly network across Europe, its commitment to meet its customers’ needs led it to inaugurate a freight-only weekly frequency from Madrid to Sao Paulo, Brazil, and Santiago, Chile. The new service will further consolidate the company’s excellent schedule with greater capacity.

“Our strategy in Europe seeks to strengthen our network and position us as the leader in air freight service to South America. We are very optimistic about our new direct freight routes from Brussels and Madrid. And our customers’ enthusiastic response has led us to consider the possibility of increasing our current schedule,” said Guido Henke, Senior Commercial Director – Europe.

For his part, Claudio Torres, International Commercial Director – South America, highlighted the benefits of these new routes. “By expanding our network we are in a position to offer more and better alternatives to our customers. This is particularly important for the South American market, where we export fresh, temperature-sensitive products that require shorter transportation periods.”

LATAM Cargo offers six daily cargo departures onboard its passenger fleet from different European cities and direct freight-only service to South America from four cities in the continent: Frankfurt, Amsterdam, Brussels and Madrid.
Cathay Pacific enters into leasing partnership with Sonoco

Cathay Pacific General Manager Cargo Service Delivery Frosti Lau said: “Sonoco’s reputation for quality perfectly aligns with our own high standards for service delivery. We are delighted to have this unique and world’s-first partnership with Sonoco ThermoSafe, and we are confident this collaboration will provide our customers with a consistent solution for the transportation of vital and life-saving pharmaceutical products.”

The PharmaPort 360 utilises proprietary hybrid technology to ensure extremely precise ±5°C temperature control. Once charged, the PharmaPort functions like an active temperature controlled container without the energy consumption, or heat discharge of other compressor-based technologies.

The PharmaPort’s hybrid technology allows it to operate on battery power substantially longer than competing active units used for bulk air shipments, and it also eliminates the need for refrigerated trucks for lengthy truck lanes. Additionally, it contains a fully integrated, Federal Aviation Administration (FAA)-approved telemetry system, providing real-time, cloud-based data on payload and ambient temperature, precisely synchronised with GPS location.

Vishal Khushalani, Director of Global Marketing & Business Development for Sonoco Protective Solutions, said: “The PharmaPort 360 provides best-in-class active temperature control, while utilizing a hybrid technology that maintains strict ±5°C control while providing real-time temperature and location visibility across the supply chain. The container is also easy to use and is versatile across transportation modes.

“By taking the extra time to build in the integrated telemetry, we were focused on providing advanced visibility to eliminate any opportunity for product loss. Everyone using the PharmaPort’s data services can view each container’s internal and external temperature and location at any time, and the transportation supply chain can respond effectively to any challenges that arise.”

French airfreight firms form ACFA

Latest News
Monday, 09 April 2018

A number of France's air freight companies have formed the Air Cargo France Association (ACFA) to reinforce and promote the position of French airports as national and international hubs.

ACFA's founding members are Groupe ADP, Air France Cargo, TFL Overseas, Sycaff, WFS, Sodexi, CIN France, Douanes de Roissy, the General Department of Civil Aviation and the Roissy, Orly and Le Bourget airports Prefecture, taking "common steps to promote air freight activities at French airports and the companies that operate in them," the group said.

Among ACFA's priorities is the promotion of the CEIV Pharma certification at Paris-CDG.

It also will promote digitalisation and the paperless CIN France cargo information network.

General goals include developing service quality, operational resilience, safety and security and traceability of all ground handling equipment.

It will also play an educational role, sponsoring a better understanding of air freight businesses to facilitate their development and stimulate employment.
GROUPE ADP JOINS NEW FRENCH AIR CARGO ASSOCIATION

Key players in France's air cargo industry today created the Air Cargo France Association (ACFA) to promote French air freight and increase the cargo appeal of the country's airports.

ACFA's members are Groupe ADP, Air France Cargo, TLF Overseas, SYCAFF, WFS, Sodexi, CIN France, the Interregional Customs Directorate of Roissy, the General Directorate of Civil Aviation and the Delegate Prefecture of France of Roissy-Orly-Le Bourget.

"The actors of the air cargo chain are joining forces to take part in joint actions to promote the freight activities of all the airports based on the national territory as well as companies located at these airports," the new association states.

"The association also plans to strengthen cooperation ties in compliance with competition law. Among the priority collaborative actions is the promotion of the CEIV Pharma certification at Paris-Charles de Gaulle Airport."

It claims to be "mobilising" to promote the use of new technologies within the cargo community, allowing digitisation and dematerialisation through the use of the software tool CIN FRANCE (Cargo Information Network).

This tool, it says, makes it possible to substitute paper documents for digital management of data exchanges.

The association also intends to develop a more operationally robust system for tracking and tracing shipments en route.

Finally, the association notes that it wants to finance and conduct studies to increase people's knowledge of the air cargo business to facilitate its development, particularly in terms of job creation for young people.

IATA expands CEIV to include livestock

Latest News
Thursday, 05 April 2018

The International Air Transport Association (IATA) has launched a new standardised global certification program to improve the safety and welfare of animals travelling by air. The Center of Excellence for Independent Validators for Live Animals Logistics (CEIV Live Animals) provides stakeholders across the air cargo supply chain with the assurance that CEIV Live Animals certified companies are operating to the highest standards in the transport of live animals.

"For those shipping live animals the CEIV Live Animals program will provide a reliable quality benchmark. Just as CEIV Pharma helped provide quality standards for temperature sensitive healthcare shipments, the new program extends that expertise to the important field of transporting and handling of animals," said Nick Careen IATA's senior vice president of Airport, Passenger, Cargo and Security.

Handling and transporting live animals is challenging. Each type of animal has specific requirements not limited to the physical. It is critical to take into consideration the emotional response of the animals when placed in a special-purpose, if unfamiliar, environment (even) by trained professionals.

These were prerequisites for the development of the CEIV Live Animals program which is based on the IATA Live Animals Regulations (LAR), the worldwide standard for transporting animals by air. The IATA LAR are based on professional and operational input from industry experts, including veterinarians, animal welfare experts as well as government agencies involved in the regulation of animal transportation and non-governmental organizations with an interest in animal transportation.

The CEIV Live Animals program increases the level of competency, operations, quality management and professionalism in the handling and transportation of live animals in the air freight industry while reinforcing training and compliance across the supply chain. Independent validators conduct training and onsite audits to ensure the animals’ safety and welfare when travelling by air across the world.

Live pilots

Understanding the complex needs of stakeholders involved in the handling and transportation of animals by air was also key in developing the program. The City of London’s Heathrow Animal Reception Centre (HARC) and Air Canada Cargo played a key role in helping to pilot the CEIV Live Animal program.

Robert Guest, assistant director, Port Health and Public Protection, HARC said: “Last year some 16,000 dogs and cats, 400 horses, 200 reptiles, 2,000 birds and 28 million fish travelled through HARC. Ensuring the safety and welfare of these animals is our main priority. So partnering with IATA to develop the CEIV Live Animals program was important to us. We look forward to continuing to work closely with IATA to further enhance the program and support its worldwide adoption by companies across the supply chain in the pursuit of operational excellence in the handling and transport of live animals by air.”

Air Canada Cargo, vice president Tim Strauss said: “Ensuring animals travel in safe, healthy and humane conditions requires co-ordination across the supply chain. Air Canada Cargo is delighted to be part of the CEIV Live Animals program.”

Endangered species

CEIV Live Animals also focuses on the importance to comply with the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) requirements including the CITES Guidelines for the Non-Air Transport of Live Wild Animals and Plants available in the LAR. CITES is the legally-binding agreement with 183 Parties (182 States and the EU), regulating international trade in more than 30,000 species of animals and plants.

"World-wide international standards and regulations govern the safety and welfare of animals being transport by air. The CEIV Live Animals program helps to ensure that any legitimately traded wildlife adheres to the IATA standards and CITES requirements and we welcome its development. It is through industry working cooperatively together that can we most effectively implement these agreed standards and requirements, and also identify and tackle illegal trade in wildlife” said John E Scanlon, the secretary general of CITES.
New Premium Warehouse Set to Boost Hong Kong Air Cargo Growth and Facilitate E-commerce

The tight supply of warehouse space and the e-commerce boom have created strong demand for premium warehouses in Hong Kong. A new facility located at Kwo Lo Wan (KLW) in Hong Kong International Airport’s (HKIA) South Cargo Precinct will boost the supply of premium warehouse space in the city by 15 to 20 per cent when it commences operation in 2023.

Reinforcing Hong Kong’s air cargo leadership

HKIA recorded continuous traffic growth in 2017, with all three air traffic categories reaching new annual heights. Last year, HKIA handled 4.94 million tonnes of cargo, representing a 9.2% year on year growth. Together with 112,000 tonnes of airmail handled during the year, the total cargo and airmail throughput of HKIA has exceeded the mark of 5 million tonnes for the first time. Airport Authority Hong Kong (AAHK) is now rolling out a tender for the development and operation of the KLW premium warehouse with the objectives of reinforcing Hong Kong’s air cargo leadership, promoting trade and stimulating additional air cargo flow.
One of the largest premium warehouses in Hong Kong

The new KLW premium warehouse will occupy a site of 5.3 hectares and have an expected gross floor area of approximately 4 million sq ft, making it the third-largest warehouse in Hong Kong. The new KLW facility has high specifications, such as ramp access to most floors, a ceiling height of at least 6.5 metres, and floor loading of at least 350 pounds per square feet to enable the use of large-scale robotics and automation.

Facilitating the growth of e-commerce

The exponential growth of e-commerce, in particular the booming of cross-border e-commerce in China, has created enormous opportunities for express and small parcel airfreight delivery. HKIA is strategically located in the centre of Asia, proximity to the Pearl River Delta and Greater Bay Area. Taking the advantage of HKIA’s excellent airfreight connectivity and efficient 24-hour customs clearance service, the KLW premium warehouse has the competitive edge to capture cross-border e-commerce and its related businesses.
Capturing shipments of high-value temperature-controlled air freight

The KLYW development also serves a superb location for capturing temperature-controlled air transshipments such as high value pharmaceuticals. Since July 2017, HKIA has been recognised as an IATA CEIV Pharma Partner Airport by offering a complete, efficient and high standard end-to-end solution of pharmaceutical handling in airside.

International players invited to tender

Hong Kong and international developers with relevant experience and strong track records are now invited to tender for the KLYW development. Interested bidders are encouraged to submit development proposals with vision for the future of the air cargo and logistics industry and plans to realise the vision with tailored design for the warehouse and its facilities. AAHK will judge the tenders on multiple factors rather than bid price alone.

For details on the Invitation of Tender, please visit:
Cargolux gets its GDP certification extended for a year

March 31, 2018: After getting through with the GDP Surveillance Audit, Cargolux Airlines recently received the renewal of its GDP Certification for yet another year.

It complied with the stringent requirements of the EU directive — ‘Guidelines on Good Distribution Practice of Medicinal Products for Human Use’, and WHO guidelines to procure the renewal.

Cargolux became the world’s first GDP certified airline in January 2014. Its hub at the Luxembourg airport, as well as 12 other stations within its network are also GDP, and CEIV Pharma certified, through its subcontracted service partners, and ground handling agents.

Expertise of its on-the-ground handling agents, skilled staff, along with the commitment to excel customers’ service expectation during transportation, have helped Cargolux obtain the renewal of the GDP certification.

“GDP Certification ensures best practice policies are upheld while handling and transportation of sensitive cargo,” said Franco Nanna, director, Global Logistics Services, Cargolux, and chairman, Time and Temperature Working Group, IATA.

“Along with the temperature controlled zones in the aircraft, this certification represents peace of mind for our customers, whose satisfaction is our key priority,” said Nanna.

The GDP certification program centers on the use of sophisticated specialised equipment, well established pharmaceutical working procedures, and continuously improving pharmaceutical handling expertise.

“The demand for specialised transportation of pharmaceuticals rose considerably over the past few years, along with Cargolux's dedicated product CV Pharma. There is growing market interest for these products in South America and Africa, although the majority of the supply is from Europe to North America, North East Asia and the Gulf region,” said Stavros Evangelakakis, global product manager, CV Pharma.
WFS wins new cargo handling contracts from Cathay Pacific Cargo

March 27, 2018: Paris-based air cargo handler, WFS recently inked a three-year contract with Hong Kong’s flag carrier, Cathay Pacific, to provide cargo handling for its new Brussels-Hong Kong direct service, which commenced on March 25.

Cathay Pacific is expected to commence four weekly flights on the Brussels-Hong Kong route, and will fly passengers and cargo onboard its Airbus A350-900 aircraft. WFS will handle about 7,000 tonnes of cargo and mail every year, for Cathay Pacific in Brussels.

WFS will also provide handling for Cathay Pacific’s trucking network, to and from Belgium.

Additionally, Cathay Pacific has also mandated WFS to handle its cargo in Copenhagen, and is expected to commence a three direct flight services every week from May 2.

Marc Claesen, regional vice president, WFS said: “WFS has been providing offline handling services for Cathay Pacific’s trucking operations, to and from Brussels for several years, hence we are delighted that the airline has chosen to partner with us for the launch of its new direct air services connecting the airport and Hong Kong.”

“Getting a contract to handle Cathay Pacific’s cargo in Copenhagen further reflects the strength of the WFS network, and the quality of service we provide. We have a clear understanding of Cathay Pacific’s requirements, as we have worked together for some time, and are ready to seamlessly handle the strong cargo support the airline will earn at both airports.”

This is the latest in a series of new contract for WFS in Brussels. Last month, it entered into agreements with CAL Cargo Airlines, Japan Airlines, MNG Airlines and Oman Air. Brussels, is also the first WFS cargo stations in Europe to achieve IATA CEIV Pharma certification. In 2017, WFS opened a dedicated temperature-controlled pharma handling facility in Copenhagen.

Pharma.Aero inks MoU with IATA to improve quality of pharma handling

March 22, 2018: Industry body Pharma.Aero signed a Memorandum Of Understanding (MOU) with IATA during the World Cargo Symposium of IATA in Dallas.

Nathan De Valck, chairman of Pharma.Aero said, “Formalising the partnership with IATA is an important milestone. It will allow us to upscale our initiatives and enroll the projects within a larger international platform in the life science airfreight industry. The MoU underlines our vision to foster collaboration with all air cargo stakeholders that support the CEIV pharma industry standard.”

“The IATACEIV Pharma certification program provides participants in the air cargo value chain with the tools and the means to ensure that they are operating to the highest standards for the handling and transport of life saving medicines. This Memorandum of Understanding between Pharma.Aero and IATA formalizes an ongoing collaboration between the two organizations with the aim of better assisting the industry in improving the quality of services for pharmaceutical handling and transport in the air cargo industry worldwide,” said Glyn Hughes IATA’s Global Head of Cargo.

Frank Van Gelder, Secretary General of Pharma.Aero said, “The MOU underlines the mutual benefits for both IATA and Pharma.Aero. The Pharma.Aero members focus on creating content and become a reference to the different pharmaceutical companies and operators within airfreight life science. We are convinced this MOU will boost our initiatives and projects in the pipeline.

Pharma.Aero also hosted its general meeting during the WCS of IATA, with a large group of its members present, representing pharmaceutical shippers, airport communities, airlines, forwarders and handling agents. The status of the ongoing projects was presented and a number of new projects were launched.
Pharma.Aero inks MoU with IATA to support the CEIV pharma industry standard

Posted By: STAT Times

March 22, 2018: Pharma.Aero signed a memorandum of understanding (MoU) with IATA, at the recently held World Cargo Symposium in Dallas, US.

Nathan De Valck, chairman, Pharma.Aero said: “Formalising the MoU with IATA is an important milestone. It will allow to upscale our initiatives, and enroll projects within a larger international platform in the life science airfreight industry. The MoU underlines our vision to foster collaboration with air cargo stakeholders that support the CEIV pharma industry standard.”

“IATA CEIV Pharma certification provide tools and means to all players in the air cargo value chain, to ensure that they meet the highest standards, while handling and transporting life-saving drugs. The MoU between Pharma.aero and IATA will help in formalising an ongoing collaboration between two organisations, with an aim to offer better assistance to the industry, and improve the quality of services for the pharmaceutical handling and transportation in the air cargo industry, globally,” said Glyn Hughes, global head of cargo, IATA.

Frank Van Gelder, secretary general, Pharma.Aero said: “The MoU will mutually benefit for both IATA and Pharma.Aero. The members of Pharma.Aero will focus on creating content, and become a reference for various pharmaceutical companies and operators, within the life science airfreight industry. We are convinced that this MoU will boost our initiatives and projects, which are in the pipeline.”

IATA hopeful for the future of pharmaceutical air freight

By: Chalice Henry
Posted: 03/21/2018

Attendees of this year’s Temperature Controlled Logistics conference heard from the International Air Transport Association on the latest developments with pharmaceutical air freight.

Francisco Rizzuto Cargo Specialist and Manager for Europe at IATA informed attendees that the aviation trade association had recently launched its Independent Validator’s Bulletin Board. A tool that pharmaceutical manufacturers can use to locate partners that are IATA CEIV pharma accredited.

The CEIV certifies holders are qualified to move medical goods by air. It comprises of GDP, IATA and regional guidelines and is achieved through two rounds of audits – a gap analysis and validation. Just over 220 have been completed around the world.

The group, founded in Cuba in 1945, is said to be processing 75 CEIVs this year. A few certifications are being processed this year for Africa, which is yet to see many approvals.

Improvements in pharma air transport

Some airports have enjoyed an increase in pharma air transport. Since the year of its CEIV certification, Milan Malpensa airport has seen no deviation claims. Minor irregularities dropped by 77% from 2016 to 2017. In the same period, PIL imports rose by 17% and exports also grew by 7%.

Francisco clarified that it’s dangerous to declare a medicines being shipped by air just as PER (perishables) as most air stakeholders assume this to be food which doesn’t have as many handling controls as medicine. Listing the goods as PIL will inform the handlers they are moving pharmaceuticals.

Air vs sea

The 280 IATA members represent 83% of global air traffic and managed to fly 50 million tonnes (scheduled) in 2016. According to a statement from Alexandre de Juniac, IATA’s Director General and CEO in 2017:

“Air cargo had its strongest performance since the rebound from the global financial crisis in 2010. Demand grew by 9.0%.”

At the conference earlier this year, Francisco noted that only 0.5m tonnes of pharmaceutical and biologic goods are shipped by air in comparison to the 2.5m tonnes moved by sea.

The risk of temperature control excursions within air freight are seen as a possible reason for this.

From origin to destination, pharmaceutical goods pass through many different operators in the air cargo system, which is a large risk to medicine integrity. These different operators include the likes of: freight forwarders, truckers, ground handlers at cold storage, the ground operations team, ramp agents and the aircraft airlines.

**Education and communication**

The airport environment is considered by some as a logistic black hole in terms how handoffs are conducted. For example, not all airlines provide time and sensitive air services, ground handlers can vary greatly on the services they offer and many shippers need to know whether their air freight forwarder’s proclaimed ‘pharma service’ includes protection on the tarmac or not?

These stakeholders need to speak the same language to protect the medicine’s cold chain. If they aren't speaking the same language, this miscommunication can emerge into expensive logistics confusions with these time sensitive bookings. Global air capacity constraints can mean that mistakes can be costly, with shippers in some cases forced into paying premiums to get shipments to destinations on time.

Negotiations between shippers and forwarders tend to focus on prices, leaving little time to look at requirements and temperature control expectations. The shipper must be cautious to impart the correct knowledge to the forwarders so they can execute tasks correctly and mistakes can be mitigated.

The IATA audit format has progressed the quality of the transportation by educating the stakeholders in the air cargo system on the responsibilities to safeguard medicine integrity and quality.
Pharma.Aero, IATA sign MoU to promote CEIV-Pharma standards

The International Air Transport Association (IATA) signed a memorandum of understanding (MoU) with Pharma.Aero, an initiative advocating for pharmaceutical shipping standards based on IATA’s CEIV-Pharma certification.

The agreement “formalizes an ongoing collaboration between the two organizations with the aim of better assisting the industry in improving the quality of services for pharmaceutical handling and transport in the air cargo industry worldwide,” said IATA’s global head of cargo Glyn Hughes.

Pharma.Aero was initially formed between Brussels Airport (BRU) and Miami International Airport (MIA) in 2016 and has since grown to include 24 total companies, including other airports, forwarders, airlines and technology providers.

Under the new MoU, “Pharma.Aero members focus on creating content and become a reference to the different pharmaceutical companies and operators within air freight life science,” said Frank Van Gelder, Pharma.Aero’s secretary general.

In partnership with IATA, Pharma.Aero will be able to increase the scale of its initiatives, which include forming working groups to address issues in the pharmaceutical cool-chain, launch programs connecting airport communities to pharma manufacturers and other, similar efforts.

March 20, 2018: Hong Kong-based Cathay Pacific Cargo, recently entered into a new partnership with va-Q-tec, to provide its global customers with a unique temperature controlled transportation of life-saving pharmaceuticals by air.

va-Q-tec’s advanced passive thermal containers, which is designed to maintain constant temperature during transportation for more than five days, will be a strong addition into Cathay Pacific Cargo’s Pharma LIFT portfolio.

Cathay Pacific Cargo is the first Hong Kong-based airline to receive IATA CEIV Pharma Certification for consistently transporting high-value, time-sensitive and temperature-controlled pharmaceutical products, with speed, consistency and efficiency.

Frosti Lau, general manager cargo service delivery, Cathay Pacific said: “We are delighted to partner with va-Q-tec, which will offer an innovative passive solution directly to our customers. The advanced passive thermal containers has the ability to offer steady temperature-controlled conditions for several days, without any external energy sources. Coupled with our extensive network, we are confident that the advanced passive thermal containers will benefit our customers across the globe.”

Anand Yedery, general manager cargo-South Asia, Middle East & Africa, Cathay Pacific said: “From air freight point of view, India is a big passive pharmaceutical market. The partnership with va-Q-tec will strengthen our Pharma Lift product further, and provide our customers a range of options to transport their temperature sensitive pharmaceutical shipments.”

In Sook Yoo, head of business development Asia, va-Q-tec said: “The pharmaceutical market is growing rapidly worldwide. Thanks to the new collaboration, innumerable customers can lease va-Q-tec’s reliable containers directly from Cathay Pacific Cargo.”

The thermal containers are available in five different sizes, which can take up to two US pallets inside, and offers six different temperature ranges, from -60 to +25 degree Celsius. It guarantees safe temperature-controlled transportation for the pharmaceutical, healthcare and medical sectors.

Will Staddon, global partner manager, va-Q-tec UK said: “We are delighted to be working with a strong partner like Cathay Pacific Cargo to make a major contribution towards the temperature-controlled logistics market. Cathay’s ambition to provide a quality-driven service matches our objective, and this partnership signifies our continued growth in key pharma regions.”

“va-Qtec is expanding across the globe, and is also significantly strengthening its presence in Asia Pacific,” said Staddon.
Pharma.Aero signs Memorandum Of Understanding with IATA

20 / 03 / 2018

Pharma.Aero and IATA have signed a memorandum of understanding to foster collaboration with stakeholders using the CEIV pharma industry standard.

Nathan De Valck, chairman of Pharma.Aero, said: “Formalising the partnership with IATA is an important milestone. It will allow us to upscale our initiatives and enroll the projects within a larger international platform in the life science airfreight industry.

“The MOU underlines our vision to foster collaboration with all air cargo stakeholders that support the CEIV pharma industry standard.”

Glyn Hughes, IATA’s global head of cargo, said: “The IATA CEIV Pharma certification programme provides participants in the air cargo value chain with the tools and the means to ensure that they are operating to the highest standards for the handling and transport of life saving medicines.

“This MoU between Pharma.aero and IATA formalises an ongoing collaboration between the two organisations with the aim of better assisting the industry in improving the quality of services for pharmaceutical handling and transport in the air cargo industry worldwide.”

Frank Van Gelder, secretary general of Pharma.Aero added: “The MOU underlines the mutual benefits for both IATA and Pharma.Aero. The Pharma.Aero members focus on creating content and become a reference to the different pharmaceutical companies and operators within airfreight life science. We are convinced this MOU will boost our initiatives and projects in the pipeline.”

The MoU was signed during IATA’s World Cargo Symposium in Dallas. Pharma.Aero also hosted its general meeting during the WCS, with a large group of its members present, representing pharmaceutical shippers, airport communities, airlines, forwarders and handling agents.

The status of the ongoing projects was presented and a number of new projects were launched.

Pharma.Aero and IATA sign MoU to foster collaboration

In a bid to formalise their partnership, Pharma.Aero has signed a Memorandum Of Understanding (MoU) with IATA. The move should foster collaboration with all stakeholders supporting the CEIV Pharma industry standard.

The MoU was signed at the World Cargo Symposium, which took place in Dallas from 13-15 March 2018.

Nathan De Valck, Chairman of Pharma.Aero, said that formalising the partnership would allow the organisation to upscale its initiatives and enrol the projects within a larger international platform in the life science-air freight industry. “It’s an important milestone. The MoU underlines our vision to foster collaboration with all air cargo stakeholders that support the CEIV Pharma industry standard,” he commented.

IATA created CEIV Pharma (the Center of Excellence for Independent Validators in Pharmaceutical Logistics) product handling certification to help organisations and the entire air cargo supply chain to get on the right track to achieve pharmaceutical handling excellence. It addresses the industry’s need for more safety, security, compliance and efficiency. Pharma.Aero was subsequently set up in 2016. A joint initiative between Brussels Airport and Miami International Airport, it was launched to improve pharma handling and quality in the air cargo industry worldwide.

Glyn Hughes, IATA’s Global Head of Cargo, said of the MoU: “The CEIV Pharma certification program provides participants in the air cargo value chain with the tools and the means to ensure that they are operating to the highest standards for the handling and transport of life saving medicines. This MoU between Pharma.Aero and IATA formalises an ongoing collaboration between the two organisations, with the aim of better assisting the industry in improving the quality of services for pharmaceutical handling and transport in the air cargo industry worldwide.”

Cathay to benefit from va-Q-tec patent

HONG KONG: March 19, 2018. Cathay Pacific Cargo (CX) is to offer its shipper customers a range of va-Q-tec passive thermal containers in five sizes and six temperature ranges from -60°C to +25°C.

CX is the first Hong Kong airline to be awarded IATA CEIV Pharma Certification and the new containers will be used for carrying pharmaceutical, healthcare and medical products.

The agreement with va-Q-tec coincides with the German company’s award of a European patent for passive pallet-size containers using energy-efficient vacuum insulation panels and phase change materials.

"Imitators and competitors will now have to survive without some important thermal and mechanical functions," commented va-Q-tec founder and CEO Joachim Kuhn.

"The competition seems to be interested in the now legally protected technology and the highly energy efficient containers which are produced from it. We detected that competitors are offering patent infringing products. Obviously, we will take further steps to defend our technology," he added.

The patent is valid in Germany, the UK, France, Italy, Liechtenstein and Switzerland.

Cathay Pacific general manager Cargo Service Delivery Frosti Lau noted: "These advanced passive thermal containers can offer steady temperature-controlled conditions for several days without requiring external energy sources. We are confident the containers will benefit our customers around the world."

The Cathay Pacific Group reported revenue of HK$97.3 billion for 2017 - up 4.9 percent over the previous year - and a net loss of HK$1.26 billion, a rise of 119 percent for the period.

For the second half of 2017 performance improvements led to a turnaround from minus HK$928 million in H2 2016 to a profit of HK$702 million - following a loss of HK$2.05 billion in the first six months of last year. The group, which includes Cathay Pacific, Cathay Dragon and Air Hong Kong, said overcapacity on many key routes led to intense competition and yield pressure during the first half of last year.

Despite its passenger results, the group benefited from a 19.1 percent jump in cargo revenue to HK$23.09 billion in 2017 as tonnage flown increased 10.9 percent and yield rose 11.3 percent. By the end of 2018, Air Hong Kong – which operates a network with eight A300-600 freighters on behalf of DHL – will become a wholly owned subsidiary of Cathay Pacific.
Cathay Pacific and va-Q-tec sign Global Rental Agreement

The FINANCIAL -- Cathay Pacific Cargo on March 19 announced a new partnership with va-Q-tec, one of the leading providers of thermal packaging solutions for temperature controlled transportation.

va-Q-tec’s advanced passive thermal containers, which are designed to maintain a constant temperature during transportation for more than five days, will be a strong addition to Cathay Pacific Cargo’s Pharma LIFT portfolio by providing its global customers with an excellent solution for moving life-saving pharmaceuticals by air freight.

Cathay Pacific Cargo, the first Hong Kong airline to be awarded IATA CEIV Pharma Certification, is committed to transporting high-value, time-sensitive and temperature-controlled pharmaceutical products with speed, consistency and efficiency.

Cathay Pacific General Manager Cargo Service Delivery Frosti Lau said: “We are delighted to partner with va-Q-tec in offering an innovative passive solution directly to our customers. These advanced passive thermal containers can offer steady temperature-controlled conditions for several days without requiring external energy sources. Coupled with Cathay Pacific Cargo’s extensive network, we are confident the containers will benefit our customers around the world.”

In Sook Yoo, Head of Business Development Asia at va-Q-tec, added: “The pharmaceutical market is growing rapidly worldwide. Thanks to the new collaboration, innumerable customers can lease va-Q-tec’s reliable containers directly from Cathay Pacific Cargo.”

The thermal containers are available in five different sizes, taking up to two US pallets inside, and in six different temperature ranges, from -60°C to +25°C. They guarantee safe temperature-controlled transportation for the pharmaceutical, healthcare and medical sectors, according to Cathay Pacific.

Will Staddon, Global Partner Manager at va-Q-tec UK, said: “We are delighted to be working with a strong partner like Cathay Pacific Cargo to make a major contribution to the temperature-controlled logistics market. Their ambition to provide a quality-driven service matches ours perfectly and this partnership signifies va-Q-tec’s continued growth in key pharma regions.

“va-Q-tec is expanding across the globe and is also significantly strengthening its presence in Asia Pacific,” he added.

The company has established subsidiaries in South Korea and Japan, amongst other countries and operates several container network stations. va-Q-tec invests heavily in cooperation with airlines, freight forwarders, integrators and logistics service providers to offer high-quality transport containers and logistic services at several sites.

IATA recognises Hong Kong as CEIV Pharma partner airport

Hong Kong International Airport (HKIA) has been recognised as a partner airport of the IATA Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) programme. The globally recognised standard for pharmaceutical air freight shipments is designed to help the industry develop a network of pharmaceutical trade lanes that meet consistent cold chain management standards and assure product integrity.

HKIA’s three cargo terminals, Asia Airfreight Terminal, Cathay Pacific Services and Hong Kong Air Cargo Terminals, and three ramp handling operators Hong Kong Airport Services, Jardine Aviation Services and SATS HK, along with carrier Cathay Pacific Group have achieved IATA CEIV Pharma certification, demonstrating compliance with industry standards for handling pharmaceutical products.

A ceremony was held at the FlyPharma Conference Asia 2018 on 5 March, with IATA assistant director of cargo, ground operations and CEIV consulting, Ronald Schafner (pictured right) presenting the certificate to Airport Authority Hong Kong chief executive officer, Fred Lam (pictured left). IATA regional vice president for North Asia, Zhang Baolian says shipping pharmaceuticals products is the fastest growing segment in the airfreight industry, saying: “Having undergone a rigorous assessment for the CEIV Pharma certification, HKIA’s community stakeholders are well placed to serve this important segment of the air cargo industry. Pharmaceutical companies can also have the confidence that the cold chain integrity of their products is maintained.”

Lam says: “Pharmaceutical air cargo shipments have a strong market outlook, and this certification serves a testimony of HKIA’s dedication to continuously enhancing its air cargo facilities for even higher efficiency and reliability.”

Pharma tonnage at HKIA has grown 12 per cent annually in the past four years, and is expected to grow annually at over 16 per cent from 2016 to 2023. AA plans to invest HK$16 million to purchase 21 more cool dollies this year to maintain pharmaceutical products at specific temperatures against the ambient temperature during ramp transportation. HKIA has more than 5,000 square metre of cold chain storage in its three cargo terminals, providing dedicated rooms at a range of temperatures from -20°C to +25°C.

Where Is Your Next Shipment Going?

Amerijet International Airlines offers more than 55 dedicated freighter flights per week from its primary hub at the Miami International Airport to the Caribbean, Mexico, Central and South America. With direct service to 38 destinations and an extensive road feeder service network throughout the United States, Mexico and Canada, Amerijet transports more than 300 million pounds of cargo annually, utilizing its own freighter fleet of B767-300/200 aircraft.

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Creating a safer cool chain

Megan Ramsay reports on what the region’s airlines, airports, and cargo handlers are doing to attract and improve handling quality for pharma and perishables shipments

The air cargo industry is moving towards a major change in the way it operates, in which centralisation is key and the days of simply moving cargo from A to B are numbered. This is the message from the head of cargo at the Middle East and Africa’s largest - and indeed the world’s largest - international air cargo carrier.

“Standardisation is now part and parcel of what we do,” says Basel Sultan, chairman senior vice president at Dubai-headquartered Emirates SkyCargo. “Today, we must understand our vertical industry, the arena, points, and provide solutions, not just space.”

Emirates SkyCargo, formerly known as Emirates Skypharma, is re-defining “pharma handling” to its network, which offers additional attention across selected destinations in its network for pharmaceutical cargo. The airline says it is working with other members of the supply chain to ensure those stations comply with its own standards as well as EU GDP and IATA guidelines for handling the sensitive shipments.

The first 12 nations within this network of pharma corridors are Amsterdam, Brussels, Bengaluru, Cairo, Dubai, Dusseldorf, Hong Kong, Luxembourg, Milan, Mumbai and Singapore. According to Julian Byford, Emirates senior vice president for cargo, 55% of the airline’s pharma business came out of Europe.

And there are already a lot of certified sites there. Another huge origin is India. Major destinations include the US and Australia so there are heavy on our radar in terms of pharma corridors for the future.

Emirates is also working on its pharma shed - services with a closer and specific focus on temperature control throughout the journey, which pharma shippers appreciate. Teams are keen to appreciate.

The carrier’s Skypharma facility in Dubai has exceeded expectations, Sultan says, and he anticipates that it will expand as volumes continue to grow. “We’ve seen a rise of 38% in pharma traffic year on year (2017 vs 2016),” he points out. Contributing factors to the development include the growing demand for healthcare tourism in Dubai as well as the city’s industrial strategy 2030, which places great emphasis on the healthcare sector.

“Where there is demand and specific niche flows, infrastructure will reflect that. For example, Brussels airport has a pharma community manufacturers, forwarders, handlers and the airport as a whole; a lot of pharma products are following this example. Dubai hits this sort of community too - although it’s not a massive manufacturing hub for pharma (which is where those communities usually happen).”

Sultan promises a big shift among pharma manufacturers. “They used to send individual shipments to Dubai, but now they are sending large shipments at Dubai for shipping out to customers packet by packet, as required,” he explains, stressing that the Jet Blue Free Zone pharma facility, which was mostly empty a few years ago, has been expanded and is experiencing strong demand. Also in the UAE, Abu Dhabi based Etihad Airways is continuously reviewing its cool chain products and service levels “to ensure we are ahead of the game when it comes to service delivery,” says Justin Suen, vice president of Etihad Cargo.

MARCH 2018
IATA is exploring extending its CEIV programme to include certification for live animals handling and the perishables market, reports Will Waters.

The International Air Transport Association (IATA) has been continuing to expand its CEIV Pharma certification programme, having moved from just 40 certified stations in 2016 to more than 220 by the end of 2017. A further 15 certifications were “in progress” and another 99 were “under discussion” at the end of last year.

“So there is a growing interest in raising the bar within the industry, improving the level of competency and operational and technical preparedness in the handling of pharmaceuticals,” says IATA’s head of special cargo, Andrea Gruber. But there are wider plans too for the increasingly successful CEIV quality assessment and certification programme.

Following its launch in late 2014, the CEIV Pharma programme expanded initially mainly out of Europe but is now growing globally, “meaning that for the first time any facility that has been certified around the world has been done so in a consistent way, to the same level”, Gruber stresses. The benefits include preventing operational issues; enhancing infrastructure; improving handling in compliance with existing regulations and standards; elevating the level of staff competency through training – because training is key and is mandatory; and “providing visibility and transparency for certified entities – identifying who is raising the bar in the industry”, explains Gruber.

Network and community approaches
And what is really important as well is that we have been going through different approaches: the individual approach, the network approach, and the community approach – with airports getting involved in having their stakeholders gain the certification. We have currently 12 ongoing communities, airports that are going through certification, and at each airport there is a number of companies within that platform.”

She continues: “Nine communities are in discussion. Last year there were 10 communities that had certified and five in discussion. So there is a growing demand all over the world to have this certification programme,
Fresh lessons from the pharma field

IATA is exploring extending its CEIV programme to include certification for live animals handling and the perishables market, reports Will Waters

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She continued: “Nine communities are in discussion. Last year there were 10 communities that had certified and five in discussion. So there is a growing demand all over the world to have this certification programme.”
CEIV Fresh

And 2018 will also see the IATA team with the industry, the potential of CEIV Fresh programme. "A lot of companies have invested a lot of time and resources in temperature-controlled environments, they already have a step into the sector," she notes. "We will focus on one step at a time, but this is definitely on our radar, we are getting industry feedback industry participation on that programme. Whereas the CEIV Pharma and CEIV Live Animals initiatives were given a low priority, Gruber says the CEIV for fresh boxes will most probably bring few differences. And this is why we have tackled it right away." Because it impacts the regulatory push line from the policy side. And I think for the time being in terms of costs relating to infrastructure is not clear whether ground handling agents and freight forwarders are ready to meet the deadlines.

She continues: "From what angle you potentially come? A desire to do one task in a saving; reducing waste potential source awareness so we are tackling it from a different angle. And the way that we are promoting this. We are promoting this programme, working with the various stakeholders in the industry, especially to reduce the waste and get more efficiency in transporting perishables."

So the moment it is IATA that is really pushing hard. CEIV for fresh. It is one of the CEIV Fresh programmes. "We are investigating it with the aim to get the feedback from the different stakeholders," says Gruber. "They are now asked to see our fingerprints in the shipping industry, and then how we would tackle our certification programme."

Although there may not be the same level of regulatory pressure that they have in the fresh industry, Gruber says it is important for the sake of food safety agencies, but how could not be embraced in something more global. We’re continuing to investigate, so for us more so we have a more robust framework to talk with."
WCS 2018: Are ‘baby steps’ too slow for perishables market?

DALLAS – Panelists at yesterday’s IATA World Cargo Symposium session covering nonpharmaceutical perishables agreed that the largest challenges currently facing perishables transport relate to a lack of communication between the different players. Solving that problem should be as simple as sharing data across the logistics chain, but unwillingness across the industry to share data among partner organizations was evident in the discussion.

“How do we trust each other to share data and not make it threatening to the chain?” asked moderator Chris Connell, senior vice president of perishables for North America with Commodity Forwarders Inc.

Even when partners are willing to share information on request, no clear industry-wide process for doing so exists. An audience member pointed out that “if the shipper or forwarder wants to follow shipment data all the way through the chain, he either has to go to the various parties and try to piece it together, or we have to get on a standard.”

A possible standard for shipping perishables, similar to IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV/Pharma), is typically a popular topic during conversations surrounding perishables, and was endorsed by panelist Kerry Aleghner, senior vice president cargo for the U.S. market with dnata. However, a standard set by IATA would not necessarily address industry hesitation to share even non-proprietary data like real-time cargo or environment temperatures, which could substantially improve cool-chain reliability.

Connell agreed, stating that a standard from IATA would be useful in helping operators promote their cool-chain. In his view, “we have a lot of the tools in place [to improve perishables shipments] and can’t figure out how to use them.”

Speaking to the panelists, Bert Jorritsma, special cargo service delivery manager with Emirates SkyCargo, expressed concern over the direction of current conversations in perishables transport. He said taking baby steps makes the industry “too slow” — which could leave logistics operators cut out of the perishables chain if a more innovative operator emerges.

“So maybe we should pose the question of, what is stopping us from innovating?” he suggested.
Cathay: “robust” cargo demand in 2017

14 / 03 / 2018

Hong Kong-based Cathay Pacific Airways saw "robust" cargo demand throughout 2017, with tonnage growth outpacing increases in capacity.

The cargo capacity of Cathay Pacific and Cathay Dragon increased by 3.6% year on year and tonnage rose by 10.9%. The load factor stood at 67.8%, up by 3.4 percentage points on the previous 12-month period.

The carrier said that the cargo yield rose by 11.3% to HK$1.77, benefitting from the resumption of fuel surcharges in Hong Kong (from April onwards) and from strong demand in exports from Mainland China – particularly on transpacific routes.

Other positive areas during 2017 included perishables imports into Mainland China; traffic to and from the Indian subcontinent; and intra-Asia demand, especially for fresh produce, mail and e-commerce shipments.

South American volumes grew strongly on the back of interline agreements, Cathay said, noting also improved performance on its European routes (with pharma shipments helping yield on that sector).

The carrier highlighted several cargo-related developments that took place last year. For example, it wet-leased two Atlas Air Worldwide Boeing 747-8F freighters in June and deployed them on routes to India and the Americas. It also retired two B747-400 converted freighters.

Cathay Pacific Service Ltd (CPSL) processed 2.1m tonnes of cargo at its Hong Kong terminal during 2017, up 16.7% on the previous year.

October saw CPSL and sister company Hong Kong Airport Services receive IATA CEIV Pharma certification.

In November, meanwhile, Air Hong Kong agreed to enter into sale and leaseback transactions with DHL International in respect of eight Airbus A300-600F freighters and associated equipment. Five of these transactions were completed in 2017 and the remaining three will take place this year.

At the end of 2018, Cathay Pacific will acquire DHL Internationals 40% stake in Air Hong Kong, making the latter a wholly-owned subsidiary of Cathay. At the same time, a new 15-year block space agreement with DHL International will commence.

Cathay Pacific Group chairman John Slosar said: “The outlook for our cargo business is positive and we will take best advantage of opportunities in the growing global cargo market.”

While its cargo business is doing well, Cathay Pacific’s overall financial performance in 2017 suffered. The group reported an attributable loss of HK$1,259m for the year (it lost HK$575m in 2016).

One factor in that result was the European Commission’s €57.12m fine for anticompetitive behaviour (specifically, fixing cargo surcharge levels in agreement with a number of other carriers prior to 2007). An application has been made to annul that decision.

Fuel remains the group’s biggest cost, although fuel hedging losses are in decline, it said.
WCS 2018: Schooling shippers in CEIV

DALLAS — As with the proverbial horse that is led to water it refuses to drink, air cargo players offering shipments certified by the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) have found their own challenge in shippers not taking advantage of the available pharma shipment options. Shippers instead opt to book pharma products either as perishables, or even as general cargo.

IATA’s head of special cargo, Andrea Gruber, advocated improving communication with shippers, to explain that a pharma shipment classified as general cargo will not have the same handling and storage expectations as those shipments booked with CEIV standards. Gruber, speaking here at the World Cargo Symposium, encouraged CEIV-certified carriers to have their forwarder partners explain to shippers, “At the end of the day, if that’s really precious cargo or sensitive cargo, you might want to let your customer know there are processes in place to make sure it’s handled in a specific way.”

When shippers book a pharmaceutical shipment as general cargo, “they still expect cargo handlers and airlines to handle the shipment based on its packaging,” said Bruno Guella, the managing director at MVD Free Airport. MVD created a policy requiring shippers to opt out of higher-cost pharma handling of cargo packaged for cool-chain transport.

Other airport attendees took a hardline stance, noting that it was important in some cases to “just say no.” Airline attendees concurred, adding that the deciding factor is the air waybill. Brussels Airport’s cargo manager Nathan de Valck said getting the entire airport community onboard with that strategy has worked in Brussels. “We had to educate our whole community to apply that rule,” said de Valck, “but once you start doing that as a community, you really start educating the shippers.”
IATA recognises Hong Kong as CEIV Pharma partner airport

Hong Kong International Airport (HKIA) has been recognised as a partner airport of the IATA Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) programme. The globally recognised standard for pharmaceutical airfreight shipments is designed to help the industry develop a network of pharmaceutical trade lanes that meet consistent cold chain management standards and assure product integrity.

HKIA’s three cargo terminals, Asia Airfreight Terminal, Cathay Pacific Services and Hong Kong Air Cargo Terminals, and three ramp handling operators Hong Kong Airport Services, Jardine Aviation Services and SATS HK, along with carrier Cathay Pacific Group have achieved IATA CEIV Pharma certification, demonstrating compliance with industry standards for handling pharmaceutical products.

A ceremony was held at the FlyPharma Conference Asia 2018 on 5 March, with IATA assistant director of cargo, ground operations and CEIV consulting, Ronald Schaefer (pictured right) presenting the certificate to Airport Authority Hong Kong chief executive officer, Fred Lam (pictured left).

IATA regional vice president for North Asia, Zhang Baojian says shipping pharmaceuticals products is the fastest growing segment in the airfreight industry, saying: “Having undergone a rigorous assessment for the CEIV Pharma certification, HKIA’s community stakeholders are well placed to serve this important segment of the air cargo industry. Pharmaceutical companies can also have the confidence that the cold-chain integrity of their products is maintained.”

Lam says: “Pharmaceutical air cargo shipments has a strong market outlook, and this certification serves a testimony of HKIA’s dedication in continuously enhancing its air cargo facilities for even higher efficiency and reliability.”

Pharma tonnage at HKIA has grown 12 per cent annually in the past four years, and is expected to grow annually at over 16 per cent from 2016 to 2023. AA plans to invest HK$16 million to purchase 21 more cool dollies this year to maintain pharmaceutical products at their specific temperatures against the ambient temperature during ramp transportation.

HKIA has more than 5,000 square metre of cold chain storage in its three cargo terminals, providing dedicated rooms at a range of temperatures from -20°C to +25°C.
The weekly newspaper for air cargo professionals

 dnata opens Dallas Fort Worth perishable centre

Dallas Fort Worth executive vice president global strategy and development, John Ashman says: “Shippers in many trade lanes between Latin America and Asia have perishable like salmon, berries, and avocados, can now do so much or two times a week by using GPA’s new air freight service.”

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IAF recognises Hong Kong as CEIV Pharma partner airport

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FLYPHARMA ASIA: INTEGRATING THE PHARMA SUPPLY CHAIN

The FlyPharma Conference Asia wrapped up on 6 March, after two days of collaborative discussions that explored the future of the pharma supply chain. The event was held at the Hong Kong SkyCity Marriott Hotel, looking out towards the Hong Kong International Airport. The conference marked the first time that a FlyPharma conference had visited the Asian region and it successfully brought together stakeholders with a global perspective to discuss issues relevant to all sectors, but with a particular focus on the Asian market.

The conference saw close to 100 stakeholders, from various points of the supply chain, converge to share knowledge on how the industry is adapting to the numerous challenges facing the transportation of pharmaceutical products – from the developing complexity of new products, such as biological drugs, to the increasing number of regulatory challenges and more straightforward issues, such as reducing tarmac time for pharma goods.

It was an event that also saw Hong Kong International Airport awarded with IATA CEIV Pharma accreditation, an occasion that saw a number of press representatives attend to cover the story, from both local television news channels and local newspapers. The award demonstrated just one example of the ways in which the region is rapidly adapting to global expectations on securing the pharma supply chain.

Attendees of the event were also afforded the opportunity to visit Hong Kong International Airport’s buildings, where Cathay Pacific Cargo showcased its capacity to track pharma goods as they entered storage facilities. A number of different ‘reefer’ units were revealed to visitors, as well as the cold rooms that hold the goods during transit. The Hong Kong Airport Authority exclusively revealed further plans to expand the airport’s ability to transfer cargo more efficiently from the runaway, with a commitment to working closer with logistics and pharma companies.

It was a fitting showcase of action on the part of one authority to meet the central theme of the FlyPharma event: ‘Integrating the pharma supply chain’. Another association that presented a similar message was IATA, with the organisation’s Assistant Director, Ronald R. Schaefer, speaking on the need for the air cargo industry to improve its competency, across all stakeholders, to ensure that the strengths of the industry could be maximised – he referenced the speed at which freight can be delivered by air but also that, currently, more temperature excursions happen during air transport, compared to by sea. It was this objective analysis, seeing the strengths of the industry, as well as the ways in which it could improve, that allowed for a balanced perspective across all of the presentations.
FlyPharma events are marked by this desire to answer the tough questions facing the industry, across all regions. This is why FlyPharma Europe will return for its fourth year in Brussels on 5-6 June, and expand to hold its first event in North America, with FlyPharma US taking place in Miami on 11-12 September, both in 2018. FlyPharma Asia will also return in 2019 – date and location to be confirmed soon.

This means that FlyPharma events are now featured across three continents, and attendees can use the international experience this attracts to build connections that will allow them to navigate the toughest challenges now facing the industry.

Visit the FlyPharma website at www.FlyPharmaConference.com to find out more details about the upcoming events and to reserve your place now.
HKIA achieves IATA cargo pharma certification

05 / 03 / 2018

Hong Kong International Airport (HKIA) has been recognised as a Partner Airport of IATA’s CEIV Pharma programme.

HKIA said it is one of the few airports to achieve this airport-wide certification, meaning it has "demonstrated expertise in handling the entire airside pharmaceutical transportation process end-to-end, from the time an aircraft lands to releasing the pharmaceuticals to agents, and vice versa".

The world's leading hub offers an electronic clearance system and 24-hour, round-the-clock customs services at the cargo terminals.

HKIA's three cargo terminals - Asia Airfreight Terminal Limited, Cathay Pacific Services Limited and Hong Kong Air Cargo Terminals Limited - and three ramp handling operators - Hong Kong Airport Services Limited, Jardine Aviation Services Limited and SATS HK -, along with a local base carrier, Cathay Pacific Group, have also achieved IATA CEIV Pharma Certification.

IATA regional vice president for north Asia Zhang Baojian said: “The shipping of pharmaceutical products is the fastest growing segment in the air freight industry.

“Given the sensitive nature of the products, it is necessary to establish global standards and best practices to ensure the integrity of pharmaceutical products is not compromised when they are shipped by air.

“Having undergone a rigorous assessment for the CEIV Pharma certification, HKIA's community stakeholders are well placed to serve this important segment of the air cargo industry.”

The compound annual growth rate of global cool pharma air trade during the period of 2005-2016 was 5.4%, above the 1.8% growth for total global air trade recorded over the same period.

In the past four years, HKIA experienced an annual 12% growth in pharma tonnage. HKIA's growth rate for pharma tonnage is expected to reach over 16% per annum from 2016 to 2023.

To support the growth, the AA will continue to invest in its cold chain facilities, for instance, by investing HK$16 million to purchase 21 more cool dollies this year.

In addition, HKIA has more than 5,000 sq m of cold room storage in its three cargo terminals, which provide dedicated rooms at a range of temperatures from -20 degrees Celsius to 25 degrees Celsius.

Read more pharma logistics news
IATA recognise Hong Kong International for pharma handling excellence

Hong Kong International has joined a select group of airports who have been recognised by IATA for their standards in transporting pharmaceuticals.

Hong Kong International Airport’s high standards in handling pharmaceuticals by air has won it applause from the trade body that represents the world’s airlines.

The International Air Transport Association (IATA) has recognised Hong Kong International Airport (HKIA) as a partner in its Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma).

A globally recognised and standardised certification for pharmaceutical airfreight shipment, the IATA CEIV Pharma Certification Programme is designed to help the industry develop a network of certified pharmaceutical trade lanes that meet consistent cold-chain management standards and assure product integrity.
HKIA’s three cargo terminals (Asia Airfreight Terminal Limited, Cathay Pacific Services Limited and Hong Kong Air Cargo Terminals Limited) and three ramp handling operators (Hong Kong Airport Services Limited, Jardine Aviation Services Limited and SATS HK Ltd), along with a local base carrier, Cathay Pacific Group, achieved IATA CEIV Pharma Certification in recognition of the capability of their operations and facilities in handling pharmaceutical shipments. The certification demonstrates the cargo operators’ compliance with industry standards for handling pharmaceutical products.

HKIA is one of the few airports to achieve this airport-wide certification. It was created after IATA noticed a decline in the air cargo’s share of the global pharmaceutical transport market when the trade body reasoned was the result of a lack of compliance, standardisation, accountability and transparency across the air transport supply chain. As a result “products [were] rendered worthless and harmful for patients due primarily to temperature deviation”. Annual product losses ranged between US$2.5 billion and $12.5 billion in a $300 billion market. The certification was created to combat these losses.

A ceremony commemorating the certification was held for Hong Kong during the FlyPharma Conference Asia 2018. Ronald Schaefer, IATA Assistant Director of Cargo, Ground Operations and CEIV Consulting, presented the certification to Fred Lam, Chief Executive Officer of Airport Authority Hong Kong (AA). Representatives from the three HKIA cargo terminals, ramp handling operators and Cathay Pacific Group attended and officiated the ceremony.

Zhang Baojian, IATA’s Regional Vice President for North Asia, said: “Congratulations to the AA in establishing a pharmaceutical logistics community at HKIA and for the achievement of the IATA CEIV Pharma Certification of its community stakeholders.

“The shipping of pharmaceutical products is the fastest growing segment in the air freight industry.

“Given the sensitive nature of the products, it is necessary to establish global standards and best practices to ensure the integrity of pharmaceutical products is not compromised when they are shipped by air.

“Having undergone a rigorous assessment for the CEIV Pharma certification, HKIA’s community stakeholders are well placed to serve this important segment of the air cargo industry. Pharmaceutical companies can also have the confidence that the cold-chain integrity of their products is maintained.”

Mr Lam said, “Being the world’s busiest cargo airport since 2010 and handling over five million of cargo and airmail in 2017, HKIA strives to maintain its leadership status as an international aviation and cargo hub in terms of both volume and value.

“Pharmaceutical air cargo shipments has a strong market outlook, and this certification serves a testimony of HKIA’s dedication in continuously enhancing its air cargo facilities for even higher efficiency and reliability. I would like to express my gratitude to our business partners for their tremendous contributions over the years. Our airport could not have achieved this certification without them.”

The compound annual growth rate of global cool pharma air trade during the period of 2005-2016 was 5.4 per cent, above the 1.8 per cent growth for total global air trade recorded over the same period. In the past four years, HKIA experienced an annual 12 per cent growth in pharma tonnage. HKIA’s growth rate for pharma tonnage is expected to reach over 16 per cent per annum from 2016 to 2023.

To support the growth, the AA will continue to invest in its cold chain facilities, for instance, by investing HK$16 million to purchase 21 more cool dories this year. Cool dories maintain pharmaceutical products at their specified temperatures against the ambient temperature during ramp transportation. In addition, HKIA has more than 5,000m² of cold room storage in its three cargo terminals, which provide dedicated rooms at a range of temperatures from -20°C to 25°C catering to the specific needs of different pharmaceutical products.
Time- and Temperature-Controlled Transport: Supply Chain Challenges and Solutions

Mark Menefee, Professional Services Lead, Pharmaceutical Solutions at Blue Residence at 1111 Park Avenue, New York, New York

Abstract: While many pharmaceutical organizations have established temperature-controlled delivery, the issue continues to evolve as new temperature-sensitive products are introduced to the market. This presentation will discuss the challenges of temperature-controlled delivery and strategies for overcoming them.

Introduction

Temperature-controlled delivery is a critical component of the pharmaceutical supply chain, as it ensures that products are delivered to patients in the same condition as they were received by the manufacturer. However, the delivery process can be challenging due to the complex nature of temperature-sensitive products, which require specific temperature ranges to maintain their efficacy and safety.

Challenges

One of the main challenges of temperature-controlled delivery is the need to maintain consistent temperature conditions throughout the supply chain. This requires strict control over transportation, storage, and handling, as well as careful monitoring of temperature conditions.

Another challenge is the impact of external factors, such as weather and transportation delays, on temperature-controlled delivery. These factors can cause temperature fluctuations, which can compromise the efficacy and safety of temperature-sensitive products.

Solutions

To overcome these challenges, organizations can implement strategies such as real-time temperature monitoring, automated temperature-controlled transport systems, and temperature-controlled packaging.

Conclusion

Temperature-controlled delivery is critical to maintaining the efficacy and safety of temperature-sensitive products. By implementing strategies such as real-time temperature monitoring and automated transport systems, organizations can ensure that products are delivered in the same condition as received, ultimately benefiting patients.

References


How is 2018 shaping up? Results unclear, say industry groups

With airfreight performance results in for January, indicating 9.4 percent year-over-year growth in freight tonne kilometers (FTKs) among Asia-Pacific carriers, and 16.8 percent y-o-y yield growth worldwide, industry groups WorldACD and the Association of Asia Pacific Airlines (AAPA) are optimistic for the year ahead. However, the sunny forecast comes with a “wait and see” attitude until post-Chinese New Year figures emerge.

AAPA attributed January’s numbers to strong global trade activity that carried over from the boisterous 2017 results, continuing into early 2018, with demand for consumer, intermediate and investment goods especially firm.

“The ongoing strength in the global economy has continued to benefit the air cargo business for Asian carriers, particularly as major manufacturing hubs are located in the region,” said AAPA’s director general, Andrew Herdman. Freight load factors for Asian carriers also increased by 2.2 percentage points, y-o-y, as the 5.4 percent expansion in freight capacity lagged the increase in FTKs.
However, January’s results still represent a decrease from month-to-month, with WorldACD reporting a 7.8 percent decline in air cargo yield for January compared with December 2017. While January’s yield of US$1.89 per kilogram still represents a substantial 16.8 percent y-o-y increase, the timing of Chinese New Year in 2017, compared to 2018, likely factored into the sharp y-o-y gain.

According to WorldACD, Chinese New Year typically results in a spike in trade beforehand and diminishing trade afterwards, with the strongest decrease typically felt during the first four days after the holiday. In 2017, that drop-off occurred from Jan. 28-31, putting a damper on overall January figures for the year. With this year’s holiday falling on Feb. 16, we must wait at least another month to reach the same post-holiday level – and take the timing differential into account when examining this January’s results.

Based on data for the first three weeks of January, WorldACD pegs y-o-y volume growth, aside from Chinese New Year demand, at around 4 percent to 6 percent – “a serious growth, surely, but hinting at an overall growth pace lower than the increase shown in the full January-figures,” according to the group’s analysts.

Regardless of the impact of the Chinese “Year of the Dog” holiday demand, some discernable trends did still emerge in January, WorldACD said.

Africa, in particular, saw unusual activity among the origin regions, where volumes fell by 6.7 percent, y-o-y, even as it was the only region to report a positive yield change from December, totaling 1.8 percent. Ghana reported the strongest volume growth, y-o-y, among African origins, at 23 percent.

Australia and Japan saw the strongest increases from the Asia-Pacific region, at 26 percent and 21 percent, respectively. From Latin America, Chile experienced a 22 percent y-o-y increase, while Germany’s 18 percent growth, y-o-y, was the strongest from Europe. The Midwest in the United States saw a 12 percent y-o-y increase in outgoing cargo.
Clear Pharma Strategy Lures Finnair Cargo to Brussels

Since 2013 Finnair Cargo has been operating a second European hub at Brussels Airport. The opening of the carrier’s new cool centre at Helsinki Airport on 14 December provided an excellent opportunity for an update on the carrier’s BRU activities from Fredrik Wildtgrube, Finnair Head of Global Sales.

CFG: Fredrik, why does Finnair Cargo operate a second hub next to its main gateway Helsinki?

FW: Because within our network we see BRU as an important gateway for AY both inbound and outbound. We have wanted to ensure that we have a quick connection to our main hub Helsinki, from where we are able to connect to our entire network. As quickly as the traffic started from BRU, both outbound and inbound movements became a sought-after product and we are very happy with the development.

CFG: This brings up the question why AY Cargo opted for Brussels and not Liege, Amsterdam, Cologne or other west / central European airports as a second hub?

FW: When entering BRU we had a clear intent to grow in the pharma market. BRU airport has a dedicated pharma strategy and it was quickly shown that we had mutual benefits for choosing BRU as our extended hub in Europe.

AY Cargo feels well treated by BRU

CFG: This asks for specification. So what exactly are BRU’s operational and commercial advantages as sub-hub for AY Cargo?

FW: Fact is that BRU has continually developed its pharma position over the recent years, gaining experience in handling and processing this sensitive commodity step by step. From our point of view it is of ultimate importance for us that we can operate in a hub that supports our customer’s needs and our operational necessities in the best possible way. It’s also worth mentioning that our business partners take advantage of the combination of Finnair Cargo, BRU hub and our new COOL cargo terminal in Helsinki.

FGF: Do you still use DHL’s A300F equipment for linking Brussels and Helsinki Vantaa? What is the daily or weekly frequency?

FW: Airbus A300F is correct. We operate 3 times per week. According to our sourcing process Finnair Cargo found that DHL was best suited for our requirements.

Fast time-to-market is paramount

CFG: As Finnair was among the first airlines to join the IATA CEIV Pharma product we may suppose pharma is the main commodity on the route BRU-HEL?

FW: Yes, absolutely. While not all routes carry the same commodity. Some of our routes are more commodity-specific, such as pharma from Brussels and perishables from Norway.

It is all about data accuracy

CFG: Only weeks ago your airline introduced a new monitoring tool named Cargo Eye, providing the staff of your newly created Cargo Control Center at HEL Airport end-to-end-visibility of cargo processes, enabling customers real-time information on their shipments. Does the opening of the new Cool Center in combination with the Cargo Eye have any impact on your BRU activities?

FW: Certainly, because Cargo Eye and COOL will further develop speed and accuracy. It will be exciting to see what supply chain improvements our customers will develop on the back of our latest investments. Our new tools show what is happening with cargo every step of the journey, and they will result in improvements in the way cargo is handled. Reliability and visibility are key ingredients in an efficient supply chain. In an industry in which a lot of decisions are made on estimates and assumptions, we want to ensure that within our network we are relying on the most exact and accurate data, allowing our customers and partners to make the best possible decisions throughout the transportation chain, especially when time is a key differentiator.

Advanced technology catapults AY Cargo to new heights

CFG: Last December, your Nordic Cool Center went online together with your monitoring tool Cargo Eye. Are there any further big points standing on your 2018 agenda?

FW: At Finnair we are currently experiencing the largest expansion period in our history. Our fleet is growing and so are our capabilities in digitalisation and how cargo is moved throughout our network. We are focussed on serving customers better, quicker and smarter than we have done before. I’m aware that it might sound a bit clichéd but we have not invested in upgraded resources just to remain where we are. Therefore, we continue to listen to our customers intensely, trying to meet their requirements wherever possible. To put it in a nutshell, we carry on this way we are going, attempting to deliver the best possible air cargo product.

CFG: Fredrik, thank you for your time.

Brussels Airlines Now CEIV Certified

The IATA sponsored Centre of Excellence for Independent Validators (CEIV), which started a couple of years ago as a means to encourage airports, airlines and handlers to take part, has quickly become popular in the aviation world. This applies especially to pharmaceutical certification.

Brussels Airlines Cargo is certified

The Brussels-based carrier’s cargo arm is the latest in a now long list of CEIV certified organisations, having received CEIV Pharma certification last week. The reviewing process for Brussels Airlines which was conducted over the past months was successful and according to the reviewers showed Brussels Airlines Cargo organisation coming out on top with expertise and reliability in their Pharma processes. Brussels Airport’s cargo management under the direction of Steven Polmans guidance were the original initiators of the program and have put much effort into positioning BRU Airport as a reliable Pharma-related operation.

Pharma business growing in leaps and bounds

Transporting pharmaceutical products is no easy business.

The Pharma industry is insisting on even tighter regulations and processes for the transport of these temperature and time sensitive products by air and by sea. The supply chain must work from beginning to end, otherwise the whole process becomes useless. It starts at the shippers’ doors and ends at speedy and reliable delivery of those sensitive items at the consignees’ premises. The CEIV certification is is the meantime much sought after by airlines, airports and handlers in order that they become recognised by the Pharma industries managers as reliable partners.

Investment in facilities is a must

Brussels Airlines Cargo is an important factor in the expansion of the Brussels Airport Pharma Hub. The carrier has been steadily investing in Pharma handling processes and equipment in Brussels as well as across their network.

The CEIV award which was presented to the carrier at the recent Air Cargo India show, is the result of many months of hard work. Alain Francois, Vice President Cargo at Brussels Airlines is very happy with the end result and commented at the show that: “temperature-controlled shipments have become a very important segment in the air cargo market. The CEIV certificate is a reward for the commitment of our company towards reliable Pharma transport. I am very proud of the work achieved by our teams.”

In the meantime the Pharma Aero membership has added two further members. U.S. Fort Lauderdale-based Amerijet and Indi’s Fenta Freight are the latest two members to join. Steven Polmans said that their membership further strengthens the global reach of the organisation.

John Mc Donagh
CEIV for Brussels Airlines Cargo

AT THE Air Cargo India conference held in Mumbai, IATA awarded Brussels Airlines Cargo with its CEIV (Centre of Excellence for Independent Validators), recognising its pharma transport expertise.

“The CEIV certification is about implementing the right processes and creating a culture of continuous awareness in order to raise the quality level of our services on a daily basis.

“During this journey and through local and international cross-industry collaboration, such as Pharma.Aero, Brussels Airlines Cargo is engaged in an open dialogue with pharma shippers and forwarders. The most important element is to increase the end-to-end transparency for all stakeholders,” says Brussels Airlines cargo business development manager, Reinout Puissant.

Bollare Logistics Korea gains IATA CEIV certification

BOLLORE Logistics Korea has become the first transport and logistics company in South Korea to achieve IATA CEIV Pharma certification.

The International Air Transport Association (IATA) Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) is a certificate for healthcare airfreight shipments, ensuring proper handling of pharmaceutical products requiring temperature control.

The Korean company began the certification process in the third quarter of 2015, and gained the certificate on 31 January 2018.

Bollare Logistics Korea managing director, Thibault Janssens says: “We are proud to be the first CEIV Pharma logistics company independently certified in Korea. The certification reinforces our commitment to provide the highest standards of professionalism in handling the transportation of high-value pharmaceutical products under strict temperature and time-sensitive conditions.”
CEIV Pharma cuenta ya en España con once certificaciones otorgadas y ocho en proceso de otorgamiento por la estandarización de mercancías en el transporte aéreo de mercancías en la logística dedicada a la industria farmacéutica.

MIGUEL JIMÉNEZ, MADRID

IATA sigue avanzando en la implantación a nivel global del programa CEIV Pharma, diseñado para multiplicar la eficiencia y competitividad del transporte aéreo de mercancías en la logística dedicada a la industria farmacéutica.

Diario del Puerto ha tenido acceso a los datos actualizados de implantación de CEIV Pharma en España, que muestran cómo, de forma paulatina, el estándar diseñado por IATA para multiplicar el valor añadido de la carga aérea en el sector farmacéutico se está implantando en aeropuertos de todo el mundo.

En el caso concreto de España, CEIV Pharma sigue dando pasos en los aeropuertos de Barcelona-El Prat y Adolfo Suárez Madrid-Barajas con nuevas empresas incorporadas al programa o en fase de evaluación.

En estos momentos, según los datos de IATA, en España se han otorgado un total de 11 certificaciones CEIV Pharma, al tiempo que están en curso para su otorgamiento otras ocho certificaciones más.

Con respecto a las certificaciones ya otorgadas, hay seis en el Aeropuerto de Barcelona y cinco en el Aeropuerto de Madrid-Barajas correspondientes a siete empresas.

En concreto, en estos momentos cuentan ya con la certificación CEIV Pharma DHL Global Forwarding, tanto en Barcelona-El Prat como en Madrid-Barajas; Kühne + Nagel, tanto en Barcelona como en Madrid; Swissport, igualmente en El Prat y en Barajas; DB Schenker, tanto en Madrid como en Barcelona; Air Express Cargo, en Madrid-Barajas; Airpharm, en Barcelona; e Ibercónor, también en Barcelona.

De esta forma, empresas certificadas en Madrid son Swissport, Air Express Cargo, DHL Global Forwarding, Kühne + Nagel, Schenker; mientras que en Barcelona son DHL Global Forwarding, Kühne + Nagel, Schenker, Swissport, Airpharm e Ibercónor.

En cuanto a los operadores que están en proceso de consecución de la certificación, son cuatro en Madrid y otros cuatro en Barcelona. En el caso de Barcelona, están en la espera de obtener la certificación el agente handling MFS, así como Airbel y Swiflair, además de la compañía transitoria Tiba.

En cuanto a Barcelona-El Prat, también está en este enlace a la espera de su certificación WPS, mientras que a igualmente están en proceso Total Freight, Transcom Logistic y APR (Aduanas Pujol Rubio).

Según IATA, impulsora de la certificación CEIV Pharma, a nivel mundial en estos momentos hay 221 certificaciones otorgadas en todo el mundo, ubicadas en 43 aeropuertos de una veintena de países. Además, hay aproximadamente unas 75 certificaciones que están en proceso de consolación. Igualmente, están abiertas las gestiones para iniciar el proceso de certificación con más de 99 operadores.

**Evaluación**

A modo de evaluación, según fuentes de IATA, “el interés por parte de la industria farmacéutica continúa creciendo y constantemente nos están pidiendo detalles sobre el programa con el objetivo, en algunos casos, de implementarlo en sus propias evaluaciones de proveedores logísticos”.

“La industria farmacéutica ya sabe que los operadores certificados pueden potenciar un gran valor a la hora de realizar su validación de rutas aéreas y evaluación de riesgos asociados a la gestión de la temperatura”, concluyen dichas fuentes.

CEIV Pharma es la propuesta de IATA por dotar a la carga aérea de la máxima eficiencia en la industria farmacéutica.

Según los datos aportados en su día por IATA, del 17% de cuota de mercado que tenía en 2000 el transporte aéreo en la logística farmacéutica, se pasó en 2013 a un 11%.

Para atajar esta preocupante situación, IATA ha definido un nuevo estándar a nivel global, el ambicioso programa de certificación CEIV Pharma, orientado a que la industria vuelva a confiar en la carga aérea y con el objetivo a largo plazo de que esta certificación se convierta en un estándar obligatorio y definitivo para garantizar la calidad en la logística aérea farmacéutica. La certificación busca acreditar a todos los agentes implicados en la cadena logística de la industria farmacéutica (aerolíneas, transportistas, agentes handling, transitarios, aeropuertos) y sobre todo incidir en los puntos críticos de la cadena, como son el handling y el ramo.

La primera prueba piloto se desarrolló en el año 2013 en el Aeropuerto de Singapur y su éxito fue definitivo para su desarrollo en todo el mundo.

DB Schenker en Madrid y Barcelona; Air Express Cargo, en Madrid y Airpharm, en Barcelona fueron las tres primeras compañías en obtener en España el certificado CEIV Pharma en el año 2016.
Brussels Airlines Cargo gains CEIV status

Latest News
Thursday, 22 February 2018
The International Air Transport Association (IATA) has awarded Brussels Airlines Cargo its Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification.
Brussels Airlines Cargo business development & interline manager Reinout Puissant said: “During this journey and through local and international cross-industry collaboration such as Pharma.Aero, (we are focused on) end-to-end transparency for all stakeholders.”
Pharma.Aero, jointly founded by Brussels Airport and Miami International Airport, is focused on improving pharma handling and quality in the global air cargo industry. Brussels Airlines is one of its carrier members.

Brussels Airlines vice president Cargo Alban François said: “This CEIV certificate is a reward for the commitment of our company towards reliable pharma transport.”

Brussels Airlines is part of the Lufthansa Group and offers cargo capacity on all flights.
Brussels Airlines Cargo Receives CEIV Certificate for Pharmaceuticals Transport

By Aviation Tribune
Posted on February 21, 2018

IATA has awarded Brussels Airlines Cargo with its CEIV Pharma certificate, IATA’s excellence label for pharmaceutical transport.

Transporting healthcare products by air requires a rigorous logistical approach. Adhering to strict temperature criteria is crucial to safeguard the quality of medication throughout the transportation process. As part of the Brussels Airport Pharma Hub, Brussels Airlines cargo has been investing in its pharma handling across its entire network, ensuring high-quality service to pharmaceuticals partners. At the Air Cargo India conference held in Mumbai, IATA awarded Brussels Airlines Cargo with its CEIV certificate, recognizing its pharma transport expertise.

Reinout Puissant, Cargo Business Development & Interline Manager at Brussels Airlines, said:

“The CEIV certification is about implementing the right processes and creating a culture of continuous awareness in order to raise the quality level of our services on a daily basis. During this journey and through local and international cross-industry collaboration (such as Pharma.Aero), Brussels Airlines Cargo is engaged in an open dialogue with pharma shippers and forwarders. The most important element is to increase the end-to-end transparency for all stakeholders,” Alban François, Vice President, Cargo at Brussels Airlines, said:

“Temperature-controlled shipments have become a very important segment in the air cargo market. This CEIV certificate is a reward for the commitment of our company towards reliable pharma transport. I am very proud of the work achieved by our teams.”

Brussels Airport is the preferred European pharma gateway and is the first and largest airport community to be CEIV certified (since 2014). This is not a coincidence, as Belgium is a world leader in the pharmaceuticals industry. The industry employs almost 30,000 people in Belgium and this figure keeps growing year after year. Pharmaceuticals account for over 10% of Belgium’s total exports. Brussels Airlines’ pharmaceutical transport activities grew by 56% in 2017 and now consist of 10% of the airline’s cargo activities. With the CEIV certificate, the airline looks to further expand its pharma activities in the future.
Brussels Airlines Cargo gains CEIV pharma certification

21/02/2018

IATA has awarded Brussels Airlines Cargo its Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification.

The certification was announced at the ongoing Air Cargo India event in Mumbai.

IATA had reviewed the carrier’s processes in recent months and assessed Brussels Airlines as showing the required quality in its pharma handling.

A statement from the carrier noted that – as part of the Brussels Airport Pharma Hub – Brussels Airlines Cargo has invested in its pharma handling across its entire network, ensuring high quality service to pharmaceuticals partners.

Brussels Airlines cargo business development & interline manager Reinout Puissant said: “CEIV certification is about implementing the right processes and creating a culture of continuous awareness in order to raise the quality level of our services on a daily basis.

“During this journey and through local and international cross-industry collaboration (such as Pharma.Aero), Brussels Airlines Cargo is engaged in an open dialogue with pharma shippers and forwarders. The most important element is to increase the end-to-end transparency for all stakeholders.”

Pharma.Aero, jointly founded by Brussels Airport and Miami International Airport, is focused on improving pharma handling and quality in the global air cargo industry. Brussels Airlines is one of its many member carriers.

Brussels Airlines vice president cargo Alban François added: “Temperature-controlled shipments have become a very important segment in the air cargo market.

“This CEIV certificate is a reward for the commitment of our company towards reliable pharma transport.”

Brussels Airlines’ pharma-related transport business grew by 56% in 2017. Pharma now make up 10% of the airline’s cargo activities.

Brussels Airlines, part of the Lufthansa Group, currently flies 48 aircraft making some 250 flights a day. It connects the Belgian capital to 90 cities in Europe, 24 in Africa, three in North America and Tel Aviv and Mumbai.

Brussels Airlines offers cargo capacity on all its flights.

Brussels Airlines Cargo looks to translate CEIV-Pharma certification into more cargo

Brussels Airlines Cargo is the latest cargo carrier to earn IATA’s Center of Excellence for Independent Validators for Pharmaceuticals Logistics (CEIV-Pharma) certification, announcing today that it had finally wrapped up the months-long process of certification. The carrier operates out of Brussels Airport, which was one of the first European airports to establish itself as a […]

https://aircargoworld.com/allposts/brussels-airlines-cargo-looks-to-translate-ceiv-pharma-certification-into-more-cargo/?goal=0_1711f92e66-36e0352ddc-39621625
Delta Cargo adds eight airports to pharmaceutical shipping network

Mark Nensel

Delta Cargo has expanded its Pharma 4 program, bringing the shipment method for room-temperature-sensitive pharmaceuticals and biotechnology products to an additional eight global destinations, the Atlanta-based carrier said Feb. 20.

With the addition of Beijing (PEK), Bogota (BOG), Frankfurt (FRA), Hong Kong (HKG), Sao Paulo (GRU), Seoul (ICN), Shanghai (PVG) and Sydney (SYD), Delta’s network of Pharma stations extends to 49 global locations.

Via partner airline Air France-KLM, Delta Cargo also delivers Pharma shipments to IATA Center of Excellence for Independent Validators (CEIV) Pharma logistics-certified facilities in Europe, including Amsterdam (AMS), Brussels (BRU), Dusseldorf (DUS), Milan (MXP), Paris (CDG) and Rome (FCO).

Delta Cargo’s operation at its Atlanta hub gained CEIV-approval in July 2017, the first US airline to receive the certification. Delta’s ground-handling partner in Hong Kong has also received CEIV certification.

Beyond the eight newly designated stations, additional Pharma 4 locations worldwide include: Atlanta (ATL), Barcelona (BCN), Berlin (TXL), Boston (BOS), Buenos Aires (EZE), Dublin (DUB), London (LHR), Madrid (MAD), Minneapolis (MSP), New York (JFK), Rio de Janeiro (GIG), Santiago (SCL), Singapore (SIN), Stuttgart (STR), Tel Aviv (TLV), Tokyo Haneda (HND), Tokyo Narita (NRT) and Zurich (ZRH).

IATA’s CEIV program has certified over 160 companies worldwide for pharmaceutical cargo handling, including carriers Air Express Cargo, Amerijet International Airlines, ANA, CAL Cargo Airlines, Cathay Pacific, DHL, Finnair, LATAM Cargo, Lufthansa, SAS Cargo, Singapore Airlines Cargo and Turkish Cargo, among others.

http://atwonline.com/airports-routes/delta-cargo-adds-eight-airports-pharmaceutical-shipping-network
MIA: Only U.S. Airport Sponsoring Air Cargo India 2018

SOURCE: MIAMI INTERNATIONAL AIRPORT FEB 13, 2018

Miami International Airport will be the only U.S. airport sponsor of Air Cargo India 2018. The largest air cargo exhibition and networking conference in India, organized by The STAT Trade Times, will take place February 20 to 22 at the Grand Hyatt in Mumbai.

The sponsorship is part of MIA’s ongoing outreach to India, MIA’s fourth-busiest Asian cargo market at $234 million in trade annually despite not having nonstop Miami service. Most notably, India is also MIA’s largest source of pharmaceutical product imports by volume, accounting for 616,971 kilograms in 2016, at a value of $52 million.

MIA’s sponsorship includes hosting a roundtable on Feb. 22 moderated by Miami-Dade Aviation Department Trade and Logistics Manager Emir Pineda, which will discuss how industry collaborations create efficient and profitable air cargo supply chains. In the last two years, MIA has helped launched successful cargo industry partnerships such as: MIA’s first e-commerce workshop with more than 30 local air cargo industry stakeholders in January, with the goal of establishing Miami-Dade County as one of the world’s leading e-commerce hubs; Florida’s first-ever ocean-to-air perishables trans-shipment program last February, which allows perishable freight from local seaports to be trucked to MIA and depart by air without Customs duties; and MIA’s Pharma Hub Airport designation by the International Air Transport Association (IATA) – the first in the U.S. and 2nd in the world.

MIA earned the IATA designation for organizing a community of logistics companies that are certified under IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) program. In 2017, four MIA Pharma Hub partners became CEIV Pharma-certified and two additional members of MIA’s cargo community also were certified, for a total of six companies. MIA’s pharma trade has grown in value from $1.8 billion 2010 to $4.4 billion in 2016.

“We look forward to strengthening our ties with the Indian cargo industry at this year’s Air Cargo India event,” said Miami-Dade Aviation Department Chief of Staff Joseph Napoli. “The Indian economy - one of the world’s largest in gross domestic product – already generates substantial cargo traffic for MIA, and we hope to spur increased growth through new partnerships and eventually, nonstop routes with India.”

http://www.aviationpros.com/press_release/12397332/mia-only-us-airport-sponsoring-air-cargo-india-2018
February 14, 2018: Leading international freight airport, Miami International Airport (MIA), is the only US airport to sponsor Air Cargo India 2018, the largest air cargo exhibition and networking conference in India, organised by The STAT Trade Times.

The three-day exhibition will be held between February 20 and 22 at the Grand Hyatt, Mumbai.

The sponsorship is part of MIA’s ongoing outreach to India, which is its fourth-busiest Asian cargo market. It amounts to annual trade worth $234 million, despite absence of nonstop Miami service.

India is also MIA’s largest source of pharmaceutical product imports by volume, which accounted for 616.971 tonnes in 2016.

As a sponsor, MIA will be hosting a roundtable on February 22, which will be moderated by Emir Pineda, logistics manager of Miami-Dade Aviation Department Trade. The roundtable will deliberate on how industry collaborations can foster efficient and profitable air cargo supply chain.

In the last two years, MIA has helped in forging successful partnerships in the cargo industry, including MIA's first e-commerce workshop, with over 30 local air cargo industry stakeholders held in January. The workshop was aimed at establishing Miami-Dade County as one of the world's leading e-commerce hubs. It also conducted Florida's first-ever ocean-to-air perishables trans-shipment program, held last February, which allows transport of perishables from local seaports to MIA, without any Customs duties.

MIA also obtained IATA’s designation for its pharma hub airport for organising a community of logistics companies, which are certified under IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) program.

In 2017, four MIA pharma hub partners obtained CEIV Pharma certification, and two additional members of MIA’s cargo community also were also certified, taking the tally to six companies.

MIA’s pharma trade has witnessed a growth in value, from $1.8 billion in 2010 to $4.4 billion in 2016.

“We look forward to strengthen our ties with the Indian cargo industry during the three-day Air Cargo India-2018 event,” said Joseph Napoli, Chief of Staff of Miami-Dade Aviation Department.

“Indian economy, which is one of the world’s largest in gross domestic product, generates substantial cargo traffic for MIA, and we hope to fuel the growth through new partnerships, and add nonstop services to India in the future,” said Napoli.
LATAM gains CEIV at MIA

AFTER becoming the first airline in the Americas to obtain the Center of Excellence of Independent Validators (CEIV) Pharma certification from IATA, LATAM Cargo was also recently awarded the CEIV Pharma certification for its handling service in Miami International Airport (MIA).

“For LATAM Cargo, the value of this certification lies in our commitment to the transportation of medicines and vaccines,” said LATAM Cargo project manager Rodolfo Marre. “The recognition encourages us to continue improving our processes at each station, adopting global quality standards to guarantee that all our sensitive shipments will reach their destination in perfect condition.”

WFS was also awarded the CEIV certification at the same time as LATAM and the two companies join Amerijet and Swissport as the four CEIV-certified cargo handlers at MIA, the most of any North American airport. In 2015, MIA was designated a pharma hub by IATA for organising nine of its logistics providers to undergo the CEIV programme.
Delta’s Pharma 4 program adds eight ports to make its global total 58

Latest News
Monday, 12 February 2018

Delta Cargo customers with temperature-sensitive shipments can now use the airline’s Pharma 4 program to reach eight additional destinations across the airline’s network, namely Bogota, Hong Kong, Shanghai, Beijing, Sydney, Sao Paolo, Frankfurt and Seoul.

With this expansion, Delta now has 49 pharma stations around the globe in addition to nine approved facilities across Europe that the airline operates in conjunction with partners.

One of four temperature-sensitive shipping options that Delta offers, Pharma 4 is for products that need to be shipped at room temperature, such as prescription drugs and some biotechnology products.

In July 2017, Delta became the first US global passenger carrier to receive the International Air Transport Association’s CEIV Pharma logistics certification, which was awarded to the company at headquarters level and additionally at Delta’s largest cargo operation, sited in Atlanta.

Meanwhile, Delta’s ground handling partner in Hong Kong, in addition to being CEIV certified, has attained a GDP certification commending the Hong Kong facility.
Delta Cargo expands Pharma 4 offering to eight locations worldwide

By: AJOT | Feb 9 2018 at 10:26 AM | Air Cargo News

ATLANTA - Delta Cargo customers with temperature-sensitive shipments can now use the airline’s Pharma 4 program to reach eight additional destinations across the airline’s broad network, including Bogota, Hong Kong, Shanghai, Beijing, Sydney, Sao Paolo, Frankfurt and Seoul.

With this expansion, Delta now has 49 Pharma stations around the globe, in addition to nine approved facilities across Europe that the airline operates in conjunction with its partners.

One of four temperature-sensitive shipping options that Delta offers, Pharma 4 is the ideal solution for products that need to be shipped at room temperature, such as prescription drugs and some biotechnology products.

Delta’s ground handling partner in Hong Kong, in addition to being CEIV certified, is providing another layer of quality and service control to customers as it is has attained a GDP certification commending the Hong Kong facility.

In July 2017, Delta became the first U.S. global passenger carrier to receive the International Air Transport Association’s CEIV Pharma logistics certification, which was awarded to the company at the headquarters level and additionally at Delta’s largest Cargo operation, located in Atlanta. Delta continues to make significant investments in Pharma facilities to ensure compliance with the highest industry standards and to meet customer needs.

https://www.ajot.com/news/delta-cargo-expands-pharma-4-offering-to-eight-locations-worldwide
Singapore Air Show: Could we see CEIV for perishables soon?

Caryn Livingston  February 8, 2018  0

SINGAPORE — Will the industry soon see a set of standards for the airfreight handling of perishables? Opinions at Changi Airport (SIN) are mixed, here on the floor of the Singapore Air Show.

Yesterday, Singapore Airlines Cargo senior manager Clinton Tan told Air Cargo World that IATA’s CEIV-Pharma certification program was necessary to get stakeholders aligned in pharmaceutical transport standards. Similar certifications for live animal and perishables – two of the freight categories SIA plans to target for growth – would be “steps in the right direction,” he said.

Meanwhile, cargo services manager Sam Gould at dnata said he expects CEIV will continue to evolve to cover more product areas, but questioned whether it is necessary for perishables handling. The cargo handler already upgraded its own cool-chain facilities at Changi’s Airfreight Centre to compete with Singapore Air Terminal Services (SATS), and would likely not need to meet any imposed CEIV-perishables standards beyond its current operations.
Record-breaking streak continues at Budapest Airport

Payload Asia caught up with Budapest Airport’s team to discuss 2017, another year that will go down as record-breaking for the airport. Carrying on from the previous year, which also saw the Hungarian hub surpassing its previous achievements; Budapest Airport is setting the bar high in 2018 and determined to carry on its record-breaking streak.

February 8, 2018  By PLA Editor

Budapest Airport, the number one airport in Hungary and one of the leading airports in Central and Eastern Europe, services about 45 airlines, and celebrated a milestone of a throughput of 125,000 tonnes of air cargo in 2017.

According to Jozsef Kossuth, Cargo Manager at Budapest Airport, a significant contribution to the cargo traffic number is attributed to the number of multinational corporations that are based in Hungary, especially the manufacturing and logistics industries; Commodities from imports and exports in the automotive and ICT companies have risen in past years, and of late supporting the booming e-commerce and pharmaceutical markets have kept the airport very busy.

“In terms of size, Budapest airport is not as large as say Shanghai, Frankfurt or Amsterdam, which are all major gateways, but we still fare quite well compared to them, especially for our size. We lifted a total of 112,000 tons of cargo in 2016 and had a 22 per cent growth rate, which we were very pleased with,” says Kossuth. But it didn’t stop there for the airport.

"2017 proved to be another record-breaking year. During the first seven months of the 2017 (January to July 2017) there was another 19.6 per cent increase, and we handled a record volume of 72,161 tonnes of cargo compared to the same period the year before. All segments of our community, including freighters, belly cargo, and integrator's enjoyed volume increase in this period compared to 2016."

The 72,161 tonnes of recorded cargo were divided into 49,420 tonnes of air cargo and 22,741 tonnes of trucked cargo, which also saw an increase of 25.5 per cent compared to the previous year.

Asia, North and Central America were the largest markets for the airport, each accounting for 45 per cent of total volumes, with the remaining ten per cent coming from the Middle East, South America, and Africa.

Continuous growth came from new freighters, such as Qatar Airways Cargo, the volume increase of current freighter partners, such as Cargolux and Turkish Cargo, and the belly cargo capacity of passenger operators, including Air China and Emirates Airlines. The LOT Polish Airlines services from Budapest to New York and Chicago, and the daily American Airlines flight from Philadelphia to Budapest established direct belly cargo connections between Hungary and the cargo hubs in the USA.

New Express Facility

Kick starting a new era for cargo at Budapest Airport, was the expansion of freight facilities, part of the EUR160 million (HUF50 billion) BUD 2020 Development Programme, the opening of two state-of-the-art express facilities during the summer of 2017.

The new DHL Express and TNT Express warehouse and office complexes, which total more than 18,000 m² have automated sorting systems and enhanced shipment processing capabilities. The facility has been designed to strengthen the airport’s regional role in the integrator business, with the new state-of-the-art facilities representing the largest air cargo development at Budapest Airport to date.

"DHL Express has already been present in Hungary for more than 25 years. The new lease agreement between Budapest Airport and DHL Express for another 15 years clearly reflects the commitment of Deutsche Post DHL Group to Hungary and the airport," said Zoltán Bándi, managing director, DHL Express Hungary following the opening of the new warehouse.
Cargo City

Commenting on future developments, Kossuth shared that the next freight phase of the BUD.2020 Development Programme will be the development of a dedicated freight centre, called Cargo City. It will be located next to Terminal 2, which is due to be completed and handed over in the second quarter of 2019.

Cargo City, which will include two new freighter stands for a pair of B747-8Fs, will provide centralised cargo operations, and expand the Hungarian hub’s cargo handling capacity to 250,000 tonnes per year. It will handle freighters operated by carriers including Cargolux, Turkish Cargo, and Qatar Airways Cargo, as well as belly cargo from other airlines.

As Budapest Airport also benefits from an extensive road network to 20 EU and non-EU countries, all within trucking distance, Kossuth explains that new area will not only have direct airside access through its warehouse gates, but also excellent road connectivity to the M0 ring road motorway (which is just 2 km away) and main road no. 4, leading to the Southeast of Hungary.

The new development will also cater to the needs of special cargo, with cool chain facilities. This comes at a time when the Hungarian hub is actively building a community approach in respect to cargo operations and is on course for IATA’s CEIV Pharma certification.

Given the growth in live animal exports, Budapest Airport has also planned for Cargo City to include dedicated facilities specifically for animals, making it possible in the next few years to fly almost any animal requiring special treatment or cargo from Budapest to any part of the world.

Therefore the new cargo centre is not only aimed at expanding the cargo handling capacity of the airport, but at providing centralised cargo operations, including handling companies and forwarders, customs clearance, and certified storage for special cargo, with a strong focus on temperature controlled goods.

“We believe this will be an optimal environment for air cargo. Our goal is to create efficient infrastructure and an ideal platform for air cargo distribution, which will be inviting for cargo partners, new airlines, and forwarders,” says Kossuth.

Cargo City

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FROM MAGAZINE: When flying medical cargo matters

Posted By: Surya Kannoth

As the pharmaceutical and biotech industry gets more complex and the markets they serve become more diverse, the logistics involved in transporting these highly sensitive products gets more challenging. With changing regulations, strict temperature control and strong competition, it has become imperative for those involved in the pharmaceutical supply chain to consistently innovate and evolve to meet their clients' needs.

Surya Kannoth

Handling pharmaceutical products is a very complex, multi-tiered process, which requires compliance with strict requirements and procedures, while also adhering to specific shippers' demands. An extremely lucrative business, pharmaceutical logistics is expected to be worth $86 billion in 2019. As it currently stands, only 0.5 million tonnes of pharmaceutical products are transported by air compared with 3.5 million tonnes using maritime trade lanes. Currently, the annual product losses associated with temperature excursions range from $2.5-$12.5 billion, a figure that IATA describes as "unacceptably high".

Since the last couple of years, the air cargo industry has placed a special focus on pharmaceuticals – a growing and profitable sector. Since cold supply chains control and maintain temperature at each stage of a pharma product's transhipment journey, the industry has begun developing new trends for various components of the cold supply chain, such as packaging, storage, transportation and distribution of pharmaceuticals, to ensure that the integrity of the product's requisite temperature remains uncompromised. Innovative packaging techniques such as passive, active or semi-active packaging to maintain stable temperature of the pharma products during transit are also being used. To support the temperature-controlled logistics of pharma products, warehousing service providers are developing cold storage infrastructure for temporary storage of the pharma products. Apart from packaging and storing, cold supply chains are using refrigerated or reefer trucks to move pharma goods from the source of manufacturing and/or distribution centers to the end consumers while maintaining the products' respective ambient temperatures.

Community initiatives for flying pharma

The main quality assurance challenge within the supply chain of pharma is mainly the fact of not having a thoroughly evaluated quality program and the lack of transparency, initiating a potential risk to the stability of the product itself and linked patient safety. The IATA CEIV pharma program has exactly pushed to have these quality standards. Meanwhile, initiatives like Pharma.Aero help in bringing shippers, airports and stakeholders in the supply chain around one table in order to take action and share best practices.

Explaining how the CEIV programme came into existence, Nathan De Valck, chairman of the industry-wide initiative Pharma.Aero, recalls, "During pharma shipper workshops at the Brussels Airport, we listened to pharma shippers who wanted a more reliable and transparent handling service. Therefore, Brussels Airport took the initiative to build a quality improvement programme to align and standardise the pharma handling processes at the airport, involving all the stakeholders in the cold chain. The initial checklist was developed in collaboration with the shippers and based on the European GDP guidelines. After a proof of concept of the program with some local BRU cargo partners, we reached out to IATA in order to create a community certification program that would involve the global end-to-end pharma lanes, becoming the CEIV pharma program."

http://www.statetimes.com/when-flying-medical-air-cargo-matters
As Valck puts it, more and more shippers underline harmonization of quality management systems, in order to close the “language gap” between two different industries, the high demanding pharmaceutical industry on one hand and of the multi-complex industry of airfreight logistics on the other hand.

Therefore, it is important that independent validation of the quality of logistical providers is available to guarantee a transparent and reliable process. “It is not about ‘forcing’ stakeholders, it is all about raising awareness. More and more shippers see Pharma.Aero as the forum in which different industries underline one vision, CEIV certification and validation. This collaboration platform will create opportunities to enlarge the common interest, to improve the standard practices and to implement continuous improvement policies,” said Valck. He further impressed upon the need for quality, the need for digitization and the need for sharing as the most critical points in the supply chain.

“Through our participation in Pharma.Aero and the launch of Pharma@Changi initiative, Changi Airport Group aims to promote stronger collaboration across the supply chain. In recent years, there has been a growing demand for greater visibility in the transportation of pharma cargo. Live temperature monitoring as well as tracking of the pharma shipment’s location within the airport compound are some of the common requests from shippers. In response to these requests, Pharma.Aero has launched the “Certified Pharma lanes & Identification of Performance Indexes and Dashboard” initiative to provide greater transparency and reliability of the air cargo supply chain across the certified pharma lanes,” explains Lim Ching Kiat, managing director, air hub development, Changi Airport.

The initiative will also be evaluating prevailing technologies that can help digitise data and implement live temperature monitoring throughout the supply chain. Members of this initiative comprise of pharmaceutical shippers, airlines and airports. Another initiative is the Pharma.Aero Shippers Advisory Group, which gathers inputs from the pharmaceutical shippers to guide the air cargo industry towards improving the transport of pharmaceutical shipments by air, identifies key issues that shippers encounter and comes up with possible solutions to address these issues. “As pharmaceutical shippers and logistics players gain an appreciation of the benefits of working with IATA CEIV Pharma certified companies, we are seeing greater interest from shippers to either route their pharmaceutical cargo on IATA CEIV Pharma certified trade lane or give preference to companies which are CEIV Pharma-certified. For the year ahead, we look forward to strengthening our handling capabilities and pursuing growth opportunities with our partners to better serve the needs of pharma shippers,” Kiat added.

“Raising the level of quality performance has been at the forefront of the industry, covering such hot-button aspects as digitalization, transparency of information, and 100 per cent traceability at all stages of transportation. 24/7 monitoring of consignment condition and temperature status (both in the air and on the ground), access to each supply chain stakeholder ‘in one call’ – these are must have features and services for air cargo companies involved in the transportation of pharma products,” said Fedor Novikov - global director, Pharma, AirBridgeCargo Airlines.

AirBridgeCargo Airlines, one of the leading carriers for medical cargo, is upping its services in pharma transportation with its abcPharma product. The airline achieved IATA CEIV Pharma certification in 2016 and has since developed a number of special benefits for pharma customers, including the use of digital technologies to send automated notifications to all supply chain stakeholders via the Sky Fresh web platform, and supporting industry-level initiatives such as Pharma.Aero to generate a home-grown pool of logistics experts and orchestration of all internal handling procedures. These initiatives have helped ABC report significant increases in its volumes of temperature-sensitive pharma cargoes in 2017 as well as improved overall performance. In September 2017, AirBridgeCargo enhanced its pharma services further by gaining Envirotainer QEP accreditation at its global hub at Moscow Sheremetyevo Airport and in Dallas. In the following two months, ABC gained additional accreditations for its online stations in Milan, Frankfurt, Amsterdam, Los Angeles and Chicago.

Another important player in the transportation of pharmaceutical cargo, Emirates SkyCargo, has been steadfast in offering customised transportation solution for temperature sensitive pharma. The carrier introduced Emirates Pharma, which caters to a variety of requirements from shippers and forwarders. “Since the launch of Emirates Pharma we have witnessed a strong growth in demand underlined by positive response from our customers. We continue to refine Emirates Pharma keep in line with evolution of customer needs,” said Julian Sutch, manager - global cargo development, Pharma, Emirates SkyCargo.

Emirates SkyCargo operates the largest GDP certified multi-airport hub in Dubai and with its recent pharma corridors initiative, it is working with ground handlers at different stations to ensure a certified service for pharma cargo passing through these stations. The first 12 stations in Emirates SkyCargo’s pharma corridors are spread across three continents and include Amsterdam, Brussels, Bengaluru, Cairo, Dublin, Dusseldorf, Hong Kong, Luxembourg, Milan, Rome, Shanghai and Singapore.
Ground Handling Supplement

Welcome to the ground handling supplement for the December 2017/ January 2018 issue of Payload Asia featuring SATS Ltd., Hactl, Pactl, WFS

📅 February 7, 2018  By PLA Editor

SATS Ltd

A recap of 2017

In the first 11 months of 2017 (Jan to Nov), Changi Airport handled a total of 1.94M tonnes of cargo. This is an 8 per cent increase from the 1.79M tonnes of cargo handled in Jan to Nov 2016. Likewise, SATS has also seen a satisfactory increase in the volume of cargo handled in the air freight terminals in Singapore, and in its associate companies/subsidiaries across Asia and the Middle East.

There have been a few notable achievements for SATS’ cargo handling during past year, with the following being the most noteworthy:

On 13th April 2017, SATS unveiled its new eCommerce AirHub. This state-of-the-art automated airdside eCommerce mail sortation hub is the first in the region, and has multiplied mailbag processing capacity by more than three times. The automation used reduces mail processing time by 50%, hence enhancing Changi’s eCommerce mail sorting capability to support the growing eCommerce market. In addition, it also features new innovations that improve productivity and enable airport workers to acquire new skills.

The 17th of April 2017, saw the official announcement that SATS is the world’s first ground handler to receive European Union (EU) approval as an authorised establishment for the provision of multi-modal meat transshipment services between New Zealand and the EU. These shipments could now transit through Singapore via SATS Coolport, Asia’s first on-airport perishable handling centre. SATS successfully handled the first air-sea transshipment of lamb products from New Zealand to the United Kingdom (UK) in Jan 2017.

SATS also became the first ground handling company to install the SMARTGate Volumetric Scanner in Asia, in Changi Air Freight Terminal 3, which is a system that is aimed at further advancing the digitalisation of freight handling processes on July 23rd 2017. The SMARTGate comprises of a volumetric scanning module and weighing scale, making it capable of measuring the weight and volume of shipments simultaneously within seconds. This new technology not only allows the measurements to be recorded in the database automatically, but also enhances accuracy in dimension checks and thereby increases productivity and efficiency.

http://www.payloadasia.com/2018/02/green-handling-supplement/
On 5th September 2017, SATS announced the introduction of augmented reality (AR) smart glasses in its operations. This device provides operators with critical information such as loading instructions in real-time. With this technology, they are able to scan visual markers found on baggage and cargo containers that provide details such as weight, unit number, loading sequence and the allocated position within the aircraft. This hands-free process improves safety, and increases the accuracy and efficiency of baggage and cargo loading. It potentially shortens loading times by as much as 15 minutes, thus creating competitive advantages for airline customers who could reduce waiting times for passengers and shorten transit times for air freight shippers.

**Expectations of the future**

2017 has been a good year for the cargo handling business worldwide with average high single-digit growth. As for future expectations, airlines and cargo forwarders predict the first half of 2018 would continue to grow, whilst the second half could see a decline in the growth rate. Hence, general expectations seem to indicate a smaller single-digit growth worldwide. However, there could be an exception where cargo tonnes growth at SATS’ overseas joint venture companies is concerned, which is at the Asia Airfreight Terminal in Hong Kong. Asia Airfreight Terminal Company Limited (“AAT”) is an associate company of SATS, and SATS is its largest shareholder, with a 45 per cent shareholding. In March 2017, it was announced that Hong Kong Airlines and its cargo subsidiary Hong Kong Air Cargo Carrier (an all-cargo carrier established in April 2017 providing international air freight transportation services to more than 13 destinations) would be moving their cargo operations to Asia Airfreight Terminal (AAT). This move was completed on 8th Nov 2017, and cargo for both airlines is now handled by AAT. This has contributed significantly to the increase in the scale of AAT operations, and hence it is expected that there would be substantial growth in cargo handling at AAT in 2018.

As for other plans, there are a number of potential overseas projects which would contribute to growth if these are materialised. For now, the main new revenue drivers are eCommerce transshipment, and temperature-controlled perishables and pharmaceutical shipments. Having successfully obtained EU approval to provide multi-modal meat transshipment services between New Zealand and the EU, SATS is now working towards achieving the same for meat transshipment from Australia as well.

**Hong Kong Air Cargo Terminals Limited (Hactl)**

**A snapshot of 2017**

2017 has been a solid year for Hactl who are up 12 per cent to date. The growth has even continued into the final quarter, despite being compared to last year’s peak. Although there is universal growth across the industry and in Hong Kong, Hactl is outperforming both. “There are a number of factors behind this: the success of its 100+ airline customers in increasing market share, the fact that we have put on significant new business such as Vietjet and Virgin Australia, and particularly as a result of our proactive drive to bring more cargo through Hong Kong. One example of this is the work which our value-added logistics subsidiary, Hacis, has been doing with postal authorities to provide a viable alternative gateway for eCommerce traffic containing lithium batteries. This is generating 1,000 mail bags every day, to the benefit of our airline customers and ourselves,” said Mark Whitehead, chief executive of Hactl.

**Plans and expectations for 2018**

Hactl is at an advanced stage of replacing the operating systems for its automated handling equipment with state-of-the-art, future-proof and more robust technology. This three-year project is being handled in-house by a highly-experienced Information Services team, will consume 100 man-years of development work, and will represent an investment of around US$10 million. It is one of the many examples of how Hactl continues to invest in its business to create greater efficiencies, improve customers’ competitiveness, and enhance service standards.

“We have recently introduced VR (virtual reality) training, to provide more effective and efficient initial training for our new ramp handling trainees, away from the hazards of the live ramp environment. We intend to leverage this technology across wider applications in due course,” shared Whitehead.

Hactl will be announcing its ninth cargo depot shortly. This will be located in the western Pearl River Delta, to enable us to take maximum advantage of the Hong Kong-Zhuhai-Macao bridge when it opens, slashing truck transit times to a third. Hactl will also update its RFS network and frequencies, enabling Hactl carriers to extend the reach of their HKG services, and so achieve better utilisation of their capacities. Hactl’s focus on eCommerce will continue, and expected organic growth in this sector – both inbound and outbound – as well as the clear adoption of bulk shipping in eCommerce supply chains, are likely to provide handsome rewards. “We expect 2018 to continue in a growth trajectory, although this will likely be moderate compared to 2017. But Hactl’s continuing investments and proactive marketing should ensure that we and our customers have the opportunity to continue out-performing the industry in 2018,” concluded Whitehead.

**Shanghai Pudong Int’l Airport Cargo Terminal (PACTL)**

**Looking back on 2017**

“We have seen a very successful year in 2017 for the whole air cargo industry, and this success of course includes PACTL. By the end of November 2017, our annual cargo & mail throughputs accumulated to over 1.7 million tons, nearly a 12.5 per cent year-on-year increase, in which international business grew by 13.7 per cent, and domestic business dropped slightly though still remained within forecasts. This November, we handled 176,046 tons and refreshed our internal best month record. There is no doubt we are going to end on a very strong note in 2017,” said Christian Haug, VP of PACTL.

With regard to airline customers, Pactl have welcomed the participation of two new airlines - UPS and Lion Air, taking them to a total of 58 airlines being served and over 250 forwarding agents. Apart from this, Pactl is also working on a series of optimisation plans to improve its current facilities, operation procedures and site planning to meet rapid volume growth and special handling demands from customers on a daily basis.
ANA unveils 5-year cargo strategy and expands joint venture with United

01/02/2018

Japanese carrier ANA has unveiled plans for “large size freighters” to capture volumes between Asia and North America via Japan, plus an upgrade for its Okinawa cargo hub.

The ambitions were contained within the passenger and freighter airline's five year mid-term corporate strategy for 2018-2022, and came as ANA and United Airlines announced that they will expand their cargo joint venture on the transpacific network from February 6 to include routes from the US and Canada to Japan.

The joint venture expansion will offer "more destinations at shorter lead time" with a joint network of 360 nonstop flights a week to 15 destinations over the Pacific and further flight and truck connections within Japan, the US and Canada, said ANA.
The new ANA corporate strategy aims to achieve “sustainable growth” during the period leading up to the 2020 Tokyo Olympic and Paralympic Games, and beyond.

An ANA spokesperson said: “ANA Group will enhance the Tokyo Metropolitan Hub Network model by introducing large size freighters in order to capture demand for cargo travel between the Asian continent and North America via Japan, a route for which stable growth is expected over the medium-to-long term.

“In addition, ANA Group will also reorganize the network built around the Okinawa Cargo Hub, while closely examining the competitive environment and demand trends, in order to further optimize the functionality of this hub.”

ANA Group sees major growth opportunities in the current business environment, as a result of the ‘gradual recovery’ in the Japanese economy.

It also sees increasing demand for travel to Japan based on the economic growth of the Asian region, and opportunities from the planned slot increases at Tokyo’s Haneda and Narita airports.

In January, ANA announced that it will add new intra-Japan cargo services this year as it looks to cater for increased demand in Asia.

ANA’s all-cargo fleet at the end of September 2017 consisted of 12 B767-300Fs and B767-300BCFs.

Meanwhile, the airline also revealed its cargo division’s results for the nine month period ended December 31.

The carrier saw cargo revenues for the nine months climb 22.6% year on year to ¥111.7bn, freight volumes were up 4.5% year on year to 1.1m tons.

Domestic cargo revenues were flat and volumes declined. International cargo revenues improved by 30.5%, while volumes improved by 6.7%.

"In international cargo service, flights departing from Japan to North American and European destinations performed strongly due to very high demand, particularly for automotive component and electronic device shipments,” ANA said.

"In addition, in an effort to expand and improve the group’s pharmaceutical logistics service, an area where demand is expected to increase going forward, ANA became the first airline in Japan to be awarded the IATA CEIV pharma certification.”

Egyptair expands WFS ties

Latest News
Thursday, 25 January 2018
Cairo-based Egyptair has inked a new agreement with cargo handler Worldwide Flight Services (WFS) to give WFS a three-year agreement from March for Egyptair’s cargo and mail handling at Amsterdam and Brussels.
It covers the daily 737-800 service from Amsterdam to Cairo, as well as the carrier’s five-times-weekly 737-800 service from Brussels to Cairo. (WFS already provides trucking services for Egyptair connecting Amsterdam and Brussels with Ostend.)

WFS recently expanded its offerings at European airports with a new temperature-controlled facility in Copenhagen as well as its first IATA CEIV-Pharma certified cargo station in Europe at Brussels.
Pharma.Aero adds major airfreight members to board

The Pharma.Aero initiative formed between Brussels Airport and Miami International Airport in 2016 is continuing to gain steam, as Hong Kong International Airport, AirBridgeCargo Airlines, Alha Group and Brink’s Life Sciences have all joined the initiative’s board.

The initiative advocates for pharmaceutical shipping standards based on IATA’s CEIV-Pharma certification. Though founded by airports, Pharma.Aero “is extremely pleased with the growing interest of different stakeholders to embrace the common mindset and the need and role for our organization,” the group said.

Since the initiative was formed, member organizations have more than doubled, reaching a total of 18 companies, by September 2017, including forwarder Expeditors International of Washington and container manufacturer Envirotainer. The group expects the connection between CEIV-Pharma-certified companies with the support of the pharmaceutical industry to improve standard pharma transport practices across the industry.

“The past year we expanded our global network, created awareness and facilitated the collaboration within the industry,” said Pharma.Aero chairman Nathan De Valck. “The open internal dialogue, underlined by our pharma shipper members, allows us to further improve the handling of pharmaceutical shipments.”

https://aircargoworld.com/allposts/pharma-aero-adds-major-airfreight-members-to-board/
Pharma.Aero adds Hong Kong airport, AirBridge and Alha as members

24/01/2018

Pharma.Aero has added Hong Kong International Airport (HKIA), AirBridgeCargo Airlines (ABC) and Alha Group as members of the pharma supply chain association.

Nathan De Valck, chairman of Pharma.Aero, said: “In the past year we have expanded our global network, created awareness and facilitated the collaboration within the industry.

“The open internal dialogue, underlined by our pharma shipper members, allows us to further improve the handling of pharmaceutical shipments.”

Ian Kwok, assistant general manager, aviation logistics, HKIA, said: “Being an IATA Center of Excellence for Validators in Pharmaceutical Logistics (CEIV Pharma) partner airport and part of Pharma.Aero are key milestones in collaborating with industrial partners sharing our experience and building pharma corridors connecting to the fellow Pharma.Aero members”

Fedor Novikov, global director of ABC, said: “AirBridgeCargo has been consistently developing its Pharma ABC product, understanding the value and importance of healthcare and life-science products’ transportation.”

ABC became last year the first carrier in Russia to be awarded CEIV Pharma certification, passing the audit process “within the shortest period of four months”.

Added Novikov: “IATA CEIV nowadays is the 'entrance ticket' for the pharma cargo community and we are honoured to be included in Pharma.Aero platform. This narrow-focused initiative will navigate our efforts in pharma sector; giving access to cutting edge technologies, latest innovations, supply chain expertise and peer review.

“We hope that Pharma.Aero membership will enable us to develop pharma services in the interests of our customers and give a boost to our cargo volume in this sector.”

Nicola Caristo, audit & compliance manager, pharma manager, at Alha Group said: “Pharma.Aero is a powerful tool for the whole air cargo industry by creating a unique environment where CEIV certified companies, shippers and airport authorities share excellence, set the new standards and analyze data.”
New Premium Warehouse Set to Boost Hong Kong Air Cargo Growth and Facilitate E-commerce

The tight supply of warehouse space and the e-commerce boom have created strong demand for premium warehouses in Hong Kong. A new facility located at Kwo Lo Wan (KLW) in Hong Kong International Airport’s (HKIA) South Cargo Precinct will boost the supply of premium warehouse space in the city by 15 to 20 per cent when it commences operation in 2023.
Reinforcing Hong Kong’s air cargo leadership

Airport Authority Hong Kong (AAHK) recently invited tenders for the development and operation of the KLW premium warehouse with the objectives of reinforcing Hong Kong’s air cargo leadership, promoting trade and stimulating additional air cargo flow. “Ever since 2010, HKIA has been the world’s busiest cargo airport. With a strong year-on-year growth of 9.2%, HKIA handled 4.94 million tonnes of cargo in 2017. Counting the amount of airmail handled together, the total cargo throughput of HKIA has exceeded 5 million tonnes in 2017 - the first airport in the world to reach this milestone,” explains Cissy Chan, Executive Director, Commercial, AAHK.

“HKIA contributes significantly to the Hong Kong economy as it supports the territory’s four pillar industries, which account for 57 per cent of GDP,” continues Chan. “Even though air cargo accounts for less than 2 per cent of Hong Kong’s total cargo throughput by volume, it made up more than 40 per cent of total external trade by value in 2016. The HKSAR Government places a great deal of importance on air cargo development, which was highlighted in the 2017 Policy Address.”

One of the largest premium warehouses in Hong Kong

Hong Kong currently offers 40 million square feet of warehouse space, with half serving the premium category. But with occupancy averaging 90 per cent, this supply – especially in the premium category – is very tight.

The new KLW premium warehouse will occupy a site of 5.5 hectares and have an expected gross floor area of approximately 4 million sq ft, making it the third-largest warehouse in Hong Kong.

“Our specifications for this facility are very high,” says Chan. “We want to future-proof it against long-term logistics demands. As such, we require ramp access to most floors, a ceiling height of at least 6.5 metres, and floor loading of at least 350 pounds per square feet to enable the use of large-scale robotics and automation. We believe this is a welcome move for the logistics industry.”

Facilitating the growth of e-commerce

E-commerce retail sales have grown exponentially in the past few years, and this momentum is expected to continue. In particular, the boom of cross-border e-commerce in China has created enormous opportunities for express and small parcel air freight delivery. According to a study conducted by Seabury Consulting, cross-border e-commerce in China generated an estimated 1.28 million tonnes of air cargo in 2016.

“We aim to capture more cross-border e-commerce and its related businesses with the opening of this new premium warehouse,” says Chan. “Online shopping is all about instant gratification, so delivery time is of the essence. Hong Kong is strategically located in the centre of Asia, with half of the world’s population within a five-hour flight. We are a major transportation hub offering an excellent flight network serving 220 destinations. Our proximity to the Pearl River Delta and Greater Bay Area, especially with the imminent opening of the Hong Kong-Zhuhai-Macao Bridge located adjacent to the KLW warehouse site, makes for even speedier delivery. Adding to that competitive edge is our efficient 24-hour customs clearance service that expedites the entire process.”

International players invited to tender

Hong Kong’s strategic geographic location, efficient customs clearance and free-port status make it advantageous for companies to set up their regional distribution centres with value-added services at the K LW warehouse. “Hong Kong is an important international gateway to China and a springboard to regional markets,” says Chan. “Our connectivity will further increase with the commencement of the Three-runway System in 2024. We also believe HKIA will play a significant role in Hong Kong’s contribution to the national Belt and Road initiative.

“We invite Hong Kong and international developers with relevant experience and strong track records to tender for the development and operation of the K LW premium warehouse,” Chan continues. “Tenders will be judged on multiple factors rather than bid price alone. We expect bidders to have a vision for the future of the air cargo and logistics industry, and a plan to realise their vision with tailored design for the warehouse and its facilities. This is a strategic development to increase air cargo tonnage at HKIA and further consolidate our leading position in the global air cargo industry. Therefore, we will place great emphasis on the development proposals,” concludes Chan.

Ensuring temperature-controlled shipment of high-value air freight

In July 2017, the Cathay Pacific Group, three cargo terminal operators and three ramp handling operators achieved prestigious IATA CEIV Pharma accreditation, a globally recognised and standardised certification for pharma air freight shipments. HKIA has been recognised as an IATA CEIV Pharma Partner Airport.

“We are one of the few airports to achieve this accreditation airport-wide,” says Chan. “This means we have the expertise to handle the entire pharmaceutical transportation process end to end, putting us in position to capture a larger share of this rapidly growing market where efficiency and high standards are paramount. In addition to pharmaceuticals, the new premium warehouse will also attract other temperature-controlled air freight goods such as fresh produce.”
Emirates SkyCargo offers enhanced protection for pharmaceutical cargo

Posted 23 January 2018 · Add Comment

Emirates SkyCargo, has stepped up its commitment to securely transport temperature sensitive pharmaceutical shipments with the introduction of pharma corridors offering additional protection across selected stations in its network for pharmaceutical cargo.

Emirates SkyCargo is working with ground handling partners and other stakeholders at multiple cities across its global network in order to ensure that handling operations for pharmaceuticals at these stations are uniform and comply with Emirates SkyCargo’s stringent norms for pharma transport as well as with either EU Good Distribution Practices (GDP) or IATA Centre of Excellence for Independent Validators (CEIV) pharma guidelines. Emirates SkyCargo will therefore be able to provide a supplementary protection of product integrity during transport of temperature sensitive pharmaceutical cargo through these cities.

In 2016, Emirates SkyCargo’s operations at its hub in Dubai including its dual cargo terminals at Dubai International Airport, Dubai World Central and the interconnecting trucking operations were certified as compliant to EU GDP guidelines by Bureau Veritas, Germany. Operating the largest GDP certified multi-airport hub in the world, Emirates SkyCargo offers round the year secure transportation of pharmaceutical cargo at its hub in Dubai. The introduction of pharma corridors with a focus on non-hub handling activities allows it to go one step further for the protection for pharma cargo.

Nabil Sultan, Emirates Divisional Senior Vice President, Cargo said: “As a customer focused organisation, we have been listening to feedback from stakeholders in the global pharmaceutical industry. We realised that it was essential to work with our partners on the ground at the various stations in order to ensure that pharmaceutical cargo travels under the best conditions not only through our state of the art facilities in Dubai and when onboard our modern aircraft, but right from the point the cargo gets dropped off at the origin airport until it is collected at the destination airport. We are also actively exploring the roll out of dedicated pharma flights across our network. Emirates SkyCargo constantly strives to offer the best solutions for our customers.”

Changi breaks through the 2m cargo tonnes barrier in 2017

23 / 01 / 2018

Singapore Changi Airport’s airfreight volumes in 2017 crossed the 2m tonnes full year threshold for the first time, as throughput grew by 7.9% to reach 2.1m tonnes.

December was again the busiest month of 2017, with 188,740 tonnes of airfreight throughput, a 6.4% rise on the same period 2016.

An airport spokesperson said: “Growth was observed for airfreight throughput across imports (+8%), exports (+14%) and transshipments (+4%).

“The top five country markets for airfreight were China, Australia, Hong Kong, the US and India.”

Changi Airport Group (CAG) formalised the Pharma@Changi initiative in October 2017, together with nine other air cargo partners from across each node of the supply chain.

WFS wins Egyptair’s new cargo and mail handling contract in Amsterdam, Brussels

January 23, 2018: In a move to extend its long-term business relationship, Egyptair recently awarded a new three-year cargo and mail handling contract to Worldwide Flight Services (WFS) in Amsterdam and Brussels.

The three-year contract will commence in March 2018, which will see WFS handling cargo and mail for the airline’s daily Boeing 737-800 from Amsterdam to Cairo, as well as its five times weekly 737-800 services from Brussels to Egypt’s capital city.

In 2017, Egyptair chose WFS to provide trucking services connecting Amsterdam and Brussels with Ostend.

Marc Claesen, regional vice president of WFS said: “Providing trucking services for Egyptair in recent months has enabled us to demonstrate the benefits we can offer to our airline customers, and our growing relationship has now resulted in WFS now being chosen to provide full cargo and mail handling services at two of the main European airports in Egyptair’s network. We look forward to supporting the airline’s continued growth in Amsterdam and Brussels and to providing the highest levels of safety, security and service.”

WFS has received significant success in the contract in Amsterdam and Brussels in the last year. In the Netherlands, it has been awarded new or extended contracts by customers, including Oman Air and Japan Airlines, while in Belgium its successes have included new agreements with MNG Airlines and CAL Cargo Airlines as well as Japan Airlines and Oman Air.

Meanwhile, in December, Brussels became the first of Worldwide Flight Services’ (WFS) cargo stations in Europe to achieve IATA CEIV Pharma certification.
Added the spokesperson: “Under this initiative, the companies will jointly pursue the best standards in pharmaceuticals handling, and will promote Singapore Changi Airport as a trusted and reliable pharmaceuticals air cargo hub in the region.”

Earlier in 2017, Changi Airport also became the first airport community in Asia Pacific to attain the IATA CEIV Pharma certification.

Singapore-based cargo handler SATS opened its new eCommerce AirHub in April last year, adding to Changi’s growing e-commerce market with its automated airside sortation facility.

Changi’s record year for airfreight follows a similar story at Asian mega-hub Hong Kong International Airport (HKIA) — the world’s number one airfreight gateway by volumes — which handled more than 5m tonnes of cargo and airmail in 2017, the first time an airport has reached this level of throughput.

Lim Ching Kiat, CAG’s managing director, air hub development, said: “2017 was a significant year for Changi Airport, as we saw strong growth in both passenger traffic and cargo throughput, resulting in record numbers.

“We also opened the new tech-friendly Terminal 4, which served 1.3m passengers in its first two months of operations. With the establishment of new city links to many parts of the world, and the launch of a number of non-stop long haul routes, we have also expanded our connectivity, providing greater convenience for our passengers.”

He continued: “Looking ahead in 2018, we expect to see more developments in the long-haul segments to Europe. This includes Scoot’s non-stop service to Berlin, and LOT Polish Airlines’ new service connecting Singapore and Warsaw.

“We will also welcome the return of Qantas’ Singapore-London route and an overall increase in seat capacity between Singapore and Australia, as well as Lufthansa’s resumption of its service to Munich. At the same time, we will continue our efforts to strengthen our connectivity to secondary cities in China and India – our fastest growing markets in 2017.”

Demand for air travel in the Asia-Pacific is expected to triple in the next two decades. With the opening of Jewel Changi Airport and the completion of Changi’s Terminal 1 expansion in 2019, Changi Airport’s total handling capacity will increase to 85m passengers per annum.
Hong Kong International breaks the 5 million tonne barrier

For much of 2017, Hong Kong International Airport’s year-over-year cargo handle growth was in double digits. With tougher 2016 comparisons, that growth rate dropped slightly in November and December, but December’s 6.3% y-o-y increase was enough to push HKG’s full year handle over 5 million tonnes – the first airport ever to hit that mark.

In total, HKG handled 4,938,000 tonnes of freight and 112,000 tonnes of mail in 2017, for a grand total of 5,050,000 tonnes.

Looking at December, HKG reported exports up 8.3% to 303,000 tonnes, while imports rose 2.8% to 159,000 tonnes.

Discussing the results, Airport Authority of Hong Kong CEO Fred Lam said: ‘The growth in December cargo throughput was largely driven by transshipments and exports, both registering 8% year-on-year growth compared to December 2016. Amongst the key trading regions, traffic to and from Europe and India increased most significantly during the month.’

Mr. Lam also noted that in 2018 (which will be the airport’s 20th anniversary), the Airport Authority had plans for developments in both its cargo and passenger businesses. “On the cargo front, in addition to the IATA CEIV Pharma Partner Airport accreditation achieved in 2017, the AA is also launching a tender to develop a premium logistics warehouse in Kwo Lo Wan to enhance the handling of e-commerce shipments.”

For the past few years, Hong Kong and Memphis (MEM) have been the only cities whose airports handled more than 4 million tonnes per year. However, as we reported last month, the 4-million-tonne club gained a new member in 2017, when the combined handle of Shanghai’s two airports passed that mark in mid-December.

To learn more about Asia’s cargo airports, including the rise to prominence of new gateways like Zhengzhou and Chongqing, as well as plans for the Xi’an and Wuhan regions, join us at Cargo Facts Asia 2018, to be held 23-25 April, at the Mandarin Oriental Pudong in Shanghai. For more information, or to register, visit www.cargofactasia.com

Video: Emirates launches pharma 'corridors'
22 / 01 / 2018

Emirates SkyCargo has introduced pharma corridors offering "additional protection" across selected stations in its network for pharmaceutical cargo.

A spokesperson for Emirates SkyCargo said that Middle East carrier is working with ground handling partners and other stakeholders at multiple cities across its global network in order to ensure that handling operations for pharmaceuticals at these stations are "uniform and comply with the airline's stringent norms for pharma transport".

The Dubai-based freighter and passenger carrier is also ensuring that the stations comply with either European Union (EU) Good Distribution Practices (GDP) or IATA's Centre of Excellence for Independent Validators (CEIV) pharma guidelines.

"Emirates SkyCargo will therefore be able to provide a supplementary protection of product integrity during transport of temperature sensitive pharmaceutical cargo through these cities," said the spokesperson.

In 2016, Emirates SkyCargo's operations at its dual cargo terminals at Dubai International Airport and Dubai World Central airports, plus the interconnecting trucking operations, were certified as compliant to EU GDP guidelines by standards compliance agency Bureau Veritas in Germany.

The introduction of pharma corridors with a focus on non-hub handling activities allows the carrier "to go one step further for the protection for pharma cargo", added the spokesperson.

Nabil Sultan, Emirates divisional senior vice president, cargo, said: "As a customer focused organisation, we have been listening to feedback from stakeholders in the global pharmaceutical industry.

"We realised that it was essential to work with our partners on the ground at the various stations in order to ensure that pharmaceutical cargo travels under the best conditions not only through our state of the art facilities in Dubai and when onboard our modern aircraft, but right from the point the cargo gets dropped off at the origin airport until it is collected at the destination airport.

"We are also actively exploring the roll out of dedicated pharma flights across our network. Emirates SkyCargo constantly strives to offer the best solutions for our customers."

HKIA Achieves Record Breaking Year in 2017

Fred Lam, Chief Executive Officer of Airport Authority Hong Kong (AA), said, “HKIA is the first airport in the world to have ever handled over 5 million tonnes of cargo and airmail in a year. This achievement is particularly remarkable as we are concurrently handling over 72 million passengers annually. Such an accomplishment could not have been done without the support and dedicated service of our 73,000 airport community members. We are also honored to be awarded with a number of recognitions during the year, such as the “Best Airport in North & East Asia” award at the Future Travel Experience Asia Awards, as well as "Best Global Airport" in The Asian Freight, Logistics & Supply Chain Awards by Asia Cargo News, reconfirming HKIA’s leading position as a regional and international aviation hub.”

During the year, over 100 airlines had been operating at HKIA, including 13 new joiners namely Air Seoul, Hong Kong Air Cargo Carrier, JC (Cambodia) International Airlines, Lanmei Airlines (Cambodia), Virgin Australia, Air Japan, Air Cargo Global, CargoLogicAir, Cambodia Angkor Air, Small Planet Airlines, National Air Cargo, Sky Gates Airlines and Western Global Airlines. The extensive air network of HKIA has also been expanded with 17 new destinations, including Baotou, Zhangjiajie, Huangshan, Yuncheng, Taitung, Komatsu, Sendai, Toowoomba, Christchurch, Yekaterinburg, Hahn in Frankfurt, Prague, Stansted in London, Verona, Warsaw, Indianapolis and Sihanoukville, adding to a total of over 220 destinations.

The FINANCIAL -- Hong Kong International Airport (HKIA) recorded continuous traffic growth in 2017, with all three air traffic categories reaching new annual heights.

During the year, HKIA handled 72.9 million passengers and 420,630 flight movements, representing yearly rises of 3.3% and 2.2% respectively. Cargo throughput also increased by 9.2% year on year to 4.94 million tonnes. Together with 112,000 tonnes of airmail handled during the year, the total cargo and airmail throughput of HKIA has exceeded the mark of 5 million tonnes for the first time.

In December 2017, all three traffic categories experienced steady growth. Flight movements reached a new monthly record high of 36,635, registering a 2.7% year-on-year increase. Passenger volume during the month rose 4.3% yearly to reach 6.42 million, while cargo throughput climbed 6.3% over December 2016 to 462,000 tonnes, according to Hong Kong International Airport.

A strong 7% year-on-year increase in transfer/transit traffic, and 6% jump in Hong Kong resident travel both drove the growth in passenger throughput. Passenger traffic to and from the Mainland and Japan recorded the most significant increases.

The growth in December cargo throughput was largely driven by transshipments and exports, both registering 8% year-on-year growth compared to December 2016. Amongst the key trading regions, traffic to and from Europe and India increased most significantly during the month.

"HKIA is stepping into its 20th anniversary this year, and we are pushing ahead with a number of development projects to further enhance our passenger and cargo services. On the cargo front, in addition to the IATA CEIV Pharma Partner Airport accreditation achieved in 2017, the AA is also launching a tender to develop a premium logistics warehouse in Kwo Lo Wan to enhance the handling of e-commerce shipments. Meanwhile, keeping pace with ever-changing traveller dynamics and technological innovations, we will also continue to incorporate new technologies and passenger-focused features into our daily operations to provide a world-class, smart airport experience to travellers from around the world," concluded Mr Lam.
WFS and LATAM achieve IATA CEIV certification at MIA

Partners at Miami International Airport (MIA) have continued to upgrade pharmaceutical services with Worldwide Flight Services (WFS) and LATAM Cargo both achieving IATA Center of Excellence for Independent Validators (CEIV) in pharmaceutical logistics certification.

In April 2017, LATAM Cargo became the first CEIV-certified airline at Miami and in the Americas, and it has now completed its International Air Transport Association (IATA) certification as a ground handling company. WFS and LATAM Cargo join Amerijet and Swissport as the four CEIV-certified companies at MIA.

Swissport’s Miami station was the first cargo handling company at Miami and the first Swissport station in North America to be CEIV-certified. DHL Global Forwarding and Kuehne & Nagel, located off airport property, also received their CEIV certificates in 2017.

Miami-Dade Aviation Department (MDAD) chief of staff, Joseph Napoli (pictured fourth from right) says: “Congratulations to WFS and LATAM Cargo for being awarded these internationally recognised seals of excellence in pharma logistics. We appreciate their dedication and support toward expanding MIA’s role as the Pharma Hub of the Americas.”

LATAM Cargo chief executive officer, Andres Bianchi (pictured fourth from left, holding certificate, surrounded by representatives from MIA, LATAM and IATA) says: “As the first airline CEIV-certified for pharma in the Americas, and now that we’ve achieved this certification as a handler service in Miami, we reaffirm our aim of becoming the preferred choice for cargo transport to, from and inside Latin America. It also reflects our commitment to deliver excellent service to our customers.”

In 2015, Miami was designated a pharma hub by IATA for organising nine of its logistics providers to undergo the CEIV programme, making it the first pharma freight hub in the US and the second in the world to receive the global recognition.

The airport’s pharma trade has grown in value from $1.8 billion in 2010 to $4.4 billion in 2016.

IATA senior vice president for airports, passengers, cargo and security, Nick Careen praised Miami’s leadership and vision in encouraging CEIV certification among cargo operators.

He says: “The airport’s commitment to CEIV Pharma is yet further proof of the importance of this certification scheme to raising standards and quality across the cold-chain freight network. By putting CEIV Pharma certification at the heart of their operations, cargo stakeholders will ensure that Miami becomes a destination of choice for these high-value shipments.”
Brussels Airport’s 2017 cargo handle up 8.3 percent from 2016

For most airports, 2017 was a very good year for cargo. But at Brussels Airport (BRU), which reported its total 2017 cargo handle at 535,634 tonnes, for an increase of 8.3 percent, year-over-year, 2017 represented the biggest surge in volume in the last decade.

All cargo segments at the airport experienced growth during the year, but belly cargo was particularly strong with 13.8 percent, y-o-y, growth. Exports from the airport increased substantially during the year at almost 16 percent, with Steven Polmans, head of cargo and logistics at BRU, saying that, ”We have seen a remarkable increase in our volumes to especially the Far East and South America, supported by a strong performance of the European and Belgian economy.”

Growth in demand for air transport of pharmaceuticals also helped drive airfreight growth at the airport, as BRU saw an 18 percent uptick in pharma airfreight in 2017, compared to 2016. In December, cargo handler Worldwide Flight Services gained the International Air Transport Association’s (IATA’s) CEIV-Pharmaceuticals certification at its Brussels cargo station, after installing two new dedicated pharma storage cells at its main Brussels warehouse to keep pace with growing volumes of pharma cargo through the airport. DHL Global Forwarding tripled the size of its temperature-controlled facilities at the airport back in May 2017.

Brussels Airport management expects the upcoming year to bring more good news for its cargo performance with the addition of new scheduled flights to the airport late in 2017 and during 2018. Amerijet will begin offering a direct cargo route between Miami and Brussels during the second quarter of 2018 and Cathay Pacific will begin offering four weekly flights from Hong Kong to Brussels beginning in March.

https://aircargoworld.com/allposts/brussels-airports-2017-cargo-handle-up-8-3-percent-from-2016/
Tunisia's Express Air Cargo to expand with new aircraft, services and hub
09/01/2018

Tunisia-based Express Air Cargo will add four new aircraft to its fleet this year, allowing it to expand the number of services it offers to African destinations.

Starting in January, the airline will begin to roll out 21 new services to a range of countries in west and central Africa and three new services to cover Egypt, Jordan and Lebanon.

These new services will be in addition to the three daily services launched in February last year connecting Tunis to France, Germany and Malta.

In order to launch the new services, the company will take delivery of four new aircraft this year, in addition to the three it already operates.

The four new aircraft are expected to join the fleet in the first half of 2018, with the first due to join in January.

Reports suggest the four new aircraft will be 26 ton cargo capacity B737-400s.

In total, Express Air Cargo aims to operate a fleet of 14 aircraft by 2021, said the airline’s chief executive Anis Riahi.

As well as the new aircraft and new services, Express Air Cargo is planning to build its own 3,000 sq m cargo facility in Tunis-Carthage and inaugurate a Boeing certified maintenance centre for African airlines.

Riahi said: “The [new services] from Tunis were established as a part of new measures to support the export of Tunisian products and trade with the countries served, which will be operational by the end of this month.

“They are supporting an inter-African logistics network and are strengthening the delivery of parcels to and from European countries.”

He added: A Boeing 737-400 will be deployed from Tunis by the end of January and will make a daily flight to the airports of Central and Western Africa.

“The other three planes will be based, one in Douala Cameroon, and the other two in Guinea Conakry.

‘From Douala, it will involve connecting Gabon, Equatorial Guinea, Congo DRC and Brazzaville. As from Guinea Conakry, our planes will cover all the countries of western Africa.

“Express Air Cargo thus contributes into making the Tunis-Carthage airport a true hub establishing a bridge between Africa and Europe, but also, the Middle East.

“This triangularization of all cargo Europe-Africa-Middle East, with Tunis for hub, will be a valuable asset for economic development and trade.”

Construction on the new cargo centre is due to start imminently and it is also hoped that the centre will eventually achieve CEIV pharma certification.

The Boeing certified maintenance centre, which was first announced in July last year, is due to open in July.

The airline’s first flight took place last year, but local reports say a delay in the delivery of aircraft and obtaining traffic rights from certain African countries put plans to launch several new services in 2017 on hold.

In the end, the airline flew around 4,000 tons of cargo last year between Europe and Tunisia.

The airline was originally due to launch in January 2016 and then again in September 2016.

Pharma freight: Coming in from the cold

Time and temperature compliance makes air travel the clear choice for transporting pharmaceuticals.

Transferring pharmaceuticals is big business, set to be worth $86 billion in 2019, $15 billion of which will relate to cold-chain products.

But aviation risks not getting its fair share of the market. As it stands, only 0.5 million tons of pharmaceutical products are transported by air compared with 3.5 million tons using maritime trade lanes.

The main reason for this discrepancy is the lack of trust in the aviation value chain’s handling of vaccines and medicines.

http://airlines.iata.org/analysis/pharma-freight-coming-in-from-the-cold
When differing standards are used by the various participants in the supply chain, the integrity of pharma shipments can be compromised.

It is estimated that 28% of vaccines degrade by the time they reach their destination, with temperature excursions attributable to airline and airports above 60%.

The issue is the lack of global certification standards that are internationally recognized and implemented, says Ronald Schaefer, IATA’s Assistant Director, Cargo, Ground Operations and CEIV Consulting.

“When differing standards are used by the various participants in the supply chain, the integrity of pharma shipments can be compromised, resulting not only in the loss of potential lifesaving products but also in the loss of trust in the pharmaceutical handling supply chain itself,” he says.

Constant updates

IATA’s Center of Excellence for Independent Validators (CEIV Pharma) aims to resolve the problem, creating a network of globally-certified trade lanes.

CEIV Pharma sets global standards and regulations, and ensures compliance through a process of independent validation. The result is quality services delivered in a harmonized and globally-consistent manner.

Companies that achieve CEIV certification have seen a rise in the quality of the delivery of their pharma handling services

Program components are updated on a yearly basis and training across the latest industry best practices.

“The comprehensive 290-plus point checklist covering everything from Quality Management System documentation to on-ramp handling activities is also updated to reflect the latest technologies as well as industry and regulatory requirements,” informs Schaefer.

CEIV Pharma certification is becoming globally recognized by the pharmaceutical industry.

“Companies that achieve CEIV certification have seen a rise in the quality of the delivery of their pharma handling services, which is a direct benefit to their customers,” says Schaefer.

“Even if only one station is certified, the knowledge gained from the training courses and a gap analysis report and implementation plan always provides benefits.”

The pharmaceutical industry backs up these claims. Manufacturers see standardization, certification, and transparency across the supply chain as a necessary step forward for aviation.

Johnson & Johnson Logistics Manager, Gino Vleugels, says the company “fully appreciates the commitment IATA has demonstrated” in looking to set industry standards in this area.

“We look forward to working closely with IATA in further enhancing the CEIV Pharma program and promoting the program to ensure its worldwide adoption,” he adds.

The European Shippers Council, Merck Sharp and Dohme (MSD) Asia Pacific, Baxter, and Zoetis are among the many other manufacturers that endorse CEIV Pharma.

Community approach

CEIV Pharma certification applies not only to airlines and airports but also to all supply chain partners. The program is expanding rapidly.

In July 2017, Amerijet became the first US all-cargo airline to earn IATA’s CEIV Pharma certification.

“As an airline, our role in the supply chain is to provide safe handling for all pharmaceutical shipments and we demand the same standards from our business partners, including our customers,” says Pamela Rollins, Senior Vice President of Business Development at Amerijet.

“Data tracking from transport start to finish has become indispensable for temperature-sensitive drug product integrity. Amerijet is aiming for full transparency in the supply chain.”

To meet CEIV Pharma’s exacting standards, Amerijet has invested heavily across the board.

There has been a rapid growth in the establishment of CEIV Pharma communities

At Miami International Airport, for example, there is new custom-built cooling facility equipped with active alarm systems, temperature data recorders and 24/7 CCTV monitoring.

Meanwhile, there has been a rapid growth in the establishment of CEIV Pharma communities—groups of stakeholders centered on an airport hub or a particular supply chain that decide to undergo CEIV Pharma certification together.

Forwarders, handlers, truckers, and airlines all participate, as long as they are committed to providing quality pharmaceutical handling services.

http://airlines.iata.org/analysis/pharma-freight-coming-in-from-the-cold
Although pharma shippers and regulators cannot be certified, they can participate as observers and even attend training sessions to get a better understanding of the CEIV Pharma program.

Brussels Airport was the first to go down this route. It invited a group of ten local stakeholders to undergo CEIV Pharma training to assure cold-chain integrity to their clients.

Steven Polmans, Head of Cargo, Brussels Airport says the strength of CEIV Pharma lies in the fact the criteria were set by the shippers and “Ignoring this program is ignoring the interests of the pharmaceutical industry.”

To date, 12 communities have taken this approach and an additional nine airports are in the process of creating their own community. Beyond providing clients with global best practice in the community’s handling of pharma products, the community idea allows stakeholders to share information and understand each other’s requirements. This furnishes even greater efficiency among the participants.

Industry benchmark

Looking ahead, CEIV Pharma will be promoted in regions where it has not yet made strong inroads, such as Africa.

The plan also calls for strengthening the relationship with pharma shippers and increasing the database content available to better facilitate trade lane evaluations.

"CEIV raised the bar of our performance, encouraging our customers' level of credibility and increasing our volumes"

“It has been a year since AirBridgeCargo Airlines gained IATA CEIV and we were able to demonstrate our ability to protect the quality, integrity and consistency of temperature-sensitive pharma products,” concludes Fedor Novikov, Pharma Director, Global, AirBridgeCargo Airlines.

“Being perceived as an industry benchmark, CEIV raised the bar of our performance, encouraging our customers’ level of credibility and increasing our volumes, which constitutes 3% of total cargo carried for nine months of 2017,” he adds.

“That is a significant twofold increase as a confirmation of our competency and expertise in the pharma sector.”

How does CEIV Pharma work?

The CEIV Pharma certification process varies from one organization to another but, based on experience, implementation takes on average six-to-seven months.

The process begins with the training component. This consists of two multiple-day courses that cover a variety of topics regarding temperature-controlled cargo operations as well as the audit, quality and risk management of temperature-controlled cargo.

An assessment of an entity’s cool chain/pharmaceutical processes and facilities against international standards, guidelines and regulations follows.

Recertification takes place every three years and includes an assessment as well as a refresher training course

Prior to the assessment, the comprehensive CEIV Pharma Audit Checklist is provided so an organization can self-determine any potential gaps before the independent Validator’s (IV) onsite visit. The resultant gap analysis report identifies the critical elements in non-compliance with national and international regulations.

An appropriate implementation plan to close the gaps and meet CEIV Pharma requirements is the end result of the assessment.

The final stage of certification, the validation phase, ensures any shortcomings have been rectified.

During the validation, IATA’s independent validators go through the checklist one more time and at the end recommend whether all requirements have been fulfilled and an entity can be “CEIV Pharma Certified”.

The process, however, does not end with certification.

Recertification takes place every three years and includes an assessment as well as one refresher training course, plus a validation if necessary.

This ensures that program participants maintain their high standards in transporting pharmaceutical products and are able to adjust to new best practices for years to come.

http://airlines.iata.org/analysis/pharma-freight-coming-in-from-the-cold
Two MIA pharmaceutical hub partners earn global seals of excellence

Rodolfo Marré of LATAM Cargo monitors the temperature in the refrigerated warehouses where pharmaceutical shipments are stored at Miami International Airport. MIA is the first U.S. airport to be recognized by IATA as a pharmaceutical hub.

JOCK FISTICK

Miami International Airport announced that two cargo handlers have received a special designation for transporting pharmaceutical cargo, expanding the airport’s role as a hub for pharmaceutical trade.

Worldwide Flight Services and LATAM Cargo achieved the International Air Transport Association’s (IATA) Center of Excellence for Independent Validators (CEIV) in Pharmaceutical Logistics certification.

IATA created the CEIV program to certify that pharmaceutical products are handled under a strict set of guidelines, with one of the biggest areas of focus being temperature control of products.

The seals of excellence received by LATAM Cargo and Worldwide Flight Services specifically pertain to how the pharmaceuticals are handled on the ground.

Miami International Airport, which is Miami-Dade County’s largest economic engine, became the second airport in the world to be designated as a pharmaceutical hub by IATA. It obtained this designation for organizing nine of its logistics providers - which includes airlines, ground handling companies and freight forwarders - to participate in IATA’s CEIV program.

Worldwide Flight Services and LATAM Cargo join Amerijet and Swissport as the airport’s CEIV-certified companies - the most of any airport in the U.S., according to MIA.

"MIA has demonstrated great vision and leadership in encouraging CEIV certification for cargo operators at the airport," said Nick Careen, IATA senior VP of airports, passenger, cargo and security. "The airport’s commitment to CEIV Pharma is yet further proof of the importance of this certification scheme to raising standards and quality across the cold-chain freight network."

Pharmaceutical trade has increased significantly at MIA since the airport received the hub designation. In 2016, more than $4.3 billion worth of pharmaceutical cargo was transported through MIA, an increase of 48 percent since the prior year.

In 2016, the Miami International Airport had a total of $33.7 billion in business revenue, supporting more than 280,000 direct and indirect jobs and handling more than 44 million passengers, according to the airport.

Two more MIA Pharma Hub partners earn global seals of excellence

By: AJOT | Dec 22, 2017 at 08:45 AM | Air Cargo News

MIAMI – Miami International Airport, the only airport in North America to receive a designation of excellence in pharmaceutical (pharma) cargo logistics from the International Air Transport Association (IATA), this week celebrated two more of its pharma hub partners - Worldwide Flight Services (WFS) and LATAM Cargo - achieving IATA's Center of Excellence for Independent Validators in (CEIV) pharma logistics certification.

IATA, the trade association for the world’s airlines - representing some 265 airlines, or 83 percent of total air traffic - created the CEIV program to certify that pharma products are transported in accordance with global best practices.
“Congratulations to WFS and LATAM Cargo for being awarded these internationally recognized seals of excellence in pharma logistics,” said Miami-Dade Aviation Department (MDAD) Chief of Staff Joseph Napoli. “We appreciate their dedication and support toward expanding MIA’s role as the Pharma Hub of the Americas.” After becoming the first CEIV-certified airline at MIA and in the Americas in April, LATAM Cargo has also now completed its IATA certification as a ground handling company. WFS and LATAM Cargo join Amerijet and Swissport as the four CEIV-certified companies at MIA — the most of any North American airport. Swissport’s Miami station was the first cargo handling company at MIA and the first Swissport station in North America to be CEIV-certified. The Miami stations of international freight forwarders DHL Global Forwarding and Kushne & Nagle, located off MIA property, also received their CEIV certificates in 2017.

LATAM Cargo CEO Andres Bianchi (fourth from left) and LATAM Cargo colleagues receive their CEIV certificate for pharma ground handling excellence.

“This certification demonstrates the quality and consistency of our pharma product,” said Andres Bianchi, CEO of LATAM Cargo. “As the first airline CEIV-certified for pharma in the Americas, and now that we’ve achieved this certification as a handler service in Miami, we reaffirm our aim of becoming the preferred choice for cargo transport to, from and inside Latin America. It also reflects our commitment to deliver excellent service to our customers.” In 2015, MIA was designated a pharma hub by IATA for organizing nine of its logistics providers — which included airlines, ground handling companies and freight forwarders - to undergo the CEIV program, making it the first pharma freight hub in the U.S. and the second in the world to receive the global recognition. MIA’s pharma trade has grown in value from $1.3 billion in 2010 to $4.4 billion in 2016.

“MIA has demonstrated great vision and leadership in encouraging CEIV certification for cargo operators at the airport,” said Nick Careen, IATA Senior Vice President, Airports, Passenger, Cargo and Security. “The airport’s commitment to CEIV Pharma is yet further proof of the importance of this certification scheme to raising standards and quality across the cold-chain freight network. By putting CEIV Pharma certification at the heart of their operations, cargo stakeholders will ensure that Miami becomes a destination of choice for these high-value shipments.”

QuickSTAT France Life Science Logistics Specialists Receive IATA CEIV Pharma Certification for Pharmaceutical Handling, Transport and Logistics

CEIV Pharma (Center of Excellence for Independent Validators in Pharmaceutical Logistics) has been developed by IATA airline association as an initiative to bring global standards and achieve handling excellence for pharmaceuticals transport across the entire aviation transport network.

This initiative addresses the industry’s need for more consistent safety, security, compliance and efficiency across the world. Certification ensures that an organization’s facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers.

To qualify for certification, an independent assessment and audit must be conducted to confirm all elements required of a GDP compliant organization, covering:

- IATA Temperature Control Regulations (TCR)
- European Union Good Distribution Practices (EU GDP)
- World Health Organization Annex 3
- United States Pharmacopeia Standard

“The entire QuickSTAT France team is very proud to be certified CEIV Pharma, which demonstrates our commitment to the pharma and biotech industry. Our customers can be confident that their products will be handled and transported with the utmost care and according to label claim, ensuring product integrity and patient safety,” says Herve Valler, QuickSTAT France, Senior Vice President.

About The Quick Group
For over 36 years, The Quick Group has been serving the life science and healthcare community worldwide, providing 24/7 global priority logistics and transportation solutions for time and temperature-sensitive, mission-critical and life saving needs.

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LATAM CARGO RECEIVES CEIV PHARMA HANDLER CERTIFICATION FROM IATA IN MIAMI

After becoming the first airline in the Americas to obtain the Center of Excellence of Independent Validators (CEIV) PHARMA certification from the International Aviation Transportation Agency (IATA), LATAM Cargo was also recently awarded with the CEIV PHARMA certification for its handling service in Miami.

This achievement is the result of a joint and coordinated effort of different departments across the company—Product Management, Operations, Quality, HR, Infrastructure and Procurement, among others—and ensures its commitment to become the industry's air freight of choice for the transportation of pharmaceutical products, guaranteeing all its processes adhere to the most stringent international standards.

“For LATAM Cargo, the value of this certification lies in our commitment to the transportation of medicines and vaccines. This recognition encourages us to continue improving our processes at each station, adopting global quality standards to guarantee that all our sensitive shipments will reach their destination in perfect condition,” says Project Manager Rodolfo Marre.

On behalf of IATA its SVP Airports, Passenger, Cargo and Security, Nick Careen, congratulated the company. ”Congratulations to LATAM Cargo for their CEIV Pharma certification at MIA, which is only awarded to companies who undergo a rigorous independent audit of their facilities and procedures as well as a robust training to elevate staff competencies. CEIV Pharma certification will give LATAM Cargo’s clients confidence that their time and temperature-sensitive goods will be handled to the highest quality standards.”
CEIV-pharma community certification @ BRUCargo!

The handling agent Worldwide Flight Services (WFS) received IATA’s CEIV-Pharma certification at its Brussels cargo station, marking the first of its European cargo stations to gain the certification.

WFS installed two new dedicated pharma cells in its main Brussels warehouse – for storage temperatures between +2°C and +25°C – and is adopting handling and training procedures specifically for pharma cargo. WFS is the third and final handling agent at Brussels Airport to obtain the CEIV certification.

The CEIV-pharma re-certification is ongoing for 8 local stakeholders, that already obtained the certification 3 years ago. The training sessions have started and the validation audits will take place in the next two months.

The group is composed of two handling agents - Aviapartner Belgium, Swissport Cargo Services –, Freight Forwarders - Bio Pharma Logistics, Bollore Logistics, Expeditors International, DSV - and two truckers - Jan De Rijk and Van Dievel.

During the re-certification process all handling and training procedures will be reviewed and optimized to the latest GDP standards, as such further reducing any risks for temperature excursions and improving the handling of pharmaceutical shipments.

In one year time a second re-certification group will be launched to renew the CEIV licenses of the other CEIV certified stakeholders at Brussels Airport. The fact that all the companies up for renewal decided to re-certify is a clear proof of the added value the CEIV-program brings to the BRUCargo pharma community. It will allow Brussels Airport to maintain its leading position as the preferred European Pharma Gateway.
Finnair opens ‘cool’ new Helsinki hub

18 / 12 / 2017

Finnair Cargo has held the official opening ceremony for its new €30m Cool Nordic hub at Helsinki Airport.

The airside facility measures 31,000 sq m, has a capacity of 350,000 tonnes per year and has 3,000 sq m dedicated areas for both pharma and perishables shipments.

The centre also boasts 550 10ft ULD positions, 29 truck doors for loose shipments, five truck doors for ULDs and an automated storage and retrieval system.

Speaking at the official inauguration of the terminal, Finnair Cargo’s managing director, Janne Tarvainen, said that operations at the terminal got underway in November with seafood shipments.

Full operations are expected to start in January, he added.

Tarvainen said that the primary driver for building the new facility was expected growth in demand in line with fleet expansion.

He explained that the existing facility was reaching capacity and delivery Finnair’s new widebody A350 aircraft would help boost total cargo capacity by around 45% by 2020.

So far, 11 of 19 A350s have been delivered, with the remainder due for delivery by 2023.

Transhipment volumes, which represent around 80% of the cargo handled by the carrier at Helsinki, also continue to grow.

Tarvainen pointed out that flying through Helsinki was geographically the shortest route to Asia and that the airport did not suffer with congestion, unlike some of its larger European rivals.

As well as wanting to meet challenge of growing cargo volumes, the airline identified that it wanted its facility to be state-of-the-art, providing transparency and efficiency.

It also needed to be able to process cargo quickly because of the large volume of transhipment traffic.

Other challenges faced by the airline were outdated IT systems, reliance on paperwork, lack of visibility, rising labour costs, environmental concerns and poor data quality.

Tarvainen said the facility would also need to cater for the future: “[When developing this facility] we tried to find excellence, but what does excellence look like? And, what will it look like in ten years?” he asked.

Speed would be achieved through automation but also by removing data bottlenecks.

Part of the solution to improving quality and visibility of data is the introduction of its Cargo Eye monitoring tool, new cargo management and warehouse management systems and a cargo control centre.

The Cargo Eye solution integrates multiple data sources, transaction data and sensors to help its newly formed Cargo Control Center to monitor and steer cargo flows.

The carrier added that its Cargo Eye solution provides end-to-end visibility and will ultimately lead to more comprehensive and transparent real-time information for customers, helping them to identify exceptions that require action to be taken.

Shipments utilising road feeder services (RFS) can also be monitored using the system. In the future, all RFS suppliers will be required to provide connection to the Cargo Eye solution.

The facility has also been Breeam certified, meaning it has passed sustainability audits, with 10% of its power coming from 1,200 solar panels.

The facility is also in the process of achieving IATA CEIV Pharma certification.

Looking to the future, Tarvainen said that there was room for continuous improvement with potential investment in packing robot technology, automated guided vehicles at landside acceptance, integration of ramp operations in data exchange, enhanced temperature monitoring and improved digital tools.

Images: Airside with floor heating; AS RS system; Automated ULD storage; Perishables area; Pharma area

Delta Cargo adds seven CEIV pharma approved stations in Europe

December 14, 2017: Putting pharmaceuticals back in the air, US-based global passenger carrier Delta Cargo will be offering CEIV approved facilities at seven locations across Europe, with the recent addition of Dusseldorf airport to its network. The seven facilities are operated in conjunction with joint venture partners Air France-KLM.

Delta Cargo is the first US passenger carrier to receive IATA’s Center of Excellence for Independent Validators (CEIV) Pharma logistics Certification.

Currently, Delta Cargo has 50 pharma approved stations across the globe with seven CEIV approved facilities in Europe—all connected to Delta’s largest cargo operation in Atlanta, which is also CEIV certified.

The CEIV stations in Europe are located in Amsterdam, Brussels, Dusseldorf, Frankfurt, Milan, Paris-CDG and Rome, thereby creating a trans-Atlantic CEIV network to the United States.

Delta offers four tailored pharma options, with a variety of containers and coolers, across its network.

Additionally in Frankfurt, Delta offers temperature-controlled carts for the ramp operation, which facilitate transportation of shipments in a temperature controlled environment between the aircraft and the warehouse.

"Delta Cargo has made substantial investments in pharma facilities across its global network, to ensure that it’s compliant with the highest industry standards," said Shawn Cole, vice president of Delta Cargo.

"Our priority boarding and quick connection times minimise exposure to outside temperatures, and ensures the integrity of the product, which is vital for transporting medicine to patients," he said.
WFS opens pharma facility, wins Air India cargo contract

Worldwide Flight Services has opened a new pharma facility in Denmark in addition to winning the cargo contract to Delhi for Air India, the cargo handling firm announced Wednesday.

BY ELIZABETH LANDRUM | WEDNESDAY, DECEMBER 13, 2017

Worldwide Flight Services (WFS) has opened a new temperature-controlled pharma facility in Copenhagen, in addition to inking a contract with Air India for the latter's thrice-weekly cargo service to Delhi, the cargo handling firm said in a statement.

The facility will store up to 16 cargo units with separate temperature chambers and an electronic rollerbed system to expedite the handling of pharma shipments, said WFS.

WFS invested in the pharma facility as part of its IATA CEIV Pharma certification program in Denmark, the air carrier said. Earlier this month, Brussels became the first WFS cargo station in Europe to achieve IATA CEIV Pharma certification. WFS is also working towards Good Distribution Practice (GDP) or IATA CEIV Pharma certifications at other major locations across its network, which also includes building new facilities in Paris and Milan.

In addition to the pharma facility, WFS received the cargo handling contract for Air India for its new service, with three flights a week, aboard Boeing 787 freighters to Delhi.

"We are delighted to be handling cargo carried onboard Air India's new non-stop services between Denmark and India, which offers a direct trade link for exporters and importers in both countries. WFS is also progressing towards its IATA CEIV certification in Denmark with the opening of our new cooler facility to support our customers' premium cargo products for temperature-sensitive pharma shipments," WFS General Manager Scandinavia Jimi Daniel Hansen said.

Delta Cargo adds Dusseldorf to CEIV network

13 / 12 / 2017

Delta Cargo is now offering CEIV approved facilities at seven locations across Europe, with the recent addition of Dusseldorf airport to the network.

The facilities are operated in conjunction with Delta’s joint venture partners Air France-KLM.

Delta said that it now has access to 50 approved stations around the globe with seven CEIV approved facilities in Europe all connected to Delta’s largest cargo operation in Atlanta, which is also CEIV certified.

“Delta has made significant investments in Pharma facilities across its global network, so as to ensure that we are compliant with the highest industry standards,” said Shawn Cole, Delta’s vice president – cargo.

“Our priority boarding and quick connection times minimize exposure to outside temperatures ensuring the integrity of the product – vital for transporting medicine to patients.”

The CEIV stations in Europe are Amsterdam, Brussels, Dusseldorf, Frankfurt, Milan, Paris-CDG and Rome.

Delta is the first US global passenger carrier to receive IATA’s Center of Excellence for Independent Validators (CEIV) Pharma logistics Certification.

ABC and DHL complete a multi-modal RKN vaccine shipment to Miami
13/12/2017

AirBridgeCargo Airlines (ABC) has completed a successful multi-modal pharma trial shipment for DHL Global Forwarding (DGF) to deliver healthcare products from Moscow to Miami.

The shipment, which replaced real vaccines with service water for test purposes, used an RKN active cargo container in accordance with Good Distribution Practice (GDP) cool chain standards.

Said a spokesperson for Russian air-cargo carrier ABC: “This represents a new solution in the Russian market for an RKN to be physically loaded in a pharmaceutical cooler of a production plant without additional cross-dock operations during the main leg delivery to Miami.

“The total solution provided by the ABC and DGF teams covered delivery, leasing and guaranteed customs clearance for the customer as well as ensuring a minimum transit time and the elimination of temperature risk.”

The RKN is a certified air cargo ULD container which maintains product temperatures in either the +12 to +8°C range, in the controlled room temperature range of +15 to +25 °C, or at any chosen set temperature within the operating range of 0 to +20°C throughout the transportation process.

For the trial shipment, using an Envirotainer RKN unit, the service partners were able to test the delivery process at each step of the transportation and monitor the condition of the water, which replicates the state of vaccines under similar circumstances.

Together with DGF Russia, ABC supplied the Envirotainer unit to the customer’s warehouse and accepted the cargo as a fully built-up unit ready for carriage at its airport warehouse premises.

The trial shipment, on an ABC Boeing 747 freighter, flew from Moscow on a direct route to Chicago, where the Envirotainer RKN was loaded onto a refrigerated truck to take the more than 400 kg of vaccines to Miami.

Even though the special container can run on battery power for more than 90 hours and sustain the required temperature range, it was decided to maintain +5°C inside the truck to introduce a second safety measure. From Miami, the RKN continued its journey to Managua, the capital of Nicaragua, onboard another carrier.

Fedor Navikov, global director, pharma for ABC, said: “We are proud to be given this opportunity to demonstrate the quality of the pharma solutions we can provide and to have earned the trust of our customer for the organization of vaccines transportation.

“With ABC only developing temperature-sensitive solutions for less than a year, it is a huge achievement to be chosen to provide dedicated lift of healthcare products, which will improve the quality of life for people of the Republic of Nicaragua when we commence the delivery of vaccines in 2018.”

The airline achieved IATA CEIV Pharma certification in 2016 and in September 2017 gained Envirotainer QEP accreditation at its global hub at Moscow Sheremetyevo Airport and in Dallas.

In the following two months, ABC gained additional accreditation for its online stations in Milan, Frankfurt, Amsterdam, Los Angeles and Chicago.

WFS opens Pharma facility in Copenhagen and wins new Air India contract

By: AJOT | Dec 13 2017 at 09:31 AM | Air Cargo News

Worldwide Flight Services (WFS), the world’s largest air cargo handler, is continuing to enhance its ability to handle pharmaceutical cargoes with the opening of a new temperature-controlled facility in Copenhagen.

The investment is in support of WFS’ airline customers’ growing pharma volumes and WFS’ own IATA CEIV Pharma certification programme in Denmark, which it expects to complete in early 2018. The facility has the capacity to store up to 18 cargo units and offers separate temperature chambers offering both 2-8°C and 15-30°C environments. Each lane in the building is also equipped with an electronic rollerbed system to expedite the handling of pharma shipments. The WFS team in Denmark is also celebrating winning the cargo handling contract for Air India’s new three times weekly Boeing 787 passenger and cargo services linking the country’s capital city with Delhi.

Jimi Daniel Hansen, WFS’ General Manager Scandinavia, said: “We are delighted to be handling cargo carried onboard Air India’s new non-stop services between Denmark and India, which offers a direct trade link for exporters and importers in both countries. WFS is also progressing towards its IATA CEIV certification in Denmark with the opening of our new cooler facility to support our customers’ premium cargo products for temperature-sensitive pharma shipments.”

Earlier this month, Brussels became the first WFS cargo station in Europe to achieve IATA CEIV Pharma certification. WFS is also working towards Good Distribution Practice (GDP) or IATA CEIV Pharma certifications at other major locations across its network which also includes building new facilities in Paris and Milan. In Brussels, WFS has installed two new dedicated pharma cells in its main warehouse offering 15-25°C and 2-8°C temperature-controlled environments.

DHL Global gets IATA CEIV pharma certifications across seven US stations

December 12, 2017: DHL Global Forwarding, one of the leading the air and ocean cargo specialist of the US-based Deutsche Post DHL Group has received the IATA CEIV pharma certification for its seven air freight stations.

The CEIV Pharma Certification, the umbrella association of aviation industry attests the highest service and quality standards for life sciences and healthcare customers through a uniform processes and compliant network.

"We are one of the first freight forwarders in the US Midwest region to be IATA CEIV pharma certified," said David Goldberg, CEO of DHL Global Forwarding.

"We place great importance on enhancing our service quality, which demonstrates through IATA CEIV pharma certification that we are the right partner for transporting vital and temperature sensitive products," he said.

Due to its unique cloud-based IT platform LifeTrack, DHL offers transparency in comparison to conventional offers in the area of temperature-controlled transports. LifeTrack not only ensures shipment tracking, but also enables the intervention during the supply process round the clock, daily.

With this quality assurance initiative, DHL positions itself as a reliable partner for the transport of structural complex, temperature sensible pharmaceutical products.

“As a company that complies with this important global baseline IATA CEIV standards, DHL ensures our pharmaceutical customers that we are here to safeguard their products with highest integrity,” said David Bang, global head of DHL temperature management solutions and CEO LifeConEx at DHL Global Forwarding.
DHL achieves CEIV certification at six US stations

12 / 12 / 2017

DHL Global Forwarding has achieved CEIV certification at six of its airfreight stations.

DHL began the certification process of its global stations according to the IATA CEIV Pharma Standard in the third quarter of 2016.

Following independent audits by third parties and training courses for employees on site, stations in Chicago (the first to be certified), Cincinnati, Los Angeles, Philadelphia, Miami and San Juan, Puerto Rico, received the quality label.

The company announced plans to achieve the certification in the US earlier this year.

"DHL Global Forwarding is one of the first freight forwarders in the US Midwest region to be IATA CEIV Pharma certified," said David Goldberg, chief executive, DHL Global Forwarding.

"We at DHL place great emphasis on improving our service quality and demonstrate through IATA CEIV Pharma Certification, that we are the right partner for transporting vital and temperature sensitive products."

Opened in 2015, the Chicago station is comprised of 491,000 sq ft of office and warehouse space and is the largest free standing DHL Global Forwarding building in its worldwide network.

The building contains two temperature controlled chambers (+15° to +25°C and +2° to +8°C) that together measure close to 10,000 sq ft and a 999 sq ft ambient receiving area, built with variable temperature capabilities to process any pharmaceutical, biotech or medical devices that require a temperature-controlled environment and two dedicated truck docks.

DHL Stations across the U.S. Receive IATA CEIV Pharma Certifications for Life Sciences and Healthcare Compliance

- DHL Global Forwarding forges ahead with increased quality standards for life sciences and healthcare shipments
- Of the DHL Global Forwarding U.S. operations, Chicago, Illinois is first to receive certification in the country

December 11, 2017 01:06 PM Eastern Standard Time

MIAMI--(BUSINESS WIRE)--DHL Global Forwarding, the air and ocean freight specialist within Deutsche Post DHL Group, certified seven of its air freight stations, according to the CEN Pharma Standard of the International Air Transport Association (IATA). The CEIV Pharma Certification of the aviation industry’s umbrella association attests the highest service and quality standards for life sciences and healthcare customers through uniform processes and a compliant network.

DHL announced IATA CEIV Pharma certifications in 7 U.S. stations

"DHL Global Forwarding is one of the first freight forwarders in the U.S. Midwest region to be IATA CEIV Pharma certified," says David Goldberg, CEO, DHL Global Forwarding. "With DHL, place great emphasis on improving our service quality and demonstrate through IATA CEIV Pharma Certification, that we are the right partner for transporting vital and temperature sensitive products."

DHL began the certification process of its global stations according to the IATA CEIV Pharma Standard in the third quarter of 2016. Following independent audits by third parties and training courses for employees on site, stations in Chicago (the first to be certified), Cincinnati, Los Angeles, Philadelphia, Miami and San Juan, Puerto Rico, received the quality label.

DHL Global Forwarding enhances transportation and storage quality levels of pharmaceutical goods and the DHL Air Thermomax station exceeds usual quality standards. Due to its unique cloud-based IT platform LifeTrack, DHL offers more transparency in comparison to conventional offers in the area of temperature-controlled transports. LifeTrack not only ensures shipment tracking but also enables the intervention during the supply process around the clock on 365 days a year. With this quality assurance initiative DHL positions itself as a reliable partner for the transport of structural complex, temperature sensitive pharmaceutical products.

"As a company that complies with these important global baseline IATA CEIV standards, DHL Global Forwarding can ensure its pharmaceutical customers we are working alongside the aviation industry to safeguard their products with the highest integrity," says David Bang, Global Head of DHL Temperature Management Solutions and CEO LifeConEx at DHL Global Forwarding.

Inaugurated in 2015, the Chicago station is comprised of 401,000 square feet of office and warehouse space and is the largest free standing DHL Global Forwarding building in its worldwide network. The building contains two temperature controlled chambers (+15° to +25°C and +2° to +8°C) that together measure close to 10,000 square feet and a 999 square-foot ambient receiving area, built with variable temperature capabilities to process any pharmaceutical, biotech or medical devices that require a temperature-controlled environment and two dedicated truck docks.

In Chicago, the umbrella association IATA examines the station’s correspondence to the Temperature Control Regulations (TcR), the GSP (Good Distribution Practices) guidelines of the European Union, the Annex 5 of the World Health Organization and the United States Pharmacopeia Standards. Apart from this they also set the industry standard for the transportation of dangerous goods and live animals in addition to sensitive pharmaceutical products.

With its international network, DHL offers at all of its Air Thermomax locations worldwide ranging product portfolio, covering all client needs for time and temperature sensitive airfreight shipments. Therefore DHL has successfully established itself as the market leader for logistics solutions in the life sciences and healthcare industry. Also at the IATA-certified DHL Air Thermomax Chicago location, temperature sensitive airfreight shipments are handled and the door-to-door courier solution "Life Sciences Cared Speciality Courier" is offered for special demands of the industry. Additionally DHL offer the express service "Medical Express" with a fixed delivery time and "DHL Clinical Trial Logistic" a logistics solution specifically designed for clinical studies such as the transportation of trial medication, auxiliary materials and lab kits.

On the Internet: www.dphl.de/press

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DHL – The logistics company for the world

DHL is the leading global brand in the logistics industry. Our DHL family of divisions offer an unrivalled portfolio of logistics services ranging from national and international parcel delivery, e-commerce shipping and fulfillment solutions, international express, road, air and ocean transport to industrial supply chain management. With about 350,000 employees in more than 220 countries and territories worldwide, DHL connects people and businesses securely and reliably, enabling global trade flows. With specialized solutions for growth markets and industries including technology, life sciences and healthcare, energy, automotive and retail, a proven commitment to corporate responsibility and an unrivalled praxism in developing markets, DHL is decisively positioned as "The logistics company for the world."

DHL is part of Deutsche Post DHL Group. The Group generated revenues of more than 57 billion euros in 2016.

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WFS earns ‘Cargo Handler of the Year’ award in Miami

Worldwide Flight Services’ (WFS) commitment to safety, security, innovation, service and the local community has earned it Miami International Airport’s (MIA) Cargo Handler of the Year award for the third consecutive year.

The annual award winner is chosen on the basis of its use of technology and innovation, its economic impact and job growth, awards and industry certifications, and community involvement. Company nominations are judged by senior executives from Miami International Airport, the Chamber of Commerce, Beacon Council and professionals from the aviation industry.

In its submission, WFS – one of the largest cargo handlers at MIA - highlighted new developments in 2017 to its ePIC operating system, which was developed in-house to innovate cargo handling processes, provide seamless interfaces with airline IT systems, and embrace a paperless working environment. This year has seen the launch of a new Screening module to fully integrate the cargo screening process into ePIC and to deliver a paperless process that meets the U.S. Transportation Security Administration’s (TSA) cargo security requirements.

In support of WFS' global commitment to the highest standards of safety and security, it has also invested in upgraded high definition CCTV technology for its facilities at MIA, and launched a new Security Observation Center (SOC), a remote 24/7 CCTV monitoring team to control and observe all WFS operations in real-time. 2017 has also seen over $2 million invested in WFS’ 30,000 sq ft Perishables Handling Center infrastructure and a newly-built temperature-controlled pharma facility. Earlier this year, WFS achieved IATA CEIV Pharma certification in Miami, making it one of the first CEIV cargo handling operations in North America, and renewed its IATA Safety Audit for Ground Operations (ISAGO) accreditation at the airport.

In addition, WFS has developed an in-house computer-based Learning Management System to provide an interactive training experience for its employees, which enables real-time tracking of training programs and compliance as well as the ability to complete training on desktop PCs, mobile phones or tablets.

In recent months WFS has also supported the humanitarian relief effort in the region following hurricanes Harvey, Irma and Maria, handling C-130, DC-9, 767 and 747 aid charters.

From Left to right: Jason Wilson, Divisional Director Real Estate Management & Development for MIA, Greg Owens, Assistant Director Business Retention & Development for MIA, Shawnpaul Booth, Vice President of WFS, Emilio Gonzalez, MIA’s Airport Director, and Alex De Gunten of Heico, one of the Judges of the selection panel.

Shawnpaul Booth, Vice President – Cargo Operations for WFS in Miami, said: “Winning this award for the third year in-a-row reflects our commitment to the highest levels of safety, security and service at Miami International Airport, and the hard work and dedication of our local management and the entire WFS team at MIA.”

WFS operates 11 cargo handling facilities at Miami International Airport, serving over 30 airline customers. 2017 has seen a 10% increase in its workforce at the airport as its annual volumes have soared close to 600 million kilos.

Mike Duffy, Americas’ Chief Executive Officer at WFS, added his congratulations to the Miami team, stating: “We are proud that a panel of highly-respected aviation, commerce and local authority executives have recognized WFS’ contribution to the continued growth and development of this great airport. In a year where our customers’ volumes in Miami are up by more than 10%, it is more evident than ever that these investments in technology, safety and security, training and our facilities are giving our customers the support they need to generate the best possible return from their cargo businesses.”

WFS’ Brussels cargo station achieves IATA CEIV pharma certification

Worldwide Flight Services (WFS) has revealed that its cargo station in Brussels has achieved IATA CEIV Pharma certification — its first from the company to achieve this type of certification within Europe.

“We are proud to be the first WFS station in Europe with CEIV accreditation and to be supporting our customers and the efforts of Brussels Airport to create the world’s first CEIV-certified airport community,” explained Marc Claesen, regional vice president of WFS in Belgium.

Pharma volumes handled by WFS in Brussels increased by about 170% last year and are expected to continue to rise to a new high by the end of this year. To manage the growth in pharma volumes, the company installed two new dedicated pharma cells in its main warehouse in Brussels, which maintain the integrity of pharma products within 15–25°C and 2–8°C temperature-controlled environments. As part of its successful CEIV certification programme, it has also adopted specific pharma handling procedures and provided training for its staff working in the upgraded facility.

“We are continuing to listen to the needs of our airline customers and to support them with new and enhanced facilities where we see opportunities that offer growth potential for them and for WFS,” added John Batten, WFS’ EVP Cargo Europe Middle East Africa & Asia. “Delivering further improvements to our pharma handling services at major stations is one of our key areas of focus and this will continue in 2018 with investments and GDP or CEIV certifications at more of our locations with high Pharma volumes.”

WFS is also in the process of certification for either Good Distribution Practice (GDP) or IATA CEIV Pharma at major locations across its network, also including building new facilities at stations including Paris, Milan and Copenhagen.

WFS secures CEIV certification for ground-handling in Brussels

Caryn Livingston  December 4, 2017  0

Worldwide Flight Services (WFS) received the International Air Transport Association’s (IATA’s) CEIV-Pharma certification at its Brussels cargo station, marking the first of its European cargo stations to gain the certification.

WFS estimates that its pharmaceutical handling in Brussels increased by 170 percent during 2016, and is on track to be even higher in 2017, with volumes through October surpassing 3,000 tonnes. To keep up with the growing volumes, WFS installed two new dedicated pharma cells in its main Brussels warehouse – for storage temperatures between +2°C and +25°C – and is adopting handling and training procedures specifically for pharma cargo.

Other WFS cargo stations across the company’s network are currently in the process of certification for either Good Distribution Practices (GDP) or CEIV-Pharma. WFS is also adding new facilities in Paris, Milan and Copenhagen. The company’s executive vice president of cargo for Europe, Middle East, Africa and Asia, added, “Delivering further improvements to our pharma-handling services at major stations is one of our key areas of focus, and this will continue in 2018 with investments and GDP or CEIV certifications at more of our locations with high pharma volumes.”

https://aircargoworld.com/allposts/wfs-secures-ceiv-certification-for-ground-handling-in-brussels/
NEWS RELEASE

Please find here a news release issued today by Worldwide Flight Services (WFS)

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WFS GAINS IATA CEIV PHARMA CERTIFICATION IN BRUSSELS

Brussels has become the first of Worldwide Flight Services’ (WFS) European cargo stations to achieve IATA CEIV Pharma certification.

The world’s largest cargo handler is in the process of certification for either Good Distribution Practice (GDP) or IATA CEIV Pharma at major locations across its network, which also includes building new facilities at stations including Paris, Milan and Copenhagen.

Pharma volumes handled by WFS in Brussels rose by some 12% in 2016 and will soar to a new high in 2017, volumes in the first 10 months of the year have already exceeded three million units.

Marc Gleeson, Regional Vice President of WFS in Belgium, said: “We are proud to be the first WFS station in Europe with CEIV accreditation and to be supporting our customers and the efforts of Brussels Airport to create the world’s first CEIV-certified airport community.”

To manage its customers’ growing pharma volumes, WFS has installed two new dedicated pharma cells in its main warehouse in Brussels to help maintain the integrity of pharma products within ±5°C and ±24°C temperature-controlled environments. As part of its successful CEIV certification programme, it has also adopted specific pharma handling procedures and provided/refreshing training for its staff working in the upgraded facility.

About WFS

Founded in 1971 and headquartered in Paris, WFS (www.wfs.aero) is the world’s largest air cargo handler and one of the leading providers of ground handling and technical services with annual revenues of over EUR1 billion. Its 18,000 employees serve over 300 airlines at 195 major airports in 21 countries on five continents.
WFS Gains IATA CEIV Pharma Certification in Brussels

SOURCE: WORLDWIDE FLIGHT SERVICES DEC 4, 2017

Brussels has become the first of Worldwide Flight Services’ (WFS) European cargo stations to achieve IATA CEIV Pharma certification.

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John Batten, WFS’ EVP Cargo Europe Middle East Africa & Asia, added: “We are continuing to listen to the needs of our airline customers and to support them with new and enhanced facilities where we see opportunities that offer growth potential for them and for WFS. Delivering further improvements to our pharma handling services at major stations is one of our key areas of focus and this will continue in 2018 with investments and GDP or CEIV certifications at more of our locations with high pharma volumes.”

GDP renewal for Swiss

SWISS WorldCargo has renewed its GDP compliance for handling pharmaceutical products at its Zurich Airport hub, and says this further strengthens its network of quality corridors.

Swissmedic, the Swiss authority responsible for the authorisation and supervision of therapeutic products, renewed the Cargologic handling facilities’ GDP compliance certification in September 2017.

Swiss WorldCargo’s ground handling partner was one of the first to secure GDP compliance in 2014 and IATA Center of Excellence for Independent Validators (CEIV) certification for handling pharmaceutical products in 2015.

The airline has invested heavily in replicating best practice models in collaboration with its ground handling partners around the world, with a network of certified trade lanes being implemented to ensure the highest quality standards and product integrity in cold chain handling on a global scale. It plans 50 “quality corridors” by the end of 2017.
A CULTURE FUELED BY INNOVATION.

Delta Cargo is focused on driving innovation, not only within our company, but also within the industry. It’s a tradition that began more than 90 years ago when the airline was founded, and we’re proud to continue building on that foundation today.

24/7 monitoring at our Cargo Control Center, 100% eAWB penetration, CEIV Pharma certification at key stations, and an expanding network and product catalog are just a few recent enhancements.

DELTA CARGO
Singapore Airlines Cargo embraces change

SIA Cargo started the year off on a positive note. Achieving important milestones, the carrier has seen healthy growth, despite the loss from 2016.

Along with other stakeholders of the air cargo industry and its supply chain, Singapore Airlines Cargo, a wholly owned subsidiary of Singapore Airlines, started the year off on a positive note. Achieving important milestones, the carrier has seen healthy growth, despite the unexpected loss from 2016 fourth-quarter. Payload Asia has the story.

The beginning of 2017 saw Singapore Airlines (SIA) Cargo reaching important milestones, as well as making moves planned to improve efficiency through greater synergy within the SIA group.

According to the International Air Transport Association (IATA) data, this year, the air cargo industry posted its strongest first half year growth since its rebound from the global financial crisis in 2010. This growth seems to have carried on into the third quarter and is projected to keep rising into the industries peak period.

SIA Cargo experienced healthy cargo volumes throughout the first half of 2017. “In terms of freight ton-kilometres (FTKs) we saw an increase of three percent against a one percent capacity reduction in the first quarter of the year and in the second quarter an additional seven per cent increase, against one per cent capacity growth,” confirmed Alvin Tay, VP Sales and Marketing, SIA Cargo, speaking about the carriers’ performance in the first year.
Another high point for the carrier came when it was named the first airline in the Asia Pacific region to obtain the IATA Centre of Excellence for Independent Validators in Pharmaceutical Logistics Certification (CEIV). The accreditation which came at the beginning of 2017, was in recognition of the carrier's capabilities in handling high-value, time sensitive and temperature controlled pharmaceutical cargo with speed reliability and efficiency.

“...The stringent requirements of the certification ensure operational readiness for the carriage of pharmaceutical or healthcare products, with most of the benchmarks coinciding with existing operational standards within SIA Cargo,” said Tay addressing how obtaining the certification has impacted daily operations. He went on to add, “The process of obtaining the certification provided a good avenue to consolidate and review our existing practices, further build up operational coordination at our hub for pharmaceutical shipments, and upgrade our training programme.”

The Asia-Pacific freight market being the largest in the world, accounts for about 40 per cent of total global trade. Having SIA Cargo, one of the largest carriers in the region, achieve CEIV Pharma Certification is a step that will significantly boost not just what the airline can offer its customers but also expose the region’s performance to new opportunities.

The carrier operates a dedicated fleet of seven Boeing 747-400F freighters, and is also in charge of the cargo capacity on the passenger flights operated by Singapore Airlines, Silk Air and Scoot. Attaining the certification has also boosted and certified the three airlines, which collectively connect over 100 destinations. They are now all CEIV Pharma certified.

“IATA has created the CEIV Pharma to help airlines, handlers and forwarding agents be compliant with international regulations and to create one global standard for transporting pharmaceuticals. We congratulate SIA Cargo on their achievement and for taking the industry one step closer to having a global standard for transporting pharmaceuticals,” said Mr Glyn Hughes, IATA Global Head of Cargo.

New Directions
Singapore Airlines’ participation in the cargo business can be dated back to over 50 years ago, however, it wasn’t until July 1992 that a full-fledged Cargo division was formed. July 2001 saw the corporatization and development of the division into an independently managed subsidiary that could devote more attention to the cargo business. It was announced earlier in the year that the SIA Cargo would be re-integrated as a division within SIA. “Some reorganisation was done during first half of 2017 to enhance sales and operations capabilities, and intensify our focus on technology,” said Tay.

Apart from attaining the IATA CEIV Pharma Certification, the carrier has also reinforced their “verticals” programme to meet different industries’ needs during 2017, another noteworthy milestone.

Tay went on to explain that the Verticals programme was created in tandem to capture opportunities in selected industries such as e-Commerce. Through meeting customers logistics needs with the quality and speed of its services, the carrier has seen positive growth in volumes such as e-commerce, aerospace, perishables, and healthcare movements as well.

Always looking for ways to strengthen its value proposition to its customers, 12 new belly-hold destinations were added to the groups network during 2016. The groups worldwide network has continued to expand during the first half of 2017 with service to Stockholm and Athens, with more upcoming destinations in the second half of the year to Hiroshima, Harbin and Honolulu.

“Our extensive network provides greater flexibility for customers to meet airfreight demand, while allowing them to enjoy inimitable levels of service excellence across the globe. Staying in tune with our customers’ evolving requirements also holds great importance as we continue building our capabilities to enhance our product offerings. We bolstered our ‘verticals’ programme last year to develop in segment-specific capabilities, and it remains an integral strategy throughout 2017 as we strive to be nimble in a mutable business environment,” said Tay.

Results from specific targets
“...Our drive to digitalize has also yielded industry-leading adoption rates for e-AWB under IATA’s larger airfreight initiative,” commented Tay in response to the carriers adoption of digitization. “We recognise the mounting importance of digitalisation and we are currently working on a number of projects to better leverage on IT and data. We are also undertaking a thorough review of our digital roadmaps for medium to long-term plans. This involves assessing current and emerging technologies and their potential to change how we conduct our business.”

SIA Cargo proactively invests in training and systems that will both improve internal processes and elevate service quality to the benefit and satisfaction of customers. In conjunction with its ground handling partner, they have developed the use of RFID tags and scanners for accurate and timely tracking of express shipments. Internally, the roll-out of salesforce mobility tools has streamlined collaboration between the sales teams to better serve customers.
Swissport Cargo Services Frankfurt gets CEIV Pharma

Posted By: STAT Times

November 22, 2017: Swissport Cargo Services Frankfurt has received IATA’s CEIV Pharma certification at the German airport after it made substantial investments into infrastructure, equipment and training.

As part of the Frankfurt Cargo community efforts, the ground handler developed a dedicated product line for the handling of life science & healthcare shipments.

“Regarding pharma shipments, we fully realize that there are always humans involved who need a constant flow of safely delivered medical products. Hence, it is of utmost importance to have a solid process, training and a state-of-the-art facility in place. Getting there was a tough job, but the IATA CEIV Pharma certification is a great reward for our efforts and makes the whole team very proud,” said Philip Roodenburg, station manager at Swissport Cargo Services Frankfurt.

“Our business is continuously changing and it’s our duty to keep up with these changes. Next to further developing our Pharma Handling capabilities, we are also constantly improving our processes and seeking for innovations that can make the difference in future cargo handling,” he added.
Swissport Cargo Services Frankfurt Awarded IATA CEIV Pharma Certification

SOURCE: SWISSPORT INTERNATIONAL LTD. NOV 21, 2017

With the increasing flow of Life Science and Healthcare shipments over the past few years, maintaining a stable and secure supply chain requires specific equipment, storage facilities, harmonized handling procedures and above all, strong cooperation among the cool chain partners. As part of the Frankfurt Cargo community efforts, Swissport Cargo Services Frankfurt has developed a dedicated product line for the handling of Life Science and Healthcare shipments. After investments into infrastructure, equipment and training, Swissport Cargo Services Frankfurt has now successfully received certification.

“Regarding pharma shipments, we fully realize that there are always humans involved who need a constant flow of safely delivered medical products. Hence, it is of utmost importance to have a solid process, training and a state-of-the-art facility in place. Getting there was a tough job, but the IATA CEIV Pharma certification is a great reward for our efforts and makes the whole team very proud,” said Philip Roodenburg, Station Manager at Swissport Cargo Services Frankfurt. “Our business is continuously changing and it’s our duty to keep up with these changes. Next to further developing our Pharma Handling capabilities, we are also constantly improving our processes and seeking for innovations that can make the difference in future cargo handling.”

Swissport Cargo Services Frankfurt awarded CEIV Pharma

21/11/2017

Ground handler Swissport Cargo Services Frankfurt has received IATA’s CEIV Pharma certification at the German airport.

Philip Roodenburg, station manager at Swissport Cargo Services Frankfurt, said: “Regarding pharma shipments, we fully realize that there are always humans involved who need a constant flow of safely delivered medical products. Hence, it is of utmost importance to have a solid process, training and a state-of-the-art facility in place.

“Getting there was a tough job, but the IATA CEIV Pharma certification is a great reward for our efforts and makes the whole team very proud. Our business is continuously changing and it’s our duty to keep up with these changes. Next to further developing our Pharma Handling capabilities, we are also constantly improving our processes and seeking for innovations that can make the difference in future cargo handling.”

As part of the Frankfurt Cargo community efforts, Swissport Cargo Services Frankfurt developed a dedicated product line for the handling of life science & healthcare shipments.

Said a company spokesperson: “After investments into infrastructure, equipment and training, Swissport Cargo Services Frankfurt has now successfully been awarded with the IATA CEIV Pharma certification.”

Seconds with
MILIND TAVSHIKAR

SmartKargo is providing IT solutions to air cargo carriers and as the industry continues to digitise its processes is likely to be a key player in the future, as the industry evolves. The latest to use their technology is Oman Air Cargo and SmartKargo is targeting more airline contracts. Air Cargo Week spoke to the company’s founder and CEO, Milind Tavshikar.

Justin Burns, ACW: How has demand been for your air cargo products?

Tavshikar: We have grown our customer base from three customers to 17 (16 airlines and 1 GHA) over the last four years. And we are soon looking to announce a few more customers which we are excited about.

Justin Burns, ACW: What are the biggest challenges for SmartKargo?

Tavshikar: Changing the status quo mindset is a major challenge. SmartKargo is so innovative in its approach it takes a team with a willingness to take a fresh look at the way air cargo business is being done. Clearly the market has changed significantly. Everything is on the Internet and real-time. Most participants in the business are stuck in the past with legacy IT environments that are more of a record keeping system than a business solution. It’s almost inconceivable for an airline to think they can use SmartKargo technology to directly integrate in the diverse e-commerce delivery chain and increase load factors by a multiple airlines still depend on the traditional channels such as internal sales teams and freight forwarder based partner channels as their only two sales channels.

We find mid-sized and smaller carriers seem to have a bigger appetite for challenging the status quo and are more ready for the fast deployments of SmartKargo. At the larger carriers, there is inherent resistance to change and they are watching how some of the industry players perform before they switch. We are working to overcome these challenges by educating customers about the possibilities and showcasing ROI studies etc. As the need for latest technology escalates as a differentiator and major factor in providing access to new revenue opportunity, I think this will begin to change. Our hope is airlines will start thinking like integrators when it comes to air cargo.

Justin Burns, ACW: How do your products improve airline cargo performance?

Tavshikar: Oman Air Cargo was looking to provide easy, secure access to real-time information with a robust infrastructure and the advanced technology that enables integration with any business partner across the world, quickly and seamlessly. They accomplished this as the full, end-to-end SmartKargo ERP solution was deployed in less than two months. Oman Air Cargo can now take full advantage of the advanced insights into the business that are made possible in real-time. Let’s face it, critical revenue management decisions need to be informed by immediate access to data—with full shipment visibility and robust reporting functions that make it easy. Basing these business decisions on outdated information, as in the batch processing and reporting of data in hindsight, is more than limiting for carriers. Oman chose our solution to bring digital transformation
to all aspects of its cargo business - and it will improve revenues and customer service.

**Justin Burns, ACW: How do your products provide new revenue potential?**

**Tavshikar:** SmartKargo opens a direct-to-shipping sales channel for Oman Air. Customers can directly book on the Internet and get confirmation of space - getting assured service delivery. We know this ‘ease of use’ builds customer loyalty, thus making a customer book more often with Oman in comparison with others who may not have such a facility. The revenue figures of integrators can stagger the imagination if you are a combination airline. Today, the technology exists to increase revenues dramatically by tapping into this business. Oman is planning to grow revenues by 20 per cent YOY by matching integrator capabilities.

Some other customers have implemented SmartKargo’s door-to-door technology. They have initially launched the service with their B2B customers. It’s a great story that should be explored by all airlines who want to catapult their contribution to total revenue. Moving to 10 per cent of airline revenues absolutely changes the game for the cargo business. Enabling the addition of first-mile and last-mile operational capability for an airline, especially for express products is do-able.

**Justin Burns, ACW: Is the industry embracing e-freight?**

**Tavshikar:** IATA has done a good job of promoting e-freight and eAWB initiatives, for the better part of two decades. There has been growth in the adoption of both. Most carriers would love nothing more than to be onboard with the paperless standard. But the obstacle has not been adoption of the concept, but the lack of technology to consistently implement it. And this is where we come in. We are happy to say that our solution fully provides the technology needed to comply with eAWB and e-freight, including ePouch documentation. The system empowers airlines with all of the most up-to-date IATA electronic messaging types, including C-IMP and 100+ secured web service methods and support for key EDIFACT messages. This results in a system that is both powerful and easy to use.
Five projects launched by Pharma.Aero

Pharma.Aero is to focus on five special projects for its members to improve services.

It was founded by Miami International Airport and Brussels Airport as a platform to foster strong collaboration among members including airport communities, pharma shippers and other pharma logistics stakeholders.

Five projects are being launched: A Pharma.Aero Shippers Advisory Group; an IATA CEIV Pharma shippers validation; an airside transport benchmark; certified pharma lanes & identification of performance indexes and dashboard; and an IATA CEIV Pharma maturity assessment.

The shippers advisory group aims to improve collaboration among pharma stakeholders, ensuring Pharma.Aero stays ahead of industry trends and address any shipper issues, with Johnson & Johnson, MSD, Pfizer and Brussels Airport participating.

For the shippers validation, Brussels Airport cargo & product development manager Nathan de Valck explains the project group will work with pharma shippers to validate and endorse the existing IATA CEIV Pharma checklist and audit methodology.

Johnson & Johnson, MSD and Pfizer will participate with Brussels Airport assuming the coordinating role.

Describing the airside transport benchmark, Miami International Airport section chief for aviation marketing, Jimmy Nares says the group will come up with a framework for airports and stakeholders to consider when reviewing airside transport solutions.

Brinks, Brussels Airport, Changi Airport Group, Envirotainer, Expeditors, MSD, Mumbai International Airport, Pfizer and Sharjah Airport will participate, with Miami coordinating.

The pharma trade lanes involve CEIV Pharma certified operators. Pfizer and Changi will take the lead, with Brussels Airlines Cargo, Brussels Airport, DHL Global Forwarding, Envirotainer, Expeditors, EuroAirport Basel, Johnson & Johnson, MSD, MVD Free Airport and Singapore Airlines participating.

The CEIV maturity assessment will aim to improve the programme, ensuring the relevancy of the checklist.
Cathay Pacific releases combined traffic figures for October 2017

The two airlines carried 180,706 tonnes of cargo and mail last month, an increase of 4.8% compared to the same month last year. The cargo and mail load factor rose by 1.2 percentage points to 69.3%. Capacity, measured in available cargo/mail tonne kilometres, was up by 2.4% while cargo and mail revenue tonne kilometres (RTKs) increased by 4.2%. In the first ten months of 2017, the tonnage rose by 10.8% against a 3.1% increase in capacity and an 8.7% increase in RTKs.

Cathay Pacific Director Commercial and Cargo Ronald Lam said: “Our performance in the first half of the month was boosted by an increase in leisure travel demand around a number of public holidays in the region, including National Day and the Mid-Autumn Festival, from our key sales territories of mainland China, Korea and Taiwan. Premium traffic maintained its momentum across most of the network, achieving good growth on the back of strong demand and additional capacity, although long-haul yield continues to come under pressure from intense competition.

“Our cargo business enjoyed a strong month and we broke our weekly tonnage uplift record during the week ending 21 October. Stepping into the traditional peak period, demand for new IT products and perishables was robust. We deployed additional freighter capacity on transpacific, India and mainland China routes, while our load factor and yields continued to climb. October also marked an important milestone for our Pharma LIFT business – along with our wholly-owned subsidiaries Cathay Pacific Services Limited and Hong Kong Airport Services Limited, the airline was awarded CEIV Pharma Certification in recognition of our capability in handling high value and time-sensitive pharmaceutical products.”
Panalpina France gets CEIV Pharma IATA accreditation

Posted By: STAT Times

November 16, 2017: Swiss intercontinental air and ocean freight provider Panalpina France recently received the CEIV Pharma IATA (International Air Transport Association) certification.

With the pharmaceutical product handling certification, Panalpina can offer its customers additional guarantee of investment in the Pharma field. It would also strengthen Panalpina France’s position as a major player in the transport of pharmaceuticals, and guarantee the safety and quality of transported pharmaceutical products and devices.

Groupe ADP (Paris Airport) had initiated the CEIV Pharma certification process to ensure the safety and integrity of products and pharmaceutical devices that transit the area. The certification aims to harmonize the processes of all players in the air freight logistics chain, including road hauliers, airlines, forwarding and handling agents.

According to the company, CEIV certification encompasses a plethora of pharmaceutical standards and guidelines, such as IATA Temperature Control Regulations (TCR), Good Distribution Practices of the European Union (EU BPD), Annex 5 of the World Health Organization and United States Pharmacopoeia Standards.

http://www.statetimes.com/panalpina-gets-ceiv-pharma-iata-accreditation-air-cargo
Cathay Pacific Airways Limited

For Immediate Release

Cathay Pacific Releases Combined Traffic Figures for October 2017

Cathay Pacific Airways today released combined Cathay Pacific and Cathay Dragon traffic figures for October 2017 that show an increase in both the number of passengers carried and cargo and mail uplifted compared to the same month in 2016.

Cathay Pacific and Cathay Dragon carried a total of 2,924,762 passengers last month—an increase of 6.6% compared to October 2016. The passenger load factor dropped 0.2 percentage points to 81.3%, while capacity, measured in available seat kilometres (ASKs), increased by 4.6%. In the first ten months of 2017, the number of passenger carried increased by 0.7% while capacity rose by 2.3%.

The two airlines carried 165,708 tonnes of cargo and mail last month, an increase of 4.5% compared to the same month last year. The cargo and mail load factor rose by 1.2 percentage points to 69.3%. Capacity, measured in available cargo/mail tonne kilometres (ATKs) increased by 2.4% while cargo and mail revenues tonne kilometres (RTKs) increased by 4.2%. In the first ten months of 2017, the tonnage rose by 10.8% against a 3.1% increase in capacity and 6.7% increase in RTKs.

Cathay Pacific Director Commercial and Cargo Ronald Lam said: “Our performance in the first half of the month was boosted by an increase in leisure travel demand around a number of public holidays in the region, including National Day and the Mid-Autumn Festival, from our key sales territories of mainland China, Korea and Taiwan. Premium traffic maintained its momentum across most of the network, achieving good growth on the back of strong demand and additional capacity, although long-haul yield continues to come under pressure from intense competition.

“Our cargo business enjoyed a strong month and we broke our weekly tonnage uplift record during the week ending 21 October. Stepping into the traditional peak period, demand for new IT products and perishables was robust. We deployed additional freighter capacity on transpacific, India and mainland China routes, while our load factor and yields continued to climb. October also marked an important milestone for our Pharma LIFT business — along with our wholly-owned subsidiaries Cathay Pacific Services Limited and Hong Kong Airport Services Limited, the airline was awarded OECD Pharma Certification in recognition of our capability in handling high-value and time-sensitive pharmaceutical products.”

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<table>
<thead>
<tr>
<th>CATHAY PACIFIC / CATHAY DRAGON COMBINED TRAFFIC</th>
<th>OCT 2017</th>
<th>% Change</th>
<th>OCT VS OCT 16</th>
<th>OCT 2017</th>
<th>% Change</th>
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<tr>
<td>JFK (USA)</td>
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<td>- Shenzhen China</td>
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<td>- North Asia</td>
<td>572,000</td>
<td>4.7%</td>
<td>22,748,390</td>
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<tr>
<td>- Europe</td>
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<tr>
<td>- North America</td>
<td>572,000</td>
<td>4.7%</td>
<td>22,748,390</td>
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<tr>
<td>- Total (US)</td>
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<td>Passenger carried</td>
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<td>Cargo and mail revenue tonne km (RTKs)</td>
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<tr>
<td>Cargo and mail revenue tonne km (ATKs)</td>
<td>1,935,632</td>
<td>4.2%</td>
<td>9,637,730</td>
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<tr>
<td>Number of flights</td>
<td>6,952</td>
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<td>66,737</td>
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<table>
<thead>
<tr>
<th>CATHAY PACIFIC / CATHAY DRAGON COMBINED CAPACITY</th>
<th>OCT 2017</th>
<th>% Change</th>
<th>OCT VS OCT 16</th>
<th>OCT 2017</th>
<th>% Change</th>
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<tr>
<td>JFK (USA)</td>
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<td>- Shenzhen China</td>
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<td>- Total (US)</td>
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<td>Available cargo/mail tonne km (ATKs)</td>
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<td>Cargo and mail load factor</td>
<td>86.3%</td>
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<td>696,830</td>
<td>3.4%</td>
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<td>ATK (USA)</td>
<td>2,751,838</td>
<td>5.4%</td>
<td>20,340,070</td>
<td>2.1%</td>
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Japanese cargo carrier ANA receives IATA CEIV accreditation

Posted By: STAT Times

November 16, 2017: ANA has become the first Japan-based airline to be awarded IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV) pharma certification.

CEIV is a globally recognised pharma product handling accreditation awarded to ANA’s largest cargo operation located at Narita International Airport, Tokyo.

The CEIV pharma certification aims to provide a high-quality handling process, protecting the product quality during the transportation from environmental factors, such as temperature excursions. In order to obtain this certification, the applying company has to clear a check list comprises about stringent 250 stringent audits.


In a bid to provide higher quality in handling and transporting pharmaceutical products, ANA implemented a plethora of enhancements in various areas, which includes organisational structure, training, quality management, and handling manual. Hence, it enabled ANA to become the first airline in Japan to receive this certification.

ANA first Japan-based carrier to earn CEIV-Pharma cert

Interest in developing a more reliable cool-chain in Asia continued this month, as All Nippon Airways (ANA) became the first Japan-based airline to earn IATA's Center of Excellence for Independent Validators for Pharmaceuticals (CEIV-Pharma) certification.

The accreditation was awarded to ANA's largest cargo operation, located at Narita International Airport, near Tokyo. In order to obtain this certification, ANA had to clear a check list comprised of approximately 250 audit items.

To earn the cert, ANA said it implemented numerous supply chain enhancements, such as a new organizational structure, training programs, quality management and creation of a new handling manual. Last autumn, ANA said it developed the product “PRIORIB Fixed Temp,” a service for temperature-controlled product transportation, and “will continue to strengthen the quality of pharmaceutical handling to meet customer’s needs.”

The CEIV Pharma Certification seeks to provide a high quality handling process, protecting the product quality during the transportation from environmental factors such as temperature excursions. According to IATA, the CEIV certification encompasses, and in some cases exceeds, existing pharmaceutical standards and guidelines such as the European Union's Good Distribution Practice (GDP) for Pharmaceutical Products.
Shippers should support efforts to improve services

If pharma shippers are not going to support the air cargo industry’s efforts to improve services then they should stop complaining. Brussels Airport Company head of cargo, Steven Polmans believes.

He says the industry has been making a lot of effort to improve services for pharmaceutical shippers in recent years and they need to recognise this.

Polmans made his comments at the Air & Sea Cargo Americas conference on 2 November during the session Pharma Air Shippers Forum: Meeting the Pharma Shippers’ Expectations.

Brussels Airport was the first airport in the world where stakeholders were fully IATA CEIV Pharma certified.

He told delegates: “Pharma shippers have been complaining for a long time. If they are not going to support us then they should stop complaining and take responsibility.”

He adds Brussels started three years ago and is still gaining momentum. Saying, “We do it for the shippers as we want to meet their needs so they should support those who make investments if they want improved standards.”

Polmans explained that shippers complained sending pharma was like gambling as sometimes it would work but other times not, even when using the same airline at the same airport. Companies would have no idea what happened at the airport so Brussels wanted consistent standards.

Transparent experience

He said: “We are trying to make the experience transparent, coming to a kind of standard that if you send by Brussels you can expect this service, a minimum requirement. This is what started it and the whole CEIV process, training, infrastructure. There has been a big improve in the mind set towards pharma.”

Despite what people believe, CEIV was not developed by IATA but by pharma companies, and it was so successful that IATA adopted it. As Polmans pointed out it really came from the shippers.

Brussels Airlines Cargo vice president of global cargo, Alban Francois believes everyone in the supply chain is trying their best to improve matters but if they are not aligned then there can be problems.

Information is very important, he says: “It all starts if you have the right data measuring and understanding is happening, We did that at Brussels for the ramp transportation because we needed a solution for ramp. When you start to measure and understand where issues are you can start to solve it together.”

Review own operations

American Airlines Cargo manager for cold chain strategy, Tom Grubb said GDP was the gold standard by manufacturers but CEIV established definite guidelines all companies can follow.

He commented: “It gives individuals a way to look at operations so you are all doing it the same way to meet the need of the shippers. The benefit and challenge of CEIV is it gives you the opportunity to evaluation your own processes and work out where are the gaps.”

Francois points out: “CEIV is not the end goal. It is the first step to create awareness and that being certified is a guaranteed awareness to continuously improve processes and look into issues.

Miami Dade Aviation Department chief of staff, Joe Napoli says CEIV is resource intensive, explaining: “You risk having to dedicate resources and time, we expect we will be required to be CEIV certified. There is an expectation on demand that it will be there in the future.”

Polmans describes CEIV as an investment, saying: “Cost is always an issue, the pharma shipper must be willing to pay for quality.”

Grubb adds: “To handle these products you have to make investments but you can’t absorb all the costs, you pass costs to customers in terms of day to day costs. When customers want a rate reduction there is a problem making the math work.”

Session moderator Miami Dade Aviation Department section chief aviation marketing, Jimmy Nares ended the discussion saying: “Collaboration is key, communication is important, as it forming strategic partnerships. You need open dialogue, it is important to be transparent to gain the trust of shippers. They need to trust the products to build confidence.”
Cathay Pacific has become the first airline in Hong Kong to be awarded the International Air Transport Association’s (IATA) CEIV Pharma certification.

The carrier says this underlines its capabilities in the treatment and transportation of high-value, time-sensitive and temperature-controlled pharmaceutical products with “speed, consistency and efficiency”.

Cathay Pacific director of commercial and cargo, Ronald Lam says: “It is a great honour to have been awarded IATA CEIV Pharma certification, which recognises our commitment to our pharmaceutical customers.

“Cathay Pacific Cargo adheres to the highest operating standards and this certification highlights our capabilities in handling these precious, time-sensitive and often life-saving shipments.”

Cathay Pacific operates a freighter fleet to 46 destinations, and manages cargo capacity on passenger flights operated by both Cathay Pacific and Cathay Dragon.

CEIV Pharma is supported by Hong Kong International Airport, which sponsors community-wide certification for organisations in the air cargo supply chain.

Cathay Pacific Services Limited (CPSL) — a wholly-owned subsidiary of Cathay Pacific which operates the Cathay Pacific Cargo Terminal, and Hong Kong Airport Services (HNAS) — another wholly-owned subsidiary, which provides ground handling services to airlines, have also been awarded CEIV Pharma.

Cathay Pacific and Cathay Dragon carried 177,691 tonnes of cargo and mail in September; an increase of 9.6 per cent compared to the same month last year.

The cargo and mail load factor rose by 3.1 percentage points to 68.1 per cent. Capacity, measured in available cargo/mail tonne kilometres, was up by 2.6 per cent while cargo and mail revenue tonne kilometres (RTKs) increased by 7.5 per cent. In the first nine months of 2017, the tonnage rose by 11.6 per cent against a 3.2 per cent increase in capacity and a 9.3 per cent increase in RTKs.

Lam says: “The performance of our cargo business remained robust. We ramped up our freighter capacity on transpacific, India and China routes to commensurate with growing demand, and also added a charter operation to the United States.

“Tonnage growth was well ahead of capacity growth, with a commendable load factor achieved on both long-haul routes as well as regional services. The week of 17-23 September saw us break the company’s all time weekly uplift tonnage record. A high freight load factor has also helped to underpin a sustained recovery in cargo yields.”
Singapore Transforms into Pharma and Medtech Hub

Singapore is undergoing a significant infrastructure upgrade as its regional and international reach gains prestige.

Research and consulting firm, GlobalData estimates Singapore’s pharmaceutical market at $948 million and increasing to $1.2 billion by 2021. With an estimated population of just shy of 6 million, Singapore’s domestic pharmaceutical market is small. However, its regional and international reach is well noted thanks to its pro-business environment and strong government support.

Over 30 of the world’s leading pharmaceutical and medical technology firms including Abbott, GlaxoSmithKline, Lonza, MSD, Novartis, Pfizer and Sanofi-Aventis, have established their manufacturing, R&D and headquarter functions in Singapore.

In 2015, GlaxoSmithKline designated Singapore as its Asia headquarters. The rapid growth of sales in the five biggest economies of the Association of Southeast Asian Nations (ASEAN) prompted the company to concentrate more business units in Singapore.

US-based healthcare firm MSD opened an $8 million center also in 2015 to focus on innovation through data mining as well as conduct cyber-security surveillance. In addition, the company plans to develop mobile applications that help people live healthier lives and improve how patients follow their doctors’ instructions on taking medication.

Pharma partnerships

In September 2017, Singapore’s Agency for Science, Technology and Research, the National University of Singapore and pharmaceutical companies, GSK, Pfizer and MSD, signed a memorandum of understanding to launch an initiative to develop the country’s pharmaceutical sector.

The initiative, the Pharmaceutical Innovation Programme Singapore, aims to transform the manufacturing operations and technologies of the industry including embracing such initiatives as enabling green and sustainable manufacturing and developing a fully automated supply chain that can predict and react to patient needs and market trends.

Logistics hubs

The logistics community has responded to Singapore’s plan to grow its pharmaceutical industry. One such example is the partnership between Singapore’s airport, Changi Airport Group and several airfreight providers including Bollore Logistics, CEVA logistics Singapore, DHL Global Forwarding, dnata Singapore, Expeditors Singapore, Global Airfreight International, SATS, Schenker Singapore and Singapore Airlines Cargo to create the Pharma@Changi initiative. All of the airfreight providers have achieved the IATA Center of Excellence for Independent Validators Certification for Pharmaceutical Handling (IATA CEIV Pharma).

"Over the last three years, pharmaceutical cargo has consistently ranked among the top five cargo types transported via airfreight globally, in terms of total value.

As part of Pharma@Changi, the companies have promised to jointly pursue the best standards in pharmaceuticals handling, and promote Singapore Changi Airport as a trusted and reliable pharmaceuticals airfreight hub in the region. According to Changi Airport Group’s Managing Director for Air Hub Development Mr Lim Ching Kiat, "Over the last three years, pharmaceutical cargo has consistently ranked among the top five cargo types transported via airfreight globally, in terms of total value. In the first eight months of 2017, Changi Airport handled more than 15,500 tonnes of pharmaceutical cargo."

The Changi Airport Group is also part of Pharma.Aero, an alliance founded by the Brussels and Miami Airports. The group is committed to sharing best practices and market knowledge to improve pharmaceutical handling for the air cargo industry worldwide.

In early 2016, global logistics provider, Kuehne + Nagel opened its Singapore Logistics Hub facility. Within the facility, 46,000 sqm of the 50,000 sqm facility is dedicated to warehousing space, and 40% of the facility is furnished with advanced chilled storage, redressing and postponement facilities to support the growing base of pharmaceutical and healthcare companies in Singapore.

Also in 2016, DHL Supply Chain opened its logistics center in Singapore in anticipation of increases in pharmaceutical and high-tech air cargo traffic in the Southeast Asian region. The 90,000-square-foot facility incorporates 130 robotic shuttles to retrieve and store products from up to 72,000 locations arranged in 26 levels.

Other logistics providers including UPS, CEVA and Schenker have also established a pharmaceutical logistics presence in Singapore.
Also in 2016, DHL Supply Chain opened its logistics center in Singapore in anticipation of increases in pharmaceutical and high-tech air cargo traffic in the Southeast Asian region. The 90,000-square-foot facility incorporates 130 robotic shuttles to retrieve and store products from up to 72,000 locations arranged in 26 levels.

Other logistics providers including UPS, CEVA and Schenker have also established a pharmaceutical logistics presence in Singapore.

Singapore’s medical technology sector is also a major contributor to Singapore’s life sciences industry. Due to a lack of domestic competition in other ASEAN markets and the strategic geographical location of Singapore in the region, medical device companies often decide to set-up their headquarters in the city state. According to consultant group, Dezan Shira & Associates, 10% of the world’s contact lenses, over 70% of microarrays, and roughly half of the world’s thermal cyclers and mass spectrometers are currently produced in Singapore.

Singapore is well-positioned to be Southeast Asia’s hub for not only pharmaceuticals but also medical technology solutions.

Currently most of the products are destined for international markets, as the region matures, domestic demand will increase and balance demand and thus logistical requirements.
Cathay Pacific obtains IATA CEIV Pharma Certification

October 26, 2017: Hong Kong head-quartered Cathay Pacific has been awarded IATA CEIV Pharma Certification, a globally-recognised pharmaceutical product handling accreditation. Cathay Pacific has become the first airline in Hong Kong to obtain CEIV Certification.

The certification underlines the carrier’s capabilities in the treatment and transportation of high-value, time-sensitive and temperature-controlled pharmaceutical products with speed, consistency and efficiency. In harness with aviation industry stakeholders and regulators, IATA created the Centre of Excellence for Independent Validators (CEIV) with the aim of helping organisations involved in the air cargo supply chain achieve pharmaceutical handling excellence.

On October 25, 2017, 2 CEIV Pharma Certification addresses the industry’s needs for safety, security, compliance and efficiency in the transportation of pharmaceutical products. It seeks to minimise product loss attributed to handling and environmental factors during transport. The certification encompasses, and in some cases exceeds, existing pharmaceutical standards and guidelines such as the European Union’s Good Distribution Practice and the World Health Organization (Annex 5) Good Distribution Practices for Pharmaceutical Products.

Cathay Pacific director Commercial and Cargo Ronald Lam said, “It is a great honour to have been awarded IATA CEIV Pharma Certification, which recognises our commitment to our pharmaceutical customers. Cathay Pacific Cargo adheres to the highest operating standards and this certification highlights our capabilities in handling these precious, time-sensitive and often life-saving shipments.”

Cathay Pacific is one of the world’s biggest international air cargo carriers and, in addition to operating a dedicated freighter fleet to 46 destinations, manages cargo capacity on passenger flights operated by both Cathay Pacific and Cathay Dragon. The state-of-the-art Cathay Pacific Cargo Terminal at Hong Kong International Airport offers a broad spectrum of logistical solutions for the airfreight industry. Combining advanced technology with streamlined workflows to set new service benchmarks for the industry, customers benefit from extended cut-off times, last minute cargo acceptance and reduced connection times for transshipments.

CEIV is supported by Hong Kong International Airport, which sponsors communitywide certification for organisations in the air cargo supply chain. In addition to other airport stakeholders in Hong Kong, Cathay Pacific Services Limited (CPSL) – a wholly-owned subsidiary of Cathay Pacific which operates the Cathay Pacific Cargo Terminal, and Hong Kong Airport Services Ltd (HAS) – another wholly-owned subsidiary which provides ground handling services to airlines, have also been awarded CEIV Pharma Certification.

This collaborative approach boosts Hong Kong’s reputation as a key international airfreight gateway for the handling of pharmaceutical products.

Cathay Pacific gains CEIV Pharma

25 / 10 / 2017

Cathay Pacific has become the first airline in Hong Kong to be awarded IATA’s CEIV Pharma certification.

Ronald Lam, Cathay Pacific’s director commercial and cargo, said: “Cathay Pacific Cargo adheres to the highest operating standards and this certification highlights our capabilities in handling these precious, time-sensitive and often life-saving shipments.”

CEIV Pharma addresses the air cargo industry’s needs for safety, security, compliance and efficiency in the transportation of pharma products. The certification process seeks to minimise product loss attributed to handling and environmental factors during transport.

Cathay Pacific, with a dedicated freighter fleet, also manages cargo capacity on passenger flights operated by both Cathay Pacific and Cathay Dragon.

CEIV Pharma is supported by Hong Kong International Airport, which sponsors community-wide certification for organisations in the air cargo supply chain.

Airline group subsidiaries Cathay Pacific Services Ltd (CPSL), which operates the Cathay Pacific Cargo Terminal, and ground handler Hong Kong Airport Services Lid (HAS), have also been awarded CEIV Pharma.

A Frankfurt adventure: What makes the city a great place for pharma?

As we fast approach CPhI Worldwide’s return to Frankfurt, we take a look at what makes the city such a great place for pharma.

Within this new era, pharma companies will need to be more consumer-facing, so not only prioritising product sales but also delivering positive results for targeted populations.

One way in which pharma companies are already shifting to this new economic way of thinking, according to the report, is to “adopt new technologies for data analytics that can manage and assess the results of personalised medicine delivery and determine the direction of product development.”

Another factor companies will be considering is the distribution of products, as a result of the diversification of product types and variances in lifecycles that comes with a more personalised treatments and a rise in biopharma. It is in this area of logistics that we find another lucrative benefit Frankfurt can offer pharma.

The city has easy road, rail and river access that have long served as beneficial distribution routes in Europe but more recently air transportation hit the headlines for Frankfurt. In April last year, it was announced that plans surrounding the city’s airport, which is the largest in Germany and the busiest in Europe, to become the major pharma-hub for the continent had been reinforced. The aim was for a number of companies to achieve IATA Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV-Pharma) certification with the support of the Air Cargo Community Frankfurt.

“With comprehensive certification of the entire process chain we will have independent confirmation and can recommend Frankfurt as the Pharma-Gateway for Europe,” explained Joachim von Winning, executive director of Air Cargo Community Frankfurt. “At the same time we also see the certification process as an opportunity to optimise services and processes. In doing so, we want to respond even better to the needs and requirements of freight forwarders and pharmaceutical companies. IATA CEIV Pharma provides the perfect setting.”

Nowadays, Frankfurt Airport is Europe’s leading pharma hub, followed by Paris and Amsterdam, offering solutions for pharma and life sciences sectors, which must be of great benefit to the go-pharma and biotech companies housed in the city and others just located beyond.

So, it is plain to see why the city is considered to be pharmatastic and will make a wonderful host for the forthcoming CPhI Worldwide. I can’t wait to take in the sights and sounds of the busy Messe and hope to see you there too, but for now...

Network growth set to continue at Turkish

Turkish Cargo has added new freighter routes this year, but is not finished yet and is eyeing more connections.

In the last six months, it has started services to Sao Paulo, Paris, Johannesburg, Kano in Nigeria, Oslo and Antananarivo in Madagascar. 

Turkish Cargo sales vice president (Turkey), Omer Kilic (pictured) says all the new routes have performed well and the carrier will probably increase the frequencies sometime.

He adds: "Turkish Airlines recently signed an agreement for a third Boeing 747-400F which is expected to serve new routes as well, yet to be confirmed and added to the existing network."

Turkish now flies to 300 cities including 72 airfreight destinations, and Kilic says markets in Africa, South America and India would be "worth considering deploying resources to develop business" in the near future.

2017 has been a promising year for Turkish in buoyant global market conditions and he notes its second quarter goals have been exceeded and yearly targets almost reached.

Kilic notes: "Turkish Cargo's performance in 2017 has mainly been fed by e-commerce and perishables. However the company's investments in cargo facilities, fleet and certifications have generated significant increase in pharmaceutical and general cargo as well."

In recent years, Turkish has made significant investments to grow its pharma and cool chain business with the construction of dedicated pharma storage rooms and IATA containers.

Kilic explains within this scope, the company acquired IATA CEIV Pharma Certification, which will allow it to provide customers with safer and higher quality of pharma transport services and enhance efforts to increase its pharma shipment market share.

As for how different trade lanes have been performing, he says: "This year the surprise was Doha. Additionally due to the low currency level of US dollar, exports to the US have significantly increased and North American routes performed well within Turkish Cargo network along with of course China, which is one of the main drivers."

Growth will be aided by the opening of Istanbul New Airport next year, which is one of the largest infrastructure projects in Turkey, with an investment of $10.3 billion and is planned to be an international crossroad contributing to the Turkish economy.

The first phase is scheduled to start in October 2018 with a capacity of 25 million tonnes of cargo, Kilic says it will allow Turkish to double its capacity through to 2025.

New aircraft are set to be added the already strong 15 freighter fleet and the carrier will add two Boeing 777-200 Freighters, which will be joining by the end of 2017. The first aircraft is expected to be delivered will arrive in mid-November and the second will be operational by the end of December.

There are opportunities in future. Kilic says explains: "Turkish Cargo strives to innovate and offer the most convenient and reliable services for the specific air cargo needs of its customers."

"With investments made in the construction of new pharma facilities along with IATA CEIV certification, Turkish Cargo's aim is to raise standards and provide advanced handling of pharmaceutical products that meet the requirements of the manufacturers."

"Furthermore, the New Istanbul Airport will be an opportunity to keep growing with an increased capacity in the coming years."
Kansai MD-11 service to be restarted by Lufthansa

Lufthansa Cargo is to restart a direct 80-tonne MD-11 Freighter service from Frankfurt Airport to Osaka’s Kansai International Airport from 18 January next year.

The German cargo carrier last flew the route in March 2014 and will service Kansai twice a week stopping in Osaka on a Thursday and Saturday.

The MD-11 has a capacity of 80 tonnes. Both weekly flights will stop at Novosibirsk, in Russia, for refueling. This route will be the only direct freighter flight to and from Frankfurt to Kansai.

Air cargo volumes at Kansai have expanded significantly with demand for auto parts and pharmaceuticals driving growth, and has recorded a more than 10 per cent increase for 10 months in a row in comparison with the same month of last year (as of August 2017).

Operator Kansai Airports says the gateway has also received many requests from cargo owners to expand load capacity for air cargo. The airport adds: “This resumed cargo service will enable larger-scale goods to be carried and carriage time to be shortened through midnight operations as well as expand load capacity between Kansai and European regions.

Kansai Airports will continue to improve convenience for cargo owners and related air cargo companies through expansion and improvement of its cargo flight network. and contribute for economic expansion mainly in Kansai region and flight destinations.”

In September, a pharmaceutical community was launched at Kansai as part of a drive to increase pharma traffic.

KIX Pharma Community will work towards acquiring IATA’s CEIV Pharma certificate. All six community members (below) will work towards gaining the CEIV Pharma certification from spring through to summer next year.

They are Bolloré Logistics Japan, CKTS Co (Kansai Airports Group), Hankyu Hanshin Express, JAL Kansai Aircargo System Co, Mitsubishi Logistics Corporation and Yusen Logistics.
**Delta and Virgin open Heathrow pharma zone**

Virgin Atlantic Cargo and Delta Cargo have opened a new Pharma Zone at their joint facility at London Heathrow Airport.

This is the first joint venture cargo between the UK and the US, which is the world’s biggest trade lane for pharmaceuticals.

The Pharma Zone will support the growing volumes of temperature-controlled healthcare and life science products carried by both and enhances their ability to meet quality and service requirements of pharma companies and their freight forwarding partners.

The Pharma Zone features walk-in pods capable of maintaining 2–8°C (COL) and 15–25°C (CRT) temperature ranges for loose pharma shipments. Above the floor of the Pharma Zone is a temperature-controlled storage system for 24 pallets, split into six separate chambers, each of which can be safely maintained within either a 2–8°C or 15–25°C temperature range.

Delta Cargo vice president, Shawn Cole says the new pharma facility provides customers and pharma manufacturers access to another major international gateway.

He adds: “Delta Cargo has successfully achieved CEIV certification in Atlanta and for Delta’s headquarters. Over the next year we aim to add our other key hubs to the network, starting with New York-JFK and Los Angeles.”

Virgin Atlantic Cargo managing director, Dominic Kennedy says pharma tonnage grew by 20 per cent in the first half of 2017 and the carrier expects this to increase as it continues to invest in and develop facilities like the Pharma Zone.
Changi Airport launches Pharma@Changi

It inked MOUs with nine air cargo firms.

Changi Airport Group (CAG) inked a memorandum of understanding (MOU) with nine air cargo firms to promote its Pharma@Changi initiative.

Under the Pharma@Changi initiative, the companies involved will achieve standards in pharmaceuticals handling.

CAG said the nine companies are Bollore Logistics, CEVA logistics Singapore, DHL Global Forwarding, dnata Singapore, Expeditors Singapore, Global Airfreight International, SATS, Schenker Singapore, and Singapore Airlines Cargo.

The nine will promote Changi Airport as a trusted pharmaceuticals air cargo hub in the region.

They will assess pharmaceutical logistics trends and technologies and evaluate the implementation of pilot projects.

CAG managing director for Air Hub Development Lim Ching Kiat said, "As the first air cargo community in Asia Pacific to attain the IATA CEIV Pharma certification, the new Pharma@Changi initiative aims to further solidify the partnership among air cargo players at Changi Airport in strengthening Singapore’s capabilities, by jointly pursuing the best standards in pharmaceuticals air cargo handling."

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Changi Airport Group launches Pharma@Changi initiative

Changi Airport Group (CAG) has formalized the Pharma@Changi initiative, together with its partners from the air cargo supply chain. This new community will work towards the continuous strengthening of Changi’s capabilities to handle pharmaceutical air cargo.

Together with CAG, the partner companies who signed the memorandum of understanding (MOU) include Bollore Logistics, CEVA logistics Singapore, DHL Global Forwarding, dnta Singapore, Expeditors Singapore, Global Airfreight International, SATS, Schenker Singapore and Singapore Airlines Cargo.

These nine companies, which span across each node of the air cargo supply chain, have achieved the IATA Centre of Excellence for Independent Validators Certification for Pharmaceutical Handling (IATA CEIV Pharma).

As part of the MOU, the companies will jointly pursue the best standards in pharmaceuticals handling, and will promote Singapore Changi Airport as a trusted and reliable pharmaceuticals air cargo hub in the region.

This includes initiatives such as assessing new and emerging pharmaceutical logistics trends and technologies, as well as implementation of pilot projects.

"As the first air cargo community in Asia Pacific to attain the IATA CEIV Pharma certification, the new Pharma@Changi initiative aims to further solidify the partnership among air cargo players at Changi Airport in strengthening Singapore’s capabilities, by jointly pursuing the best standards in pharmaceuticals air cargo handling," said Lim Ching Kiat, Changi Airport Group’s managing director for Air hub development.

Lim said that in the first eight months of 2017, Changi Airport handled more than 15,500 tonnes of pharmaceutical cargo.

Nick Careen, IATA’s SVP for airport, passenger, cargo and security, said the creation of Pharma@Changi, by Changi Airport, one of the largest transportation hubs in South East Asia, is the first air cargo community in Asia Pacific.

“Pharma shippers at Changi Airport can now be assured that they are receiving the highest quality service in terms of standardization and transparency,” said Careen.
Virgin Atlantic Cargo, Delta Cargo launch new pharma zone in London

The two air carriers opened a facility for handling and storing pharmaceutical shipments at London Heathrow Airport, with plans for facilities in New York and Los Angeles next.

BY ELIZABETH LANDRUM | TUESDAY, OCTOBER 03, 2017

Virgin Atlantic Cargo and Delta Cargo have launched a new Pharma Zone at their joint facility at London Heathrow Airport, the air carriers said in a joint statement.

The Pharma Zone is a fully segregated area dedicated to handling and storing pharmaceutical shipments within a regulated temperature environment and active container storage. The facility also features a cargo door dedicated to pharma shipments to speed their flow through the warehouse and reduce the time products spend outside of a temperature controlled environment, as well as 10 charging ports for Active cargo containers.

"The opening of the Pharma Zone is the latest enhancement to the pharma products of both airlines," said Darren Sherlock, manager of products and partnerships at Virgin Atlantic Cargo. "This has also recently seen Delta Cargo become the first U.S. global passenger carrier to gain IATA's CEIV Pharma Logistics certification corporately and at its Atlanta operational hub, while Virgin Atlantic Cargo is on track to achieve Wholesale Distribution Authorization (WDA) certification in the UK by the end of the year to confirm our GDP compliance. This reflects our joint commitment to delivering the correct level of service required for temperature-controlled pharma products at both origin and destination points across our networks."

Virgin Atlantic Cargo saw pharma tonnage increase 20 percent in the first half of 2017, according to Dominic Kennedy, managing director of Virgin Atlantic Cargo. "We expect this to increase as we continue to invest in, and develop, facilities like our new Pharma Zone as well as GDP processes and training across our network. In terms of our Pharma and Life Sciences offering, we believe our size, alongside direct Virgin oversight at every single station, gives us a real advantage in terms of the agility and flexibility we can offer and our growing volumes indicate our customers share this view," said Kennedy.

Delta Cargo aims to add its other key hubs into the pharma network, with New York-JFK and Los Angeles at the top of the list, said Shawn Cole, vice president of Delta Cargo.

"This network, combined with the promise of speed, consistency and efficiency in delivering high-value, time-sensitive, temperature-controlled products right across the network really is a first for the Delta Cargo and Virgin Atlantic Cargo joint venture," said Cole.

Virgin Atlantic Cargo, Delta Cargo Unveil New Pharma Zone

Oct 02, 2017   By Pharmaceutical Technology Editors
PTSM: Pharmaceutical Technology Sourcing and Management
Volume 12, Issue 11

On Oct. 2, 2017, joint venture partners Virgin Atlantic Cargo and Delta Cargo opened a new Pharma Zone at their joint facility at London Heathrow Airport. The Pharma Zone is a fully-segregated area for handling and storing pharmaceutical shipments within a strictly-regulated temperature environment with active container storage. The area will support the temperature-controlled healthcare and life-science products being carried by both airlines.

The new facility includes two walk-in pods capable of maintaining 2–8 °C container off load (COL) and 15–25 °C controlled room temperature (CRT) temperature ranges for loose pharma shipments. Above the floor of the area is a temperature-controlled storage system for 24 pallets, split into six separate chambers, each of which can be safely maintained within either a 2–8 °C or 15–25 °C temperature range.

Other features include a cargo door to speed pharma shipment flow through the warehouse and reduce the time products spend outside of a temperature-controlled environment, and 10 charging points for active cargo containers. Good distribution practice (GDP) training has also been provided to the team of specialists assigned to the facility.

Darren Sherlock, manager of products and partnerships at Virgin Atlantic Cargo and leader of the project, said: “The opening of the Pharma Zone is the latest enhancement to the pharma products of both airlines. This has also recently seen Delta Cargo become the first US global passenger carrier to gain the International Air Transport Association’s (IATA) certified in entity and intangible valuations (CEIV) pharma logistics certification corporately, and at its Atlanta operational hub, while Virgin Atlantic Cargo is on track to achieve Wholesale Distribution Authorization (WDA) certification in the UK by the end of the year to confirm our GDP compliance. This reflects our joint commitment to delivering the correct level of service required for temperature-controlled pharma products at both origin and destination points across our networks.”

According to Shawn Cole, vice-president at Delta Cargo, in a company press release, the opening of the London Heathrow facility is a first venture of this nature for the two companies. Plans to expand these specified areas to other airports, including JFK in New York and Los Angeles, are expected to be completed in 2018.

Source: Delta Cargo

http://www.pharmtech.com/virgin-atlantic-cargo-delta-cargo-unveil-new-pharma-zone
Virgin Atlantic Cargo And Delta Cargo Launch New Pharma Zone At London Heathrow

First joint venture cargo offering between the U.K. and the U.S. - the world's biggest trade lane for pharmaceutical products

Joint venture partners Virgin Atlantic Cargo and Delta Cargo are introducing a new Pharma Zone at their joint facility at London Heathrow. The new Pharma Zone will support the growing amounts of temperature-controlled healthcare and life science products being carried by both airlines and enhance their ability to meet the strict quality and service requirements of pharmaceutical companies and their freight forwarding partners.

Opening on October 2, 2017, the Pharma Zone, at their Cargo Point facility, is a fully segregated area dedicated to handling and storing pharmaceutical shipments within a strictly regulated temperature environment with dedicated active container storage.

Darren Sherlock, Manager, Products & Partnerships at Virgin Atlantic Cargo, who has led the Pharma Zone project, said: “The opening of the Pharma Zone is the latest enhancement to the Pharma products of both airlines. This has also recently seen Delta Cargo become the first U.S. global passenger carrier to gain IATA's CEIV Pharma Logistics certification ('the hub' and its Atlanta operational hub, while Virgin Atlantic Cargo is on track to achieve Wholesale Distribution Authorisation (WDA) certification in the UK by the end of the year to confirm our GDP compliance. This reflects our joint commitment to delivering the correct level of service required for temperature-controlled Pharma products at both origin and destination points across our networks."

“Providing Pharma customers with access to this dedicated Pharma facility at London Heathrow is an important addition to our global Pharma network and, most importantly, provides our customers and pharmaceutical manufacturers access to another major international gateway. Delta Cargo has successfully achieved CEIV certification in Atlanta and for Delta's headquarters. Over the next year we aim to add our other key hubs to the network, starting with New York-JFK and Los Angeles,” said Shawn Cole, Vice President-Delta Cargo. “Our network, combined with the promise of speed, capacity and efficiency in delivering high value, time-sensitive, temperature-controlled products right across the network really is a first for the Delta Cargo and Virgin Atlantic Cargo joint venture.”

Incorporated into the new Pharma facility are two walk-in pods capable of maintaining 2-8°C (COL) and 15-25°C (CRI) temperature ranges for loose Pharma shipments. High above the floor of the Pharma Zone for added security is a temperature-controlled storage system for 24 pallets, split into 6 separate chambers, each of which can be safely maintained within either a 2-8°C or 15-25°C temperature range. Other special features include a cargo door dedicated to Pharma shipments to speed their flow through the warehouse and reduce the time products spend outside of a temperature controlled environment, and 10 charging points for Active cargo containers.

Good Distribution Practice (GDP) training has also been delivered to the team of specialists working in the Pharma Zone.

Virgin Atlantic Cargo and Delta Cargo now offer around 24% of the total cargo capacity between the U.K. and the United States, the world’s biggest trade lane for pharmaceutical products.

Dominic Kennedy, Managing Director of Virgin Atlantic Cargo, said: “Our Pharma tonnage grew by 29% in the first half of 2017 and we expect this to increase as we continue to invest in, and develop, facilities like our new Pharma Zone as well as GDP processes and training across our network. In terms of our Pharma and Life Sciences offering, we believe our size, alongside direct Virgin oversight at every single station, gives us a real advantage in both the agility and flexibility we can offer and our growing volumes indicate our customers share this view. I also wish to acknowledge the strong commitment of data, our handling partner at Heathrow, for enabling us to deliver yet another significant benefit for our customers, who remain at the heart of everything we do.”

source: Virgin Atlantic Cargo
Osaka pharma community

A pharmaceutical community has been developed at Osaka’s Kansai International Airport in Japan as the gateway looks to increase pharma traffic.

The operator Kansai Airports says the KIX Pharma Community will work towards acquiring IATA’s CEIV Pharma certificate and all six community members will train towards gaining the certification from spring through to summer next year.

The KIX Pharma Community was developed in August this year and will see six participating companies: Bolloré Logistics Japan, CKTS Co (Kansai Airports Group), Hankyu Hanshin Express Co, JAL Kansai Aircargo System Co, Mitsubishi Logistics Corporation and Yusen Logistics Co.

Kansai International Airport says it has been improving the quality of pharma cargo handling, and with the airport playing a central role, Japan’s first ever airport-based pharma community will be formed to work toward acquiring the certification.

The certification it explains will allow the airport to provide customers in the pharma and related industries with “safer and higher quality of pharmaceutical transport services”.

Kansai Airports adds it will continue to strive for further improving the quality of pharma cargo handling.

http://issuu.com/azurainternational/docs/acw_02_october_17?e=17121373/53779724
After a decade of limited cargo growth, Singapore’s Changi Airport is undergoing something of a freight renaissance. As reported by FlyingTippers earlier this year, in 2016 the Southeast Asian hub recorded 6.3 percent expansion in throughput to take annual tonnage to 1.57 million tons. This year Changi seems certain to finally break the 2 million-ton barrier.

It would be easy to attribute this success to the overall growth of air freight markets spurred on by positive economic tailwinds over the last 18 months. But over the decade previous to 2016, growth across Asian markets barely registered at Singapore. Throughput remained static even as the region’s other hubs saw steady improvements.

So FlyingTippers asked the amiable but dynamic Mr. Lim Ching Kiat, Managing Director, Air Hub Development at Changi Airport Group, what has changed. He believes Changi has upped its game to win market share in the highly competitive Southeast Asian air freight market, not least by targeting fast-growing niche trades in high-value products.

For example, he pointed out, Changi was the first air cargo community in the Asia Pacific region to attain IATA CEIV Pharma certification, allowing pharmaceutical products to be handled with the highest standards. A total of 10 companies have now attained certification: SIA Cargo, dnata Singapore, SATS, Global Airfreight International, Expeditors Singapore, CEVA Logistics Singapore, Schenker Singapore, Kuehne + Nagel Singapore, Bolloré Logistics Singapore and DHL Global Forwarding.

“To date, we have established an end-to-end supply chain that meets the IATA CEIV Pharma standards,” said Lim. “As pharmaceutical shippers and logistics players in Asia Pacific gain better awareness of the IATA CEIV Pharma certification, we see that it will gain traction in this region. Increasingly, we are seeing more shippers requesting for their pharmaceutical cargo to be routed via IATA CEIV Pharma certified hubs and trade lanes.”
On a global level, Changi Airport is also a strategic member of Pharma.Aero, an organization that gathers like-minded partners to share market knowledge and improve end-to-end reliability of pharmaceutical cargo handling. “We are excited to be working with IATA-CDIV certified partners across the global supply chain to embark on new initiatives including the Airside Transport Benchmark, CDIV Pharma Shippers' validation, Certified Pharma Lanes & Identification of Performance Indexes and Dashboard Pharma Aero Shippers Advisory Group,” he said.

Changi is also shaping up to be a strategic express and e-commerce hub following the launch of DHL's Express South-East Asia Hub in October 2016 and SATS 4-ECommerce Airhub in April this year, the latter boosting Singapore Post (SingPost) as its anchor customer. “The new facility has improved efficiency and space utilization, and enhanced the consignment handling capabilities for both SATS and SingPost,” explained Lim.

SATS is the first ground handler in the region to own such an airside facility. With mailbag processing capability increasing by more than three times and automation to reduce mail processing time by 50% in this new facility, e-commerce shipments can be loaded more quickly onto flights.

“This development has augmented Singapore’s value proposition as a regional e-commerce hub.”

Changi’s managers have also been supporting the city-state’s network of agents and forwarders as they attempt to compete against cheaper regional hubs where labor and land are usually less expensive than in prosperous Singapore. This has included support for the Singapore AirCargo Agents Association (SAAA) which launched a new airport shuttle service for freight in August last year, as documented by FlyingTypers.

“Air Cargo Terminal Shuttle (CTS) was introduced to facilitate freight forwarders’ lodge-in of export shipments to ground handlers’ facilities, improve asset utilization of trucks and address congestions and long idle times at ground handling terminals during peak periods,” explained Lim.

“With five scheduled trucking services a day, the shuttle currently serves freight forwarders which are based in Changi Airfreight Centre (CAC) and Airport Logistics Park of Singapore (ALPS).

“ACTS aims to optimize the outbound supply chain processes by streamlining the delivery of loose export cargo from individual freight forwarders’ premises to the ground handlers on priority lanes.”

“More recently, SAAA works with the Cargo Community Network (CCN) to house the online booking portal via an LNC platform to facilitate ease of booking and access to schedule and status information. Drivers are also equipped with mobile applications to perform real-time update on the shipment status.”

Lim said CAG tries to support the entire air cargo community including airlines, ground handlers and freight forwarders as it bids to further expand cargo volume and deepen Changi’s network. In 2017 the strategy is seeing further success. Cargo movements across all flows - imports, exports and transshipments - grew 6.8% year-on-year which led to volumes handled in the first half of 2017 totaling 1.0 million tons.

“This could be attributed but not restricted to the improvement in global economic climate, shippers’ enhanced confidence in our air cargo handling capabilities and injection of freight capacity,” said Lim. “In particular, our cargo performance with major markets such as China (+17%), USA (+12%) and Germany (+27%) all saw strong growth for the first half of the year.

“China posted robust growth in pharmaceutical, electrical and mechanical equipment manufacturing sectors with export orders in June rising to the highest level in five years. Production continues to grow in the US, while Germany’s manufacturing growth has also reached a six-year high.”
Don't worry, he's in our Animal Lounge

Join all the other top cargo players at Europe's Nr. 1 Cargo Hub.

Don't worry, it's with Frankfurt Airport

Join all the other top cargo players at Europe's Nr. 1 Cargo Hub.

Don't worry, we keep your Pharma cool

Join all the other top cargo players at Europe's Nr. 1 Cargo Hub.
Mumbai Airport to have half a million-tonne capacity pharma terminal

Posted By: STAT Trade Times - September 22, 2017

Shreya Bhattacharya

As the dynamic growth of Indian pharma industry positions it as the third largest pharmaceuticals market in the world in terms of value and eleventh largest in terms of volume, the healthcare cold chain logistics market is being analyzed to exhibit lucrative opportunities. Needless to say, the criticality of the lifesaving products is indisputable and customers are increasingly demanding risk lane assessments. So when Mumbai International Airport became the first Indian airport to join the Pharma.Aero initiative in early 2017, it came as a breath of fresh air to pharma stakeholders. Pharma.Aero is the cross industry collaboration for pharma shippers, CEIV certified cargo communities, airport operators and other air cargo industry stakeholders that focuses on improving pharma handling and quality in the air cargo industry.

In its endeavor to set a benchmark in India for pharma handling, Mumbai International Airport Limited (MIAL) is bringing significant developments in infrastructure, processes and facilities. Talking exclusively to the STAT Trade Times, Manoj Singh, Senior Vice President & Head – Cargo, MIAL revealed that the airport is developing a dedicated pharmaceutical facility by converting the existing perishable terminal to exclusive pharmaceutical terminal. This will accommodate more pharmaceutical loose cargo and additional 100 set of ULDs, taking the overall pharmaceutical handling capacity to 450,000 tonnes.

How do you facilitate the pharmaceutical shipments at Mumbai International Airport? Any plans on expanding services to better accommodate the pharma shipments?

GVK MIAL had commissioned a state-of-the-art export perishable terminal at the Mumbai International Airport in 2011. The facility, where only refrigerated trucks are allowed to dock, provides seamless temperature-controlled handling to pharmaceuticals at the desired temperature ranges including -15 to +25, +2 to +8 and freezer. The flawless coordination between the airlines and shipper/agent while dispatching the pharmaceuticals from shipper factory till the time it reaches the aircraft guarantees minimum exposure to the pharmaceuticals. We also offer services like wrapping the pharmaceutical built ULDs with the thermal blankets provided by shipper/agent/airlines and handling of active refrigerated containers.

In order to accommodate the demand for additional capacity for all temperature requirements, GVK MIAL is also developing a dedicated pharmaceutical facility by converting the existing export perishable terminal to exclusive pharmaceutical terminal. It will accommodate more pharmaceutical loose cargo and additional 100 built ULDs taking the overall pharmaceutical handling capacity to 450,000 tonnes. We are also in the process of acquiring temperature-controlled ULD transporter to offer pharmaceutical cargo with the desired temperature range while transferring to the aircraft.

In order to keep the staff updated on the latest technologies and means of functioning, we offer regular trainings to the staff. Also, the pharmaceutical facilities at the terminal are updated on a regular basis to maintain quality handling and ensure effective and seamless pharma chain.

With growing competition amid the air cargo players to make the most out of pharmaceutical segment, how important is it for you to comply with the shippers’ demand? How accessible and flexible is the airport if the customer wants a particular service?

Pharmaceutical cargo constitutes major portion of the air EXIM business at Chhatrapati Shivaji International Airport (CSIA). In particular air exports. GVK MIAL is committed to further grow this commodity segment at CSIA in collaboration with the pharmaceutical players. Accessibility and flexibility have been at the core of our operations especially while handling sensitive air cargo commodities. Customised processes have been crafted for clients who are into exporting products of highly fragile nature and strong KPI compliance. All these measures have resulted in enhancing our performance and meeting our client’s expectations.

What is the current status of IATA’s CEIV certification?

GVK MIAL is in the process of obtaining IATA CEIV certification in collaboration with our stakeholders and service providers. Also, we are a strategic member of Pharma.Aero, working closely with global airports, freight forwarders and pharma manufacturers.

Mumbai airport gateway has a strategic location, state-of-the-art facilities and supported by robust pharmaceutical industry. After CEIV certification, we are committed to further strengthen Mumbai as pharma gateway by promoting pharma trade lanes with the US, Europe and African destinations. With the expansion and modernisation of our temperature control facilities, we anticipate the pharmaceutical market share to increase by further 10 percent over the coming years.

How important do you think is creating a collaborative end-to-end pharma lane? How much enthusiasm do you see among the air cargo players for establishing pharma trade lanes?

A collaborative end-to-end pharmaceutical lane between airports will enhance the pharmaceutical EXIM business between the sections, improve the quality of handling the pharmaceuticals and enhance the performance of the trade lane. In order to facilitate e-freight and real time data flow of entire pharmaceutical logistics chain we are working on strengthening the pharma trade lanes in digital manner. Number of airports, airlines and freight forwarders are coming forward in establishing pharma trade lanes with CSIA. We are optimistic that CEIV and Pharma.Aero will add more value to this concept.

http://www.stattimes.com/blog/mial-to-have-half-a-million-tonnes-capacity-pharma-terminal-aviation
New Pharma.Aero members added

PHARMA.Aero has welcomed three new members in the shape of forwarder Expeditors, container specialist Envirotainer and Montevideo (MVD) Free Airport.

This brings the membership to 18 to the organization, which was launched in May last year, and founded by Brussels Airport and Miami International Airport.

MVD becomes the 7th gateway to become a member, joining Changi Airport, Mumbai International Airport, Sharjah International Airport and EuroAirport Basel.

Other members are Singapore Airlines, Brussels Airlines Cargo, Brinks, Pfizer, Johnson and Johnson, Merck Sharp & Dohme, DHL Temperature Management Solutions, 4Advise and e-CARGOWARE.

Pharma.Aero chairman, Nathan De Valck says: “This large scope allows us to tackle a broad range of improvement projects in the Pharma.Aero working groups.

“Together with these air cargo stakeholders, we will develop global pharmaceutical trade lanes, implement best practices and share market knowledge and expertise.”

Pharma.Aero was launched last year to create pharma trade lanes with standardised processes across the air cargo supply chain. Every member has to be IATA CEIV Pharma certified.

FRENCH supply chain management company, Bollore Logistics says the increase in freight volumes it has experienced so far this year was initially boosted in March by the shortage of Eastbound Europe to Asia ocean freight capacity.

According to Bollore’s airfreight director, Claude Picciotto this caused volume to move over from sea to air particularly on high value shipments such as aerospace parts.

Due to airlines not offering additional capacity this meant airfreight rates rose by as much as 30 per cent.

“This has now quietened down and we had a much flatter April and May,” he states.

However, it has improved in June and July this time helped by surging demand from Qatar as it coped with political and economic pressure from Saudi Arabia and other Gulf states.

“We are seeing huge demand from Qatar for food, pharmaceuticals, raw materials and consumer goods. These are big shipments,” Picciotto explains.

“Every year something happens, an exceptional phenomenon, which you had not expected or planned for at the beginning of the year. You never know what it might be.”

Picciotto expects freight demand generally to keep increasing in the months ahead. He believes airlines will not add capacity in the third and fourth quarters and expects rates to increase as a result.

Bollore has also been working on gaining International Air Transport Association (IATA) Center of Excellence for Independent Validators (CEIV) in Pharmaceutical Logistics at stations around the world.

Bollore Logistics Melbourne in Australia gained certification this month at its 10,000 sqm facility located in the Melbourne Airport Business Park.

Melbourne was the latest location to be awarded IATA CEIV, following sites including Singapore in March this year, and Paris Charles de Gaulle Airport in January.

Bollore Logistics had already received IATA CEIV in Brussels, Frankfurt and Lisbon.
Cautious Optimism for Transpacific Air Cargo

Americas Supplement: Cautious Optimism for the Transpacific Air Cargo. By Karen E. Thuemner

September 20, 2017
By admin

There's some cautious optimism about transpacific air cargo demand.

Tom Crabtree, spokesman for Boeing, points to new aircraft orders. A big one: UPS's 14 747-8 freighter order in October with options for 14 additional aircraft. While there is no indication whether or not these aircraft, scheduled for delivery between 2017 and 2020, will be flown on transpacific routes, that market does represent the world's largest for freight ton kilometers (FTKs).

Another positive, says Crabtree, is the quickly dwindling number of parked 747s. "If healthy growth is sustained, we are confident there will be more freighter orders in 2017," he says.

The International Air Transport Association (IATA) data for global air freight markets shows global demand grew by 10.4% in first-half 2017 compared to first-half 2016 — the strongest first half-year performance since air cargo's rebound from the Global Financial Crisis in 2010. The data is nearly triple the industry's average growth rate of 3.9% over the last five years. IATA also reported that year-on-year (YOY) demand growth in June increased 11% compared to June 2015. Freight capacity grew 5.2% YOY in June.

"After what IATA has called the 'strongest first half-year performance for air cargo since 2010, we are fairly optimistic this momentum will carry through to the holiday season,' comments United Cargo's Jim Bellinder, vice president, Cargo Sales Americas. "Most indicators are similarly encouraging but, given the rise in global political tensions and certain trends in currency fluctuations, we're not 'counting our chickens' regarding the peak."

Vita Cerone, senior director of sales, commercial strategy, Air Canada, says: "Cargo volumes are up globally. Given our own increased volumes, we're anticipating a robust fourth quarter."

Eric Anderson, director for Asia-Pacific sales at Delta Cargo, sees over-capacity as among one of the biggest factors impacting air cargo on the trade lane. The biggest impact to air cargo from North America to Asia is industry over-capacity relative to demand exit the USA and the strong US dollar," he says. "This is contributing to an overall increase in imports, but is negatively impacting exports levels."

Jim Bellinder, VP Cargo Sales Americas

He attributes the over capacity to the large number of widebody aircraft deliveries that have been introduced into service in recent years. “Those large belly aircraft are capable of carrying 25 tons or more of freight depending on the destination,” he says.

A secondary contributor to impacting air cargo is the US dollar. “Currently the dollar is strong, making US-produced goods more expensive overseas leading to less exports and hence, less air cargo,” he says.

Finally a tertiary explanation is the nature of the US economy itself. “The U.S. economy is no longer a manufacturing-based market economy, but a predominantly service industry-based market economy,” Anderson stresses. “The rise of various service industries from food delivery services to ride share services like Uber or Lyft to IT companies have replaced much of the traditional manufacturing industry, and the US is now more reliant than ever on importing various commodities it used to produce itself.”

Still, most air carrier executives are optimistic.

Air Canada is seeing increased demand for perishables – like lobster and salmon from Atlantic Canada and fresh produce from the United States, South America and Canada. “Cherries and cranberries are some examples,” says Cerone.

Bellinder notes, however, that even with United’s long history in Asia and its extensive personal experience with importing to this region, it is still sometimes a struggle to navigate the nuances of policies and regulations in each country and airport.

“We continue to collaborate with industry associates to persuade governments and regulators to mitigate the issues that restrict air cargo’s growth and impact the value proposition we offer to worldwide customers around the world,” Bellinder says.

“Also, since our capacity is fixed – limited to the belly space on United’s passenger aircraft – it’s crucial that the dimensions and weight of shipments tendered to us closely match what was booked,” he adds. “This is particularly important on routes where demand for space is high. We rely on the cooperation of our long-term strategic partners in this area to enable us to keep our commitment to move shipments as booked.”

Kellio Ishii, regional managing director Cargo Sales – Asia, American Airlines (AA), reports that new aircraft on its Asia routes has made a positive difference. “They enable us to provide consistently reliable payloads to and from the region,” he says. “This is especially important in our efforts to boost our temperature-controlled products as we work toward becoming CEIV certified.”

“From Hong Kong (HKG), AA’s Dallas/Fort Worth (DFW) connection is popular with our customers with onward service to markets like Sao Paulo, Buenos Aires, Santiago and Mexico City being the primary end destinations,” Ishii says.

AA recently added Sydney (SYD) and Auckland (AKL) to its network, with more new options to come. In 2016, AA launched service to Haneda (HND), Auckland (AKL) and HKG from Los Angeles (LAX). “LAX is a very important gateway for us,” Ishii says. “It opens other markets to our customers with onward connections to more than 70 destinations.”

American takes a seasonal hiatus on some routes, such as that between AKL and LAX. “But we will be back on the route in early October with B787-9 aircraft that will provide additional cargo capacity and let us continue moving large shipments, such as the specialist Manuka honey we moved in early 2017,” Ishii reveals.

Ishii reports that the Korean market is performing steadily in both directions, while in Japan, the increasing volumes of transit shipments from other Asian countries and the current relative weakness of the Japanese yen is accelerating the upward trend on exports.

“Inbound from the US, we are at the peak of cherry season, and it looks like 2017 will be a record year as Asian demand continues to grow,” Ishii continues. “We’ve already seen an increase in demand from locations like Peru. The same can be said for fruit from South America, like mangoes and limes.”

The global airfreight market is consistently challenging. “But there are always bright spots,” Ishii adds. “The more global markets you serve, the less you are exposed to any issues affecting one particular route. I would say traffic from North America to Asia is one of those bright spots.”

Delta Cargo’s volumes YTD are up 10% through July. “Customers have been telling us of stronger demand for air cargo on the part of the shippers and we certainly see that in our own volumes at an entity level,” says Anderson.

On June 3, Delta launched new daily nonstop service between ICN and Atlanta (ATL) in anticipation of its new joint venture with Korean Air, which was announced on June 23. “This will provide our customers with greater access to over 80 destinations in Asia,” says Anderson.
The service is served by a B777-200LR. "A large number of Korean manufacturers are located throughout the US states of Georgia and Alabama and combined with our extensive US trucking network, we can reach the entirety of the southern US utilizing overnight trucking for a next-day delivery," Anderson emphasizes.

Later this year Delta will launch the first of its new A350 aircraft that will operate on its transpacific routes. The first, to commence in October, will be on the Detroit (DTW) – Tokyo-Narita (NRT) route. "We will take delivery of four additional A350 aircraft in 2017," he reveals.

Delta is focusing on differentiated products and services offerings, and was recently awarded IATA’s CEIV Pharma certification at the headquarters level.

United Cargo’s volumes were up 20.5% through July over the same period in 2016. Key reasons, says Jim Bellinder, vice president Cargo Sales Americas, United Cargo, is the close bilateral partnerships the carrier built with leading forwarders throughout years of slow growth, and United’s leading position for transpacific service.

"Another reason is United’s position as the leading US carrier to and from China and the Asia Pacific," he adds. "United Cargo’s steady growth in volume and market share since 2014 corresponds to the success of our efforts to deliver higher quality and more consistent results at all our stations worldwide."

United Cargo is emphasizing its TempControl service for pharmaceuticals, healthcare material and other temperature-sensitive commodities. Chengdu, China is the most recent addition to the carrier’s list of 68 certified handling locations. Others include Beijing, Hong Kong and Shanghai.

An example of what this development can mean is the recent collaboration between United Cargo and DHL to transport a new treatment for hepatitis C from the US to China. China recently approved a US drug manufacturer’s all-oral treatment for hepatitis C – the first therapy of its kind to treat the liver disease to be sold in China. "TempControl’s role in its transport promotes access to this treatment for the estimated 10 million Chinese infected with hepatitis C," Bellinder says.

Regarding new service, on October 27, United will launch daily nonstop flights between LAX and Singapore (SIN), which will set a new distance record for any airline operating a flight to or from the United States. In May, it re-launched seasonal service between SFO and Xi’an (XIY), the first transpacific flight to XIY operated by any airline.

"United was the first US airline to serve XIY," Bellinder adds. SFO-XIY is served by 787-800 aircraft.

This summer Air Canada launched new direct service to Taipei and Nagoya, and increased service to Shanghai with a new route from Montreal earlier in February (in addition to the existing Toronto-Shanghai and Vancouver-Shanghai routes). "In total we operate over 100 flights per week to Asia," says Cerone. "These are operated with either B777, 767 or 787 aircraft, depending on the route, which provides us with significant cargo capacity."

Airport View

Ted Stevens Anchorage International Airport

Miami International Airport (MIA) is served by four Asian carriers: Korean Air, Asiana, Cathay Pacific, and China Airlines. "For the most part, Asian cargo services are carried out on B747 and with some B777 service," comments Chris Mangos, director, Marketing Division, Miami-Dade Aviation Department. Last year, the total volume from these carriers was 92,328 tons slightly below 2015’s total. "Collectively from January – June 2017, Asian carrier volumes were up 10.3% over the same period last year," he says.

Mangos expects peak season this year to be very strong due to increasing imports and exports — the new iPhone 8 in particular.
MIA recently completed the planning phase for its Cargo Optimization, Redevelopment and Expansion Program (CORE), a comprehensive, long-term plan to modernize the airport’s cargo operations. CORE will double its current capacity.

Anchorage International Airport (ANC) ranks No. 2 behind Memphis (MEM) for total cargo because it operates as a tech-stop for aircraft flying transpacific routes. ANC handled nearly 1.070 MT for the first six months 2017, up 5.1% per the previous period. For Q1 2016, it handled 2.550 MT. Tracy Wassek, ANC Division Operations Manager, says ANC anticipates a good peak season. “This will begin next month and go through about January to the Chinese New Year” she says.

ANC operates three runways that have never been closed, and has parking for 50+ wide body aircraft. A big advantage, Anchorage is located 9.5 hours from 90% of the industrialized world.

Through 2016, total cargo at LAX was about 2.2 million tons. In June 2017, year-to-date, LAX’s total cargo was 1,149,781 tons, a 10.35% increase over June 2016.

"Relative to other ports, LAX’s demand for international cargo is less sensitive to seasonality," reports Frederick Badillo, Los Angeles World Airports spokesman. "LAX has been a major gateway to the Pacific for at least 50 years and, according to freight forwarders, has enough daily scheduled capacity - by both passenger and all-cargo carriers - to accommodate all exports from the western US."

LAX is poised to release a Request for Qualifications that may lead to a Century Boulevard cargo corridor redevelopment and construction of new state-of-the-art cargo facilities, over the next several years. In addition, LAX is investing more than $14 billion in airport improvements.

In 2016, Dallas Fort Worth International (DFW) handled more than 829,800 US tons of air freight, an increase of 12.8% from the previous year. As of July 2017, the airport handled more than 435,900 US tons of cargo, an YTD increase of 12% that puts DFW on track to surpass cargo volumes of 2016.

Currently, 10 freight carriers serve Asia from DFW (Korean Air Cargo, Cathay Pacific, Asiana Cargo, EVA Air Cargo, Air China Cargo, China Airlines Cargo, Nippon Cargo Airlines, Singapore Airlines Cargo, Qatar Airways, and Cargolux Italia). Most of cargo aircraft is B747-400 and 747-8 freighters.

"Nippon Cargo Airlines (NCA) has added one additional frequency per week and has ramped their DFW service so that DFW is now their first US entry point," reports Milton De La Paz, DFW vice president of air cargo relations.

DFW has non-stop service to more than 200 domestic and international destinations, including Seoul, Tokyo, Shanghai, Beijing, and Hong Kong. "This belly capacity provides an attractive alternative for smaller, more time sensitive products," he says.

Contributing to cargo volumes is Amazon, which is expanding its distribution center at DFW to 446,000 square meters by end of 2018. A 3,400-square-meter cold chain facility will open in 3rd quarter. The 3,400-square-meter facility will be operated by Dubai-based Dnata.

At Houston International Airport (IAH), January-May 2017 already shows a 23.7% growth YOY with 22,547,315 kilograms of air cargo moved to/from Asia. "Imports show a fantastic growth of 33.46% YOY, and exports have grown by 17.18% YOY," reports Luis G. Avilés, senior executive Air Service Development, Houston Airport System (HAS).

IAH benefits as a hub for imports/exports of energy equipment, and manufactured goods. Its Cargo Center is capable of parking 20 widebody freighters simultaneously. Currently, HAS officials are working with IATA for CEIV Pharma Certification for Air Cargo, which operates an on-airport perishables facility next to the ramp.

"This is very relevant to us since we have in Houston the Texas Medical Center, the largest medical center in the world," Avilés says.

Rickenbacker International Airport (LCK) in Columbus, Ohio, has seen a YTD 21% increase in total cargo. In June, imports were up 25% and exports were up 143% compared to the year prior," reports David Whittaker, Chief Commercial Officer, Columbus Regional Airport Authority.

Freight forwarders contribute largely to LCK’s air cargo volumes in/from Asia. Nearly 10 million square feet of warehouse/distribution space was constructed last year.

In June 2016, LCK opened its Air Cargo Terminal #5. Since then, LCK has moved over 101 million pounds of international air cargo. Contributing to the airports success, in October 2016, Etihad Cargo commenced weekly scheduled service with partner Trinity Logistics. In May, Etihad added two weekly scheduled flights.

Recently, Navitrans started using LCK, executing charters out of Shanghai (PVG). LCK also has a cooperative agreement with and a strategic interest in Zhangzhou (CGO) as well as very strong interest in Japan service.

Kuehne + Nagel sets the bar for innovation and integrated solutions

The Kuehne + Nagel group has been a leading logistics provider across the world, providing services for airfreight, seafreight, contract and integrated logistics, and overland logistics. With digitalisation and the demand for e-commerce challenging the traditional practices of the air cargo supply chain, the group’s constant focus on providing innovative IT based integrated solutions are upping the ante on what logistics providers can provide in such tumultuous times. Cheryl Soh reports.

As a leading global logistics provider, the Kuehne + Nagel Group has a strong position in its sector, with a clear focus on providing IT based integrated solutions. The group's strength in Asia and beyond lies in its network of employees, amounting to a workforce of over 70,000 in 1,300 locations across 100 countries. Specialists with the right knowledge and skillsets develop innovative end-to-end logistics solutions, such as the KN FreightNet and KN PharmaChain; resulting in a steady growth in services offered.

With the strong air freight market in Asia-Pacific during the first half of 2017, Kuehne + Nagel anticipates a growing demand over the peak season. So far, the group has been fortunate enough to not see a traditional slack season, however, the downside is the capacity issues the group face that arises as a direct result. Whilst additional capacity is entering the markets on some main lines, Kuehne + Nagel predicts that space will remain tight especially toward the end of Q3 and the beginning of Q4. Periods including Black Friday, Christmas Sale and other e-commerce promotional periods will also greatly impact capacity levels.
Providing an e-commerce solution

In April this year, Kuehne + Nagel inked a memorandum of understanding (MoU) with China’s Alibaba.com. The signing will see the logistics provider offering outbound logistics services to shippers listed on Alibaba, expanding its scope of services to cover various modes of transportation (air, sea, rail, overland) and contract logistics outside China. This announcement follows the launch of a pilot programme in 2016 which integrated the KN FreightNet digital shipment manager with Alibaba.com. Paid Alibaba members are able to instantly quote and book point-to-point air freight consignments via the Alibaba One-Touch platform, including less-than-container consignments.

The KN FreightNet is an online solution that increases the efficiency of placing airfreight orders. Through an efficient exchange of data, the programme is designed to be straightforward, easy to use, and aims to reduce workload and speed up airfreight processes. Quotations can be provided instantly by obtaining competitive prices with highly reputable airfreight carriers, saving time and effort. Users can enter shipment requests and KN FreightNet will provide recommendations of three different airfreight products with transit-times and a range of binding quotes, including fuel and security surcharges. Using the latest tracking technology, the programme also delivers premium supply chain visibility and management solutions to help customers improve productivity and efficiency.

The rising demand for e-commerce has also had a significant impact on the demand for airfreight. Consumers are demanding goods to be available faster and cheaper, placing more pressure on logistics companies to deliver, contributing to capacity issues. Small and medium-sized enterprises (SMEs) are also demanding quicker logistics processes to fulfil customer expectations. Kuehne + Nagel aims to invest and optimise their e-commerce offerings via KN FreightNet and from working closely with e-commerce leaders.

Maintaining its standing in the pharma sector

As an integral part of its strategy in select markets across the Asia-Pacific region, the pharma logistics arm of Kuehne + Nagel will introduce more developments in countries including Singapore, Malaysia, Japan, India, Australia and China through the KN PharmaChain, a fully CEIV Pharma certified specialised supply chain innovation. Coupled with highly trained experts, every product is ensured to be handled and transported in the appropriate, secure and temperature controlled environment.

Presently, Kuehne + Nagel is investing to upgrade its operations network of KN PharmaChain capabilities, and to expand its network of specialist pharma staff. Plans are already in place to work with pharma customers to expand and invest in strategies that are mutually beneficial. In China, the group has also expanded its perishables air freight services to provide door-to-door solutions, including customs clearances in several locations. This opens up opportunities for Kuehne + Nagel China to successfully handle shipments of live seafood, flowers and fresh food products in a temperature controlled supply-chain.

Further to that, the group will also be expanding their industry offerings in e-commerce, the aerospace sectors and dangerous goods, aiming to deliver viable solutions to meet the various challenges and special requirements of each industry. For stronger established industries including high-tech and automotive, the focus will be on innovation, improved productivity and to deliver customer focused solutions.

State-of-the-art infrastructures and facilities

Kuehne + Nagel has also been expanding on value-creating logistics solutions across the Asia-Pacific region for key industry verticals such as pharma, healthcare, perishables, and e-commerce. In January last year, the group opened its Singapore Logistics Hub, a 50,000 square metre built-to-suit facility that is located near the city-states pharma and healthcare hubs, key manufacturers, and ports.

With 46,000 square metres of warehousing space, the new hub serves as a regional centre of excellence for high-tech, industrial, pharmaceutical and healthcare customers, offering supply chain optimisation and value-chain transformation solutions. The facility also includes a Logistics Learning Hub where the group will drive talent development, training and succession planning to support overall business growth in the region.

During April last year, the group went a step further by upgrading its infrastructure and expanding its integrated logistics team in the Singapore Logistics Hub, which now boasts an approximate 10,000 square metres of cutting edge pharma logistics facilities. The enhanced new hub is designed to create an environment that fosters and facilitates team collaboration and turn drive solutions.

Situated in a geographically pivotal spot, Singapore is a very important location for Kuehne + Nagel and this is clearly represented in the recent opening of a new airfreight logistics hub earlier in April this year. As part of its growth strategy, the 5,200 square metres hub will serve valued customers in the aerospace, technology, pharma and healthcare industries by consolidating warehousing and administrative operations; greatly supporting operational synergies and cargo turnaround time for customers with time-critical logistics requirement.

Pharma.Aero platform membership grows to 18 companies

Pharma.Aero, an initiative formed last year between Brussels Airport and Miami International Airport to advocate for shipping standards based on IATA's CEIV-Pharma certification, announced the addition of three new member organizations to its roster, for a total of 18 companies.

Forwarder Expeditors International of Washington, Inc., and container manufacturer Envirotainer, which specializes in cold-chain ULDs for transport of pharmaceutical products, joined Pharma.Aero, as did Montevideo Free Airport, marking the seventh airport to join the platform. The platform’s growing membership “is expanding to include all stakeholders in the pharmaceutical supply chain,” said Pharma.Aero chairman Nathan De Valck.

Representatives from the three joining organizations highlighted the importance of collaboration between participants in the CEIV certification program in improving practices within the pharma transport chain.

Participation in the Pharma.Aero platform should “enable the industry itself to raise the bar in terms of quality distribution standards,” said Bruno Guella, managing director at MVD Free Airport.

To learn more about future innovations in freight forwarding, air freight and logistics, join us at Air Cargo World’s ELEVATE Conference in Miami, Oct. 2. Click here for registration information.
Global standards: Pharma handling's final frontier [VIDEO]

BUDAPEST — Steve Poimans is not stuck in the proverbial "black hole," a term coined to describe the murky intersection of forwarders, ground handlers, carriers and other airfreight companies at airports around the world. Brussels Airport walked into the light a few years back, he said, with the implementation of its airport community, which now serves as a guidepost for other airports looking to enhance their operations.

"Closer cooperation is changing the business, and we are seeing the benefits," said the head of Brussels Cargo to a panel here at the fifth Pharma & Bioscience Conference.

Perhaps the most effective tool of standardization to date is CEIV accreditation, which forces airfreight companies of all stripes to align their practices with the body's standards. Collaboration benefits us by having us work together as a group, said Gino Vleugels, senior manager of EMEA temperature control at Johnson & Johnson. "CEIV allows us to trust another party's audits," he said. "We can extend our network by trusting other parties that are certified."

"Even if we are the best in Europe, it doesn't matter if the other end isn't up to our standards," said Poimans. With standards now established, it will be easier for other airports to follow Brussels Airport's lead. The next step will be going to more remote airports, to ensure that proper handling at origin airports translates into pristine deliveries at the final destination. "It needs to be an end-to-end solution," Poimans said.

But with the benefits of standards established, groups like Pharma.aero are working to implement them on a global level. "CEIV is well established in Europe," said Jaisey Yip, associate general manager of cargo and logistics, and air hub innovation at Changi Airport in Singapore. "But it's just starting to make its way to Asia, in terms of the uniformity and awareness — it's moving towards harmonization."

Below: Panelist Nina Heinz, global head of network and quality temperature management solutions for DHL Global Forwarding talks about controlling a shipment at the destination airport.
Frankfurt freight boost in August

12 / 09 / 2017

Frankfurt airport’s cargo throughput (airfreight + airmail) in August rose by 5.4% year-on-year to 181,102 tonnes or up by 4.8% year to date to nearly 1.5m tonnes.

August was a busy month at Frankfurt, with LUG air cargo handling expanding its Health Care Center (HCC) in a 650 sq m first step programme that paves the way for possible expansion to 1,200 sq m.

The company has also recruited Dominik Misskampf as senior project manager to handle the expansion project.

DHL Global Forwarding's airfreight station in Frankfurt also achieved IATA's CEIV pharma Standard.

The second Frankfurt Air Cargo Innovation Lab will take place on September 26-27, 2017 at Frankfurt Airport. Places are still available to book.

Following on from the spectacular success of last year’s launch event, leading figures in the airfreight industry, prestigious representatives from transport logistics and innovative start-ups, industry experts and newcomers will again discuss business models of the future.

AirBridgeCargo Airlines (ABC) has further enhanced pharma services by gaining Envirotainer QEP accreditation at its global hub at Moscow Sheremetyevo International Airport and in Dallas.

Envirotainer created its Qualified Envirotainer Provider Training and Quality Program (QEP) to recognise transport service providers which demonstrate their ability to properly manage Envirotainer container shipments in accordance with Good Distribution Practices.

ABC global director of pharma, Fedor Novikov says: “We have been heavily involved in pharma transportation since 2016 and our focus over the last 18 months has been to invest in developing the products and services our customers need. QEP accreditation is one of the benchmarks we and our customers recognise as being very important as we grow pharma volumes across our network.”

The abcPharma product was developed in close consultation with customers by ABC’s pharma industry vertical team, which includes qualified staff at all levels.

In November 2016 ABC became the first airline in Russia to receive IATA CEIV Pharma certification, which addresses the need for more safety, security, compliance and efficiency through a globally consistent pharma product handling certification programme.

Envirotainer compliance manager, Chris Fore says: “QEP accreditation sends a strong message about the high standards the airline is committed to delivering.”
Hong Kong’s (HK) air cargo market has been flying high this year and the biggest cargo handler Hong Kong Air Cargo Terminals Ltd (Hactl) has benefited from the strong growth. From January to June year-on-year tonnage was up 16.6 per cent to 860,242 tonnes and Hactl has outperformed the market every month since September 2016.

Chief executive, Mark Whitehead says it has been driven by several factors including a small shift away from ocean due to slowing stemings, capacity cutbacks and port issues. Other reasons have been continuing growth in e-commerce imports and exports to/from China via HK, and significant growth in freighter charters (606 in the first five months of 2017, compared to 100 in 2016).

Whitehead also feels in addition to these, HK has a lot to offer as it is in the right location for all of Asia, bilingualism is widespread and it has an “unparalleled” spread of destinations and frequencies.

But what sectors are driving growth?

Whitehead explains: “Pharma continues to perform well, partly due to increasing global production and demand, and partly due to our own efforts in compliance (first in HK to gain WHO GDP and first to gain IATA CEIV Pharma as part of the airport’s initiative).

“Perishables are also proving robust - both for the HK market, and for China via HK. China continues to look for increased quality and variety in its food products, and that is driving demand from overseas.”

As for CEIV Pharma, which was gained in February as part of the airport sponsored initiative to position HK as a leading pharma hub, he expects the results to be “progressive and long-term”.

He notes the industry as a whole still has a lot more to do to create a true network of pharma trade lanes on which the required standards are availble end-to-end.

Asia’s middle class keeps growing

Whitehead says e-commerce is a fast developing area of business, driven by expanding Asian middle-class populations and the thirst for Western goods and Whitehead notes traffic via HK is bi-directional. He says Chinese consumers are increasingly developing an appetite for all kinds of foreign products, from designer handbags to baby formula: “At the same time, China is the producer of many items that are heavily sold globally via e-commerce.

“The common factor in both directions is the ‘traditional’ airfreight industry is gaining from the maturing of e-commerce and its supply chains.

“The days of one-off, straight-to-customer packages via integrator are giving way to consolidation of freight flows over longer sectors, with final-mile deliveries from RDCs closer to final market; this achieves welcome logistics economies.”

Hactl’s logistics subsidiary Hactl is, helping it meet demand and providing fast, reliable and cost-effective bonded RFS into and out of China via HK, and offering collection and delivery points at its eight inland cargo depots.

Whitehead says one of Hactl’s recent innovations is putting together a viable alternative route for ex-China mail containing e-commerce items and it is handling 1,000 mailbags a day, providing welcome traffic for Hactl’s airline customers.

He adds: “Hactl complements the basic Hactl service offering. Most notably, it effectively adds eight more destinations in China to any of our carriers’ networks – six of them IATA-coded, so carriers can sell on through AWBs – without the cost and commitment of adding flown services.

“Hactl plays a big part in Hactl’s success, and it’s why we tightened the relationship between the two businesses by appointing its MD, Vivien Lau, to Hactl’s executive board.”

Hactl has also been on an efficiency drive and is using technology to improve processes. An example of this has been adoption of mobile computing throughout the HK site.

Whitehead says now, instead of ramp staff having to drive to fixed data terminals to input information and receive instructions, they can do this on the move from any location using mobile devices, using an app, which accesses its COSAC-Plus cargo management system, saving time and manpower, and cuts fuel consumption and pollution.

He explains: “Customers can also use the app set to access flight arrival information, optimize their arrival for collections and deliveries, obtain pre-allocated truck doors and pre-check handling charges. COSAC Mobile is now in use on 3,000 staff and customer mobile devices. It has revolutionised our operations.”

There is fierce competition between handlers in HK with the current over-capacity, but despite that, Whitehead says Hactl is outperforming the market, and growing its share of traffic thanks to new contracts (Vietjet and Virgin Australia most recently) and successes of customer carriers.

Investment wise moving forward, Whitehead says it is about less obvious things like new staff training technology IT enhancements and compliance. He notes the end game is better efficiency and enhanced customer service, but Hactl is an important element of the total package any customer carrier offers to his market; and service differentials are created on the ground.

“We want that package to be the best possible, both in scope and in quality. We never lose sight of the fact Hactl can only succeed through the success of its carrier customers,” he concludes.
AirBridgeCargo gets Envirotainer's seal of approval for pharma operation
04/09/2017

AirBridgeCargo’s (ABC) has achieved Envirotainer's quality accreditation at its global hub at Moscow Sheremetyevo Airport and in Dallas as part of its push into pharma.

Envirotainer, which provides active cool containers, created its Qualified Envirotainer Provider Training and Quality Programme (QEP) to recognise transport service providers which demonstrate their ability to properly manage Envirotainer container shipments in accordance with Good Distribution Practices (GDP).

Fedor Novikov, director pharma, global at AirBridgeCargo, said: “Gaining QEP accreditation is yet another sign of the commitment we are making to our pharmaceutical customers and further demonstrates our ability to protect the quality and integrity of temperature-sensitive pharma products. “We have been heavily involved in pharma transportation since 2016 and our focus over the last 18 months has been to invest in developing the products and services our customers need. QEP accreditation is one of the benchmarks we and our customers recognise as being very important as we grow pharma volumes across our network.”

In November 2016, AirBridgeCargo also became the first airline in Russia and only the seventh carrier in the world to receive IATA CEIV Pharma certification.

“In developing its pharma product, ABC has conducted lane assessments to understand each international station's readiness to handle pharma shipments,” the carrier said in a statement.

“This included strict audits of Ground Handling Agents and Ramp Agents as well as audits of trucking companies and other outsourced partners, including checks of their Quality Management Systems.”

BOLLORÉ LOGISTICS MELBOURNE RECEIVES THE CEIV PHARMA IN AUSTRALIA

September 5th, 2017

Bolloré Logistics Melbourne has been successfully awarded by the International Air Transport Association (IATA) as Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) at its new state-of-the-art facility located in the Melbourne Airport Business Park. Bolloré Logistics Melbourne therefore becomes only the 2nd international transport and logistics company in Australia to be awarded this certification.

Being IATA CEIV Pharma certified, Bolloré Logistics Melbourne is fully compliant with all applicable pharmaceutical standards expected from pharmaceutical manufacturers in terms of facilities, equipment, operations and staff and being capable to provide a seamless cool chain transportation.

Bolloré Logistics Melbourne’s facility is a 10,000-sqm warehouse and office building that has just reached one year of age. The building itself is a state-of-the-art, purpose-built, 5 Star Green® rated warehouse. Within the facility is our dedicated 200-sqm Cool Room +2°C to +8°C temperature-controlled - designed to manage the cross docking of temperature-controlled and time sensitive air exports of pharmaceutical products.

The aim of Bolloré Logistics is to deploy this action throughout its global network with on-going certifications on the other sites in the Asia-Pacific region including Hong Kong and Japan.

This is a new success for the Bolloré Group, which shows its commitment to achieve the highest international quality standard in the global pharmaceutical supply chain for its customers, by continually improving its processes and infrastructures to be compliant with IATA CEIV Pharma standards.

With its modern and innovative facilities, the excellence of its quality management system, the expertise of its teams and its multiple certifications, Bolloré Logistics is a major global player in the supply chain of pharmaceutical products.

According to industry statistics, the total spending on medicines is forecast to reach $1.5 trillion by 2021. In this, however, the rise in spending on biologics and specialty drugs would especially be substantial, believe market experts. However, it is also to be noted that in this thumping and profiting market, the amount of losses incurred will also continue to rise unless better preventative measures are put in place. There is a pressing need to bring change, especially in the way the logistics industry functions and manages the pharmaceutical supply chain as it can shrink this wastage to a significant level. Moreover, with companies like Amazon increasing their focus in the logistics space and now eyeing the pharma market too, it becomes all the more important for the logistics players to buck up.

Keeping pace with stricter regulations
The pharmaceutical goods shipped by air are indisputably valuable and, in most cases, require very specific handling and storage conditions. Customers are increasingly demanding risk lane assessments and categorizing carriers’ services with standard criteria. Tracking devices and real time information is mostly a prerequisite, driven by harsher regulations.

In the US, The Drug Quality and Security Act (DQSA), was enacted by Congress in 2013, whose implementation is underway as FDA begins its work under Title II of DQSA, known as the Drug Supply Chain Security Act (DSCSA). DSCSA outlines critical steps to build an electronic, interoperable system to identify and trace prescription drugs as they are distributed in the US. DSCSA, which has staged implementation over a 10-year period, is designed to create a system that will facilitate the exchange of information (i.e., transaction information, transaction history, and transaction statement) at the individual package level about where a drug has been in the supply chain.

Pharmaceuticals makes for the most lucrative and niche product that the air cargo players transport today. Indisputably valuable, the product however demands strict adherence to changing regulations that comes along. The air cargo industry will have to continuously adapt to these requirements for better business returns and to make it a win-win situation for both the sectors.

Shreya Bhattacharya

Billions of dollars are being spent each year on research and development of new drugs that help people battle serious diseases surfacing every other day. Considering the criticality of these lifesaving products, the sheer wastage that could reach around $35 billion in a year due to temperature excursions during transport is worrisome, feels the International Air Transport Association (IATA). It’s not just about the loss of the physical product but also the associated costs in terms of root cause analysis, replacement expenditures, direct/indirect labor lost and wasted logistics costs.
Although the idea has its own share of challenges that are keeping the IT managers, packaging engineers and logistics specialists up at night, but blockchain is fairly advancing and is being seen as a way out to streamline the entire data. Today North America and Europe consume more than 60 percent of the total pharmaceutical products and with such kind of regulations being envisaged, it becomes pertinent for the air cargo stakeholders to stay competitive.

However, meeting each customer’s requirements and providing facilities for the entire range of pharmaceuticals is quite a daunting task.

“It is challenging especially when it comes to having different facilities for different temperature ranges. However, these steps and investments are required in order to be a world class pharma logistics service provider,” believes Kristin Colville, Delta Cargo’s managing director of revenue management, alliances and marketing. Colville adds that the airline strives to meet customer demands as long as they do not compromise the integrity of its cool chain programme and the safety of its employees, customers and the goods being transported.

Another airline LATAM Cargo expresses similar views. “Providing facilities for all ranges is considerably challenging given the investment required, which varies depending on the temperature range, the strict segregation requirements and the projected volume for each temperature range, that continuously evolves, as packaging solutions and different types of pharmaceuticals get to the market and substitute the previous ones,” shares Cristina Onate, VP marketing & product development, LATAM Cargo.

“We combine our high standard pharma products with our flexibility of delivering ad hoc services such as charters, in cases there are very specific needs to meet and add-on services to specific hubs if there is a demand for a particular service.” LATAM Cargo has recently introduced a Cool Dolly (KTT) service offering in Frankfurt to facilitate pharma logistics. The airline has also been awarded IATA CEIV Pharma certification at Miami International Airport (MIA).

Staying close to shippers
Pharmaceutical products are made keeping specific conditions and ingredients in mind, balancing with stringent regulations and quality controls. Therefore, the manufacturers’ high concern during their transportation is understandable. Maintaining the supply chain integrity is only possible by understanding their requirements.

While aviation industry is taking note of this, many airports, handlers, airlines are yet to enter the compliance loop. For instance, Stanley Fernandes, head of export logistics, Bharat Serums and Vaccines Limited points out that many a times, due to issues like system breakdown, shipments get delayed, creating a huge backlog at the cold storage facilities of the ground handlers, thus impeding the flow of exports.

“For pharmaceutical logistics, integrity of the quality of the products manufactured needs to be maintained throughout the supply chain and the ability to provide evidence for compliance with respect to temperature requirements during transportation from origin to destination is paramount. This includes ground transportation prior to and after air freight, the storage at origin, transit and destination airports, on board the aircraft as well as the transfer to/from the aircraft from/to the storage areas,” explains Ryan Vegas, head of logistics, APAC, TEVA.

“As far as the shippers are concerned, aviation sector includes from the time the products are received at the origin airport up to the time the products exit the airport, however this understanding may not be the same for the aviation sector as there are several agencies involved.”

Collaboration matters
Taking clue from similar views coming from the shippers, IATA created the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification programme, in its bid to bring standardisation across the entire pharma supply chain where GDP remains the baseline for all programmes.

“Patient safety is a shared objective of all stakeholders across the air cargo supply chain. Providing quality services in a harmonized and globally consistent manner is essential. CEIV Pharma aims to certify compliance to globally agreed standards through a process of independent validation. Entities that undergo the CEIV certification process invest a lot of time and resources to upgrade their procedures, processes, risk assessment methodology and infrastructure,” explains Ricardo Atken, project manager of Airport Passenger Cargo Services Consulting at IATA.

Atken opines that there is growing enthusiasm, industry support and recognition of the benefits of CEIV Pharma certification. “The combination of extensive training and a comprehensive 291+ point checklist covering everything from Quality Management System (QMS) documentation to on-time handling activities supporting certification, elevates staff levels of competency and improves overall pharmaceutical handling and compliance which in turn helps to ensure the integrity of pharmaceutical shipments.”

With such initiatives being taken, the industry is waking up to all the challenges and even making collaborative efforts to strengthen pharma supply chain integrity.

Amid the first few to adopt a community approach is MIA, which facilitated in the area by raising the pharma handling capabilities of its tenants and local cargo community as a whole. “We’ve done this by advocating, encouraging, and supporting our partners to build their capacity for properly handling pharma by going through the IATA CEIV Pharma Certification Programme – a certification that is looked upon very favorably by shippers (manufacturers) who want to entrust their air shipments of pharma with the highest care and standards. Since we began this initiative a couple of years ago, we were able to get the commitment of five tenants at our airport to go through the certification programme. Three members of this first wave have completed their certifications, and two more have also become certified for a total of five. In addition, we are expecting another three companies to work towards this certification,” shares Jimmy Naes, section chief of MIA marketing.
The airport’s effort in building a local airport community with airline carriers, ground handling companies and a freight forwarder, who are CEIV Pharma certified, resulted in it being designated as the first pharma hub airport in North America by IATA. One such partner of MIA is ground handling company, Swissport International. Explaining the efforts put by the ground handler, Anna Renedo, VP Global Operations – Cargo, Swissport International says, “The stations assign an accountable GDP/CEIV manager and perform regular self-audits, which contains a separate section that covers GDP/CEIV compliance to ensure they are in line with the requirements. These audits are on a regular basis, so once a station has been CEIV certified they are monitoring their compliance on a regular basis.” Swissport is currently GDP validated in 10 stations with plans for 7 more in process.

She further adds, “Part of a station’s validation is to risk assess every step of the process within the cargo handling environment. Risks are then mitigated and very detailed documented processes are implemented. In addition, all staff handling pharmaceuticals will be given specialist training and above this, there is a more detailed training for a specified manager grade. The documentation includes continuous performance management and monitoring processes coupled with, in the event of issues occurring a CAPA (Corrective and Preventive Action) process.”

Creating a local pharma community is, however, not enough. Connecting such communities is essential. “Establishing reliable and transparent start-to-end pharma lanes are a natural next step in linking pharma certified airport communities. Pharmaceutical shippers tell us that they expect all air cargo players to collaborate - not only at an airport level, but throughout the entire lane – in order to increase reliability and transparency of the air cargo transport. This collaboration is much needed in order to bring down the number of temperature excursions of a typical air transport shipment,” says Nathan De Valck, cargo & logistics product development manager, strategic development, Brussels Airport Company.

Brussels Airport Company and MIA co-founded Pharma.Aero - a cross industry collaboration for pharma shippers, CEIV certified cargo companies, airport operators and other air cargo industry stakeholders, has been a subject of much enthusiasm since its inception in 2016. “The members of Pharma.Aero share the same vision and enthusiasm to increase efficiency and create start-to-end pharma lanes. This does not only involve the alignment of existing processes. Instead new concepts have to be developed to implement temperature controlled airside transport at every touch point on the tarmac and to share data transparently throughout the entire lane,” adds De Valck.

Changi Airport, another strategic member informs that Pharma.Aero has launched initiatives like the Shippers Advisory Group, which gathers inputs from the pharmaceutical shippers to guide the air cargo industry towards improving the transport of pharmaceutical shipments by air, identifies key issues that shippers encounter and comes up with possible solutions to address these issues.

Last year, Changi Airport became the first airport in Asia to join Pharma.Aero as a strategic member, alongside partner Singapore Airlines Cargo which came on board as a full member. Asia is expected to account for the largest regional share growth with more than $1.2 billion of cold-chain growth between 2015–2019. Changi informed that till date, a total of 10 companies in Singapore have attained certification that includes SIA Cargo, dnata Singapore, SATS, Global Airfreight International, Expeditor Singapore, CEVA Logistics Singapore, Schenker Singapore, Kuehne + Nagel Singapore, Bollore Logistics Singapore and DHL Global Forwarding.

The airport and its partners have been investing resources and refining their work processes to serve the increasing needs of pharmaceutical shippers. “The establishment of temperature controlled facilities by our ground handlers (SATS and dnata), which can collectively handle more than 300,000 tonnes of temperature sensitive cargo annually, is a testament of their commitment to serving the pharmaceutical industry,” says Lim Ching Kit, managing director, air hub development, Changi Airport.

Meanwhile, Turkish Cargo recently received CEP Accreditation from Envirotainer at its hub – Istanbul Atatürk Airport, as well as five other stations across its network, Mumbai, Hyderabad, Frankfurt, Tel Aviv and Seoul.

So how exactly does the aviation industry make strides to technologically upgrade their services that can woo the highly-regulated demands of the pharmaceutical market? Janni Tarvainen, managing director, Finnair Cargo says that continuous process development, investments in modern facilities and new technology to improve monitoring and reporting capabilities is a must. “Back in December 2016 we implemented a new cargo management system, SkyChain, to improve shipment related data quality. Once our new terminal, the COOL Nordic Cargo Hub at Helsinki Airport opens, SkyChain will be connected to the warehouse automation systems of the new terminal. The integration of these systems will provide us with a whole new ecosystem that will enable proactive planning and steering of cargo flows and our resources. It will also enable active monitoring and immediate actions, if needed e.g. in the terminal’s dedicated temperature controlled areas featuring ambient monitoring sensors connected to SkyChain to prevent any deviations from shipper’s instructions. In addition, the new warehouse automation and the cargo management system will provide improved reporting capabilities in response to customers’ expectations of supply chain transparency,” informed Tarvainen.

Tarvainen terms the airlines’ brand-new COOL air cargo terminal as the most modern in Europe with a separate dedicated 3000 square metre area for pharmaceutical cargo and perishables.

Meanwhile, Mark Whitehead, Chief Executive of Hong Kong Air Cargo Terminals Limited (Hactl) says, “WHO GDP and IATA CEIV Pharma provide a convenient and uniform indication that Hactl is compliant with all the requirements of pharma shippers. We actually exceed these standards, having invested heavily in equipment (such as thermal doors, RAMP, and modifications to our refrigerated facilities), training procedures – and so have not yet been asked to provide any additional safeguards. If shippers require delivery to or collection from mainland China or any location in Hong Kong, this can be provided by our value-added logistics arm, Hectis, which is also fully-compliant and operates TC vehicles.”
Top 5 cargo communities improve supply chain speed, accuracy

AUGUST 31, 2017
BY RANDY WOODS

Less than five years ago, the idea of a “cargo community” at an airport was little more than an attempt by the various cargo executives to know everyone’s names up and down the supply chain. What each member of the supply chain did, however, was largely a mystery.

Today, all that has changed as more formalized communities are forming across the globe. Much of this cooperation was prompted by the need to increase quality control procedures for high-value cargo, such as pharmaceuticals. As more forwarders, carriers and ground handlers became certified in Good Distribution Practices (GDP) and IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV-Pharma), the various supply chain stakeholders began to formalize relationships with each other and schedule regular meetings to discuss improving efficiency.

The following five examples of airport cooperation helped pave the way to today’s cargo community trend, which has spread from Asia to Europe and is gaining momentum in North America.
**Addressing** the gaps in the pharma logistics chain key to unlocking growth but improvements need to be made

There is no disputing the substantial growth of high-yield pharmaceutical traffic, but as more and more players join the bandwagon, are pharma shippers getting all they bargained for? With an estimated $12 billion currently being spent on cold chain biopharma logistics, the **International Air Transport Association** (IATA) forecasts this figure will rise to a substantial $16.7 billion by 2020.

And as this demand grows, more and more of it moves through specialist services rather than as general cargo. But while this market is an attractive proposition for air cargo players it is a challenging vertical.

That there have been a rapidly growing number of pharma handling certifications speaks not only to the increasing traffic and the sharply rising shipper expectations, but indeed the recognition from the air cargo supply chain of the need to up its game. The two main certification routes are the **European Union’s** Good Distribution Practices (GDP) and the IATA Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma).

“There is a steady move towards IATA CEIV Pharma accreditation as the accepted standard required by carriers,” says **Hong Kong Air Cargo Terminal Ltd** (Hactl) chief executive Mark Whitehead (pictured).

“This is why Hactl was keen to join and support the Airport Authority’s initiative to establish Hong Kong as a CEIV Pharma hub. Success in pharma requires a single universal standard, and CEIV is the best prospect of achieving it,” Whitehead adds.

Indeed Hactl has been an early mover in this area, being the first handler in Hong Kong to achieve WHO GDP accreditation in 2014, and one of the first worldwide. “And having over-specified for GDP – we then found it relatively simple to become Hong Kong’s first CEIV Pharma-accredited handler;” he explains.

For now, pharma is fairly consolidated to a few origins - in Europe that means just four countries represent 57 per cent of the total origin markets. “There has been a certain amount of consolidation in global product manufacturing and guidelines from international and national regulatory authorities have driven this change, says **Emirates SkyCargo** manager of global cargo accounts, Julian Sutch.
Europe remains a major source

Two huge markets that drive a lot of business are India and Israel, in addition to the obvious pharmaceutical companies in the US and Europe notes Strategic Aviation Solutions president, CEO and co-founder, Stan Wraight. “These countries have a tremendous need for a direct airline, shipper relationship where total logistics chains are discussed and agreed as to quality standards and KPI’s,” he says.

While Europe has been a major source of pharmaceutical exports, Singapore Airlines Cargo (SIA) senior manager of key accounts of verticals, Adrian Goh notes the volume continues to grow and that brings new opportunities. “The expectations for additional value-added services have also increased with this growth,” Goh says adding that Asia-Pacific volumes are also growing.

In general, says Lufthansa Cargo senior product manager for temperature sensitive logistics, Chris Dehio markets where generic pharmaceuticals are produced generally have a stronger growth, such as India and China, than countries that produce original pharmaceuticals. “As patents run out and blockbuster medication become more rare the pharmaceutical industry is developing in countries with low labour costs,” he says.

The biggest hurdle to a quality air cargo product for pharma is the disjointed relationship between airlines and ground handling agents (GHA), highlights Wraight.

Disjointed relationship

“GHAs must be treated as strategic partners in the value proposition,” he says. For GHAs to invest, they need commitment and a proper return on investment for ramp and warehouse processes and equipment. “If you think they should handle specialties for the same price as consolidations, you miss the mark.”

And indeed as Whitehead notes: “If an airline wants a substantial share, they need to actually talk to the shippers, and work together in each trade corridor to meet expectations and requirements for a safe and efficient product.”

Cathay Pacific manager for cargo customer solutions & airline partnerships, Clifford Kwock also highlights the gap on the ground, where there is “limited infrastructure in terms of both ramp protection and cool facilities offered by ground handlers at many airports.”

From a ground handler’s point of view, Whitehead agrees the biggest obstacle to further progress is the lack of adequate pharma handling provision - including certification - at many airports worldwide and the continuing slow progress of integrated supply chain information flows. “Pharma manufacturers produce high-value goods which are prime targets for theft or forgery, and some of which become useless if they suffer temperature excursions. They quite rightly demand the necessary end-to-end controls, monitoring, security and (in the case of temperature-sensitive product) maintenance of consistent temperatures,” says Whitehead.

“The more forward-thinking carriers, handlers, RFS operators and forwarders have been putting the required infrastructure and procedures in place, and evidencing this with accreditations, but this is not happening on the global scene,” he cautions.

But the realisation of the importance of closing these gaps is slowly spreading in the
industry according to Wraith who says, “solutions are being provided now especially in bio medicals by global carriers that recognise that it is not what happens in the air that makes the difference, it is what happens on the ramp and warehouses.”

But this is taking time and in the meantime “there is a lot moving by sea that is simply there due to very bad experiences by air. The funds tied up in medicals by sea (other than generic drugs) very often justifies air. But, when the product arrives in bad or poor condition, any advantages on delivery time are irrelevant,” Wraith adds.

**Premium service must go with price tag**

While noting that ocean and other forms of transport have some advantages from a cost perspective United Cargo president, Jan Krems says from their perspective their customers are looking to benefit from “greater speed, safety, security and control that air freight provides for their very sensitive commodities.”

“We have experienced exceptional growth in our TempControl product, and we continue to win awards for the quality of our service for pharmaceuticals and other temperature-sensitive commodities,” he says.

“Airfreight is a premium-priced transport option, so we must understand and accept that its role has always been to help open up new markets for new commodities and products, and then inevitably certain volumes will transfer to other transport modes as supply chains mature and transport savings are sought,” adds Whitehead. “Pharma volumes are growing strongly, and therefore so are airfreighted volumes; but there is some evidence that our market share has reduced slightly in the process.

In a similar vein AirBridgeCargo Airlines deputy general director for pharma, Fedor Novikov says with the increasing number of new, innovative service providers, shippers are still mainly looking for “the most reliable and stable partners which can demonstrate that written procedures work and are being applied in real life, and that they don’t only exist on paper.”

He adds: “Transparency in transportation at all stages, as well as traceability are probably the most important pain points for the whole pharma supply chain, apart from, of course, execution of an unbroken temperature control logistics chain.

In agreement that much of the industry is working in the right direction Wraith says that those who suggest the slippage in market share to ocean is through airfreight’s reluctance to satisfy shipper demands for visibility and control are providing a distorted view.

**Airfreight is moving in the right direction**

“The reality is that airfreight is moving in the right direction, albeit perhaps not fast enough. Meanwhile, it should not be ignored that ocean has its own considerable service challenges to overcome: Slow-steaming, deliberate reduction in capacity, increasing container rates, and port congestion.

Accurate and timely temperature information is key, and this is an area Dehio thinks that many carriers “still have room for improvement” but he adds that generally speaking there is an increasing drive amongst the health care industry to close gaps in temperature controlled, cool chain logistics. But this requires immediate and reliable access to information such as position, temperature and other transportation parameters.

But this requires temperature monitoring throughout the entire transport chain and this is the next step in the industry says Finnair Cargo’s managing director, Janne Tarvainen.
AirBridgeCargo Airlines (ABC) continues to grow strongly with a 16 per cent increase in volumes in the first half of 2017 to 335,000 tonnes, with Asia Pacific driving demand.

The airline has doubled its online network in Asia Pacific in the last two years to 12 destinations, with flights to Tokyo, Seoul, Singapore, Hanoi, Phnom Penh, Hong Kong, Shanghai, Beijing, Chengdu, Chongqing, Zhengzhou and most recently Taipei.

The Taipei route has seen strong demand, particularly for hi-tech products, and is now carrying 1,000 tonnes a month on the route, and ABC’s business to and from Asia Pacific rose by over 20 per cent in the six months ending 30 June 2017.

Freight tonne kilometres rose 13 per cent and load factors were up four percentage points to 71 per cent, while the airline welcomed its 10th Boeing 747-8 Freighter, bringing the fleet to 17 747s.

AirBridgeCargo general director Sergey Lazarev (pictured) says: “We have a very clear strategy that is all about listening to the needs of our customers in terms of the routes and products they want us to offer. “This is reflected in their support of our growing network in Asia Pacific as well as their increasing use of our special products for pharma and off-size cargoes.”

The airline’s pharma product, AbcPHARMA, which offers Active and Passive solutions registered strong growth, and ABC became the first airline in Russia and the seventh in the world to gain International Air Transport Association (IATA) Center of Excellence for Independent Validators (CEIV) in Pharmaceutical Logistics certification in 2016.

ABC has also developed Moscow Sheremetyevo International Airport into its global pharma hub.

ABC joined the Pharma Gateway Amsterdam project at Amsterdam Airport Schiphol in June, the second airline to join the initiative. PGA was formed in March 2016 to provide transparency and quality within the pharma air cargo supply chain.

IATA CEIV certification is one of the requirements of joining PGA, and ABC operates 32 flights a week from Amsterdam to pharma destinations in Europe, Asia and the USA.
With its customer-oriented approach and high-quality standards, Swiss WorldCargo has managed to consistently establish its position as best-in-class pharma logistics partner throughout the world.

Swiss WorldCargo’s next step is to implement CEIV-certified “quality corridors” on direct routes across the globe to ensure the quick and safe delivery of sensitive pharma goods according to the specific needs of the industry. Susanne Wellauer comments: “Working closely with our handling agent Cargologic and the Asian gateway service provider SATS, we have already created a secure and temperature-controlled quality corridor on the direct route between Zurich and Singapore. It has been in operation for about a year now and has been very well received by pharma companies. Our hub at Zurich Airport is one of the first GDP-compliant and CEIV-certified airports in the world. Pharma clients benefit from short transfer ways and enhanced safety standards.”

Consistent pharma supply chain depends on top-class forwarding partners

“Pharma products require a protected, risk-free supply chain. Hence the essential need for direct connections between destinations and strong, lasting partnerships with qualified ground-handling partners,” Swiss WorldCargo therefore implements tailor-made handling processes and offers forwarders specific solutions, e.g. to deal with international and local regulations. We also offer advice on the optimal packaging of goods for air cargo transportation in close cooperation with all the stakeholders involved in the supply chain”, says Gérard Gobat, Head of Cargo Switzerland, Swiss WorldCargo.

At the Zurich hub, Swiss WorldCargo customers benefit from extremely short turnaround times and unique express services including door-to-door transfer within 60 minutes. For more detailed information on Swiss WorldCargo’s X-Presso services go to page 16. In addition to securing deliveries in the shortest possible timeframe, this also helps to minimize the risk of damage, temperature deviations and fraudulent activities.

“At Zurich Airport, we can trust in the proven and CEIV-certified ground-handling services of our long-standing partner Cargologic. We are currently striving to expand our global network of committed handling agents and urge all our pharma stations to become CEIV-certified. Our aim is to provide our customers with safe and consistent supply chains which meet the requirements of sensitive high-end pharma goods all around the globe”, explains Gérard Gobat.

In line with this policy, Basel’s EuroAirport and Flughafen Dübendorf, Swiss WorldCargo’s road feeder partner for shipments within the borders of Switzerland, have also secured their CEIV certifications.

“Our pharma customers demand transparency and safety along the entire supply chain”, says Gérard Gobat. “We will therefore continue to participate actively in the dialogue with shippers and forwarders in order to be able to further improve and widen our range of tailor-made pharma logistics solutions.”

Pharma and Swiss WorldCargo – how dialogue can initiate outstanding innovations and partnerships

Even during times of global economic crisis, the economy of Switzerland has managed to stay comparably healthy and stable. This is largely due to the leading role pharma pharmaceutical companies play in the global marketplace. Global pharma companies such as Roche and Novartis have their headquarters in Switzerland, but also operate subsidiaries in other countries around the world, primarily in order to stay ahead of their competitors in terms of research and product innovations.

In 2015, Swiss pharma exports amounted to over CHF 26 billion, which is more than a third of Switzerland’s entire volume of exports. With 23.1%, Europe is Switzerland’s most important export market, followed by the USA (18%), Japan (9.6%) and emerging markets such as Brazil, Russia, India or China (9.5%). 44 pharma companies registered by Interpharma spent more than CHF 6.9 billion on R&D in Switzerland alone.*

Swiss WorldCargo – trusted partner of the pharma industries

Due to the high export rates of pharma products, but also because of ongoing international research projects in the medical and pharma sectors, Swiss WorldCargo’s success story is closely linked to the development of the Swiss pharma industries. “The manufacturers of pharmaceuticals have always ranked among Swiss WorldCargo’s key customers – and this is why we have developed an in-depth understanding of the specific logistics challenges posed by valuable goods such as samples for research or temperature-sensitive product shipments”, says Susanne Wellauer, Senior Manager Vertical Industry Pharmaceutical & Healthcare at Swiss WorldCargo.

Cool chain and more – how to meet the specific logistical requirements of pharma shippers

“The World Health Organization (WHO) defines the framework for setting up logistic supply chains in the medical and pharmaceutical industries. These requirements form the basis of our ongoing dialogue with pharma customers to be able to offer optimally adapted cargo products”, Susanne Wellauer continues. “These include consistent cool chains as well as safe and transparent good distribution practice (GDP) compliant processes and unique express services for time-critical shipments.”
AirBridgeCargo boosts volumes by 16% in H1

Russian freight specialist AirBridgeCargo, a subsidiary of Volga-Dnepr Group, registered a 16% increase in cargo volumes in the first half of 2017, reads the operator’s press release. The airline, which has been experiencing growth over the last 13 years, points to particularly strong performance in Asia Pacific.

The carrier is focused heavily on Asia Pacific, having doubled its destinations in the region to 12 in the past two years. In spring 2017 it launched twice-weekly service to Taipei, which has seen a particularly high demand for deliveries of hi-tech products. The operator’s volumes to and from Asia Pacific increased over 20% in the first half of the year.

In the past year AirBridgeCargo has turned to the pharmaceutical logistics sector. The airline’s AbcPHARMA product offers customers transportation solutions for temperature-sensitive pharmaceuticals, vaccines, and medical equipment. In November last year AirBridgeCargo became the first airline in Russia, and the seventh in the world, to be awarded IATA’s Center of Excellence for Validators in Pharmaceutical Logistics (CEIV Pharma) certification for the global transportation of pharma products, while simultaneously developing Moscow’s Sheremetyevo airport as a pharmaceutical hub.

The carrier took delivery of its 10th Boeing 747-8F freighter in the first half of the year, expanding its 747F fleet size to 17 aircraft and increasing frequencies across its route network by some 7%. Another of the type is to be delivered before year-end.

http://www.rusaviainsider.com/airbridgecargo-boosts-volumes-16-h1/
LUG aircargo handling increases the capacity of its Health Care Center at Frankfurt Airport

August 26, 2017: LUG aircargo handling GmbH modernises and expands its Health Care Center (HCC) at Frankfurt Airport to 650 sq m in a first step and has planned a further expansion to 1,200 sq m.

Eight rooms of different sizes offer storage at temperatures ranging from -18°C and 2-8°C to 15-25°C. The temperature settings can be adjusted to changing requirements and volumes.

Currently LUG is completing the IATA CEIV Pharma Certification programme. The certification process is due to be completed by the end of Q1 2018.

The air cargo handler has appointed Dominik Misskampf as Senior Project Manager effective July 1, 2017 to handle the expansion project. He looks after the enhancement of processes and their adaptation to the new infrastructure as well as the IATA certification. Previously Misskampf had been responsible for various supply chain optimisation projects at Ground Handling Services Fraport AG. Furthermore he is head of the Competence Team Pharma of the Air Cargo Community Frankfurt e.V. The aim of this platform is the optimisation of processes across companies and supply chains in order to enhance the attractiveness and competitiveness of Frankfurt as a cargo hub.

“We are undertaking considerable investments in the area of temperature sensitive cargo handling with the expansion and modernisation of the HCC. We are thus adapting our facilities to our new client structure. From October, we have Emirates SkyCargo in our customer portfolio, an airline with a relatively high share of life science and health care shipments ex Frankfurt/Main,” explains Patrik Tschirch, CEO, LUG aircargo handling GmbH.

“The project is an important step to increase the performance of the company and to safeguard and strengthen its competitiveness,” says Dominik Misskampf.

Patrik Tschirch, adds, “We do not only meet the rising demands of our clients but also underline our own claim to quality leadership with the new infrastructure and the independent certification by IATA.”

Photo: Dominik Misskampf

AirBridgeCargo reported 16% increase in volumes in the first half of 2017

Posted by Vnay on August 25, 2017

AirBridgeCargo Airlines (ABC) has reinforced its position as one of the world’s fastest-growing freight carriers by reporting a 16% increase in volumes in the first half of 2017 to 335,000 tonnes, boosted by particularly strong demand across its Asia Pacific network. ABC also achieved a 13% rise in freight tonne-kilometres and a 4pp increase in its load factor to 71% in this period.

The first six months of the year saw the delivery of ABC’s tenth latest generation Boeing 747-8 Freighter, increasing the total size of its 747F fleet to 17 aircraft, and further expansion of its network in Asia Pacific. The launch of twice-weekly services to Taipei marked the doubling of the airline’s online network in the region over the last two years to 12 destinations; Tokyo, Seoul, Singapore, Hanoi, Phnom Penh, Hong Kong, Shanghai, Beijing, Chengdu, Chongqing, Zhengzhou and now Taipei.

ABC has seen high demand for cargo capacity to and from Taipei, particularly for the delivery of hi-tech products, and is now carrying some 1,000 tonnes a month on the route. Overall, the airline’s business to and from Asia Pacific rose by over 20% in the six months ended 30 June 2017.

The first half of the year also saw a rise in AirBridgeCargo’s pharmaceutical volumes and further growth for the airline’s Off-size Cargo product. AirBridgeCargo’s strong focus on pharma is continuing to drive its growth. The airline’s AbcPHARMA product offers Active and Passive solutions for customers moving temperature-sensitive pharmaceuticals and life-saving medical equipment, from vaccines to laboratory and MRI/MRT equipment. As well as being the first airline in Russia and only the seventh carrier in the world to gain IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification, ABC has also developed Moscow’s Sheremetyevo international airport as its global pharma ‘hub’.

Sergey Lazarev, General Director of AirBridgeCargo, said: “We have a very clear strategy that is all about listening to the needs of our customers in terms of the routes and products they want us to offer. This is reflected in their support of our growing network in Asia Pacific as well as their increasing use of our special products for pharma and off-size cargoes. In addition, through continued investment in our modern fleet, we are demonstrating to our customers that ABC is a high quality, long-term partner.”

LUG extends Health Care Center at Frankfurt airport

25 / 08 / 2017

LUG air cargo handling has modernised and expanded its Health Care Center (HCC) at Frankfurt Airport in a 650 sq m first step programme that paves the way for possible expansion to 1,200 sq m.

The company has also recruited Dominik Misskampf as senior project manager to handle the expansion project.

The HCC, said a LUG spokesperson, has an "all-embracing temperature monitoring and recording as well as an alarm system guarantee clients a transparent, qualified air cargo supply chain for pharmaceutical products."

LUG is currently going through the IATA CEIV Pharma certification programme, a process that is due to be completed by the end of the first quarter of 2018.

Patrik Tschirch, chief executive of LUG, said: "We are undertaking considerable investments in the area of temperature sensitive cargo handling with the expansion and modernization of the HCC."

“We are thus adapting our facilities to our new client structure. From October, we have Emirates SkyCargo in our customer portfolio, an airline with a relatively high share of life science and healthcare shipments ex Frankfurt/Main."

As part of that expansion, Misskampf will "look after the enhancement of processes and their adaptation to the new infrastructure as well as the IATA certification," said the spokesperson.

Previously Misskampf was responsible for supply chain optimisation projects at Ground Handling Services Fraport.

He is also head of the competence team pharma of the Air Cargo Community Frankfurt.

The aim of the platform is the optimization of processes across companies and supply chains in order to enhance the attractiveness and competitiveness of Frankfurt as a cargo hub.

Said Misskampf: "The project is an important step to increase the performance of the company and to safeguard and strengthen its competitiveness."

Tschirch added: "We do not only meet the rising demands of our clients but also underline our own claim to quality leadership with the new infrastructure and the independent certification by IATA."

CEIV Pharma for DHL stations

DHL Global Forwarding’s stations in Frankfurt and Hamburg have gained IATA CEIV Pharma certification, following approval in Leipzig in April 2017.

DHL started to certify its global stations according to International Air Transport Association (IATA) Center of Excellence for Independent Validators (CEIV) in Pharmaceutical Logistics in the third quarter of 2016, with around 30 locations running through an independent auditing process in the first phase.

IATA examines the station’s correspondence to Temperature Control Regulations, Good Distribution Practice guidelines of the European Union, the Annex 5 of the World Health Organization and the United States Pharmacopeia Standards.

The DHL Thermonet Station in Leipzig was the first German station in the network to receive the quality label in April 2017, followed by Frankfurt and Hamburg, enhancing its transportation and storage quality levels of pharma goods and exceeds common quality standards in the DHL Air Thermonet stations.

DHL’s IT platform, LifeTrack offers transparency for temperature controlled shipments, ensuring it is not only tracked but also enables intervention if necessary during the supply process around the clock 365 days a year.
DHL gains two IATA CEIV Pharma Certifications

DHL Global Forwarding announces two IATA CEIV Pharma Certifications for its stations in Hamburg and Frankfurt for life sciences and healthcare compliance.

DHL Global Forwarding, the air and ocean freight specialist within Deutsche Post DHL Group, certified its air freight stations in Frankfurt and Hamburg according to the CEIV Pharma Standard of the International Air Transport Association (IATA). Following Leipzig earlier this year two more German sites have received the CEIV Pharma Certification of the aviation industry’s umbrella association. The certification attests the highest service and quality standards for life sciences and healthcare customers.

“Time critical and temperature sensitive pharmaceutical products require the highest quality standards in terms of warehousing, transportation and handling. To achieve this, standardized processes and a compliant, well-orchestrated network are mandatory. Seeing Frankfurt and Hamburg extending our global network on stations certified according the IATA CEIV Pharma Standard is a great achievement giving a strong signal in terms of quality and reliability towards our customers,” says Thilo Specht, Vice President Airfreight Germany, DHL Global Forwarding.

DHL started to certify its global stations according to the IATA CEIV Pharma Standard in the third quarter of 2016. In the first period around 30 freight stations run through an independent auditing process including courses for employees on-site. At each location, the umbrella association IATA examines the station’s correspondence to the Temperature Control Regulations (TCR), the Good Distribution Practices (GDP) guidelines of the European Union, the Annex 5 of the World Health Organization and the United States Pharmacopeia Standards.
IATA considers cold chain standards for perishable foods

Dive Brief:

- The rapid growth of the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) has led the International Air Transport Association (IATA) to consider a similar certification program for other cold chain items, such as perishable foods, The Loadstar reports.

- The challenge of fragmentation among potentially participating countries is at issue, however, since such a program could be costly to implement. Pharmaceutical companies can more easily absorb such costs.

- Such a program could significantly reduce waste, which may ultimately bring retailers, shippers, and forwarders on board for such a program.

IATA considers cold chain standards for perishable foods

Dive Insight:

Establishing a handling standard for perishable foods could create greater traceability within the supply chain, as well as help eliminate waste.

Quality assurance standards vary throughout the world, making traceability for contamination a challenge. The challenge intensifies when suppliers are spread across the globe, all with differing ideas about refrigeration and transport necessities. In the process of tracking down the source of a contaminant, tremendous amounts of food are wasted for fear that they too carry the same parasite or germ. A global standard of handling could erase much of that waste, as an established system of source traceability could be employed to more quickly resolve public health hazards.

A further benefit to establishing a worldwide standard of handling within the cold chain involves waste in the form of poor storage. Thanks to the gap between harvest or picking time versus transport to market, by the time many perishables are put on a plane, they've nearly expired. That staleness is then exacerbated by potentially malfunctioning cold storage systems within local airlines, which have no oversight requirements for effective refrigeration. Requiring a temperature standard would help preserve these perishables, possibly aiding populations with a high degree of poverty-induced hunger.
ABC sees cargo demand soar 16% in H1
24 / 08 / 2017

AirBridgeCargo (ABC) reported a 16% surge in volumes during the first half of the year, boosted by particularly strong demand across its Asia Pacific network.

In total, the scheduled all-cargo carrier saw volumes reach 335,000 tonnes during the first six months, while traffic was up 13% in freight tonne km terms. These improvements helped the carrier improve its cargo load factor by four percentage points on last year to 71%.

The carrier increased its 17-strong fleet during the period, adding a tenth Boeing B747-8F, allowing it to expand its network in the Asia Pacific region.

“The launch of twice-weekly services to Taipei marked the doubling of the airline's online network in the region over the last two years to 12 destinations; Tokyo, Seoul, Singapore, Hanoi, Phnom Penh, Hong Kong, Shanghai, Beijing, Chengdu, Chongqing, Zhengzhou and now Taipei,” ABC said.

The carrier added that it had seen high demand for cargo capacity to and from Taipei, particularly for the delivery of hi-tech products, and is now carrying some 1,000 tonnes a month on the route.

Overall, the airline's business to and from Asia Pacific rose by over 20% in the six months.

ABC general director Sergey Lazarev said: “We have a very clear strategy that is all about listening to the needs of our customers in terms of the routes and products they want us to offer.

“This is reflected in their support of our growing network in Asia Pacific as well as their increasing use of our special products for pharma and off-size cargoes. In addition, through continued investment in our modern fleet, we are demonstrating to our customers that ABC is a high quality, long-term partner.”

In terms of sectors, pharma and out-sized traffic performed well. The carrier is the first Russian airline to achieve IATA's CEIV pharma certification.

Last year, the airline was the world's 13th busiest cargo airline according to statistics from IATA.
AirBridgeCargo Airlines (ABC) has reinforced its position as one of the world’s fastest-growing freight carriers by reporting a 16% increase in volumes in the first half of 2017 to 335,000 tonnes, boosted by particularly strong demand across its Asia Pacific network. ABC also achieved a 13% rise in freight tonne-kilometres and a 4pp increase in its load factor to 71% in this period.

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Sergey Lazarev, General Director of AirBridgeCargo, said: “We have a very clear strategy that is all about listening to the needs of our customers in terms of the routes and products they want us to offer. This is reflected in their support of our growing network in Asia Pacific as well as their increasing use of our special products for pharma and off-size cargoes. In addition, through continued investment in our modern fleet, we are demonstrating to our customers that ABC is a high quality, long-term partner.”

DHL stations in Hamburg and Frankfurt gain IATA CEIV Pharma Certification

Tuesday, August 22nd, 2017

DHL Global Forwarding’s air freight stations in Frankfurt and Hamburg have been certified as meeting the CEIV Pharma Standard of the International Air Transport Association (IATA).

The DHL Thermonet Station in Leipzig was the first German centre to receiving this quality label, in April this year.

The certification attests the highest service and quality standards for life sciences and healthcare customers.

"Time critical and temperature sensitive pharmaceutical products require the highest quality standards in terms of warehousing, transportation and handling. To achieve this, standardized processes and a compliant, well-orchestrated network are mandatory," said Thilo Specht, Vice President Airfreight Germany, DHL Global Forwarding.

"Seeing Frankfurt and Hamburg extending our global network on stations certified according the IATA CEIV Pharma Standard is a great achievement giving a strong signal in terms of quality and reliability towards our customers."

Source: DHL

Fourth MIA cargo partner recognized for pharma excellence

By AJOT | Aug 21 2017 at 04:52 PM | Air Cargo

Amerijet International is first U.S. all-cargo airline certified by IATA

MIAMI - Miami International Airport (MIA), the busiest U.S. airport for international freight and the only one in North America designated a pharmaceutical (pharma) freight hub by the International Air Transport Association (IATA), celebrated cargo partner Amerijet’s certification for pharma excellence by IATA at a presentation ceremony on August 17. Amerijet is the first U.S. all-cargo airline to receive IATA’s prestigious Center of Excellence for Independent Validators (CEIV) pharma certification.

In 2015, MIA was designated a pharma hub by IATA for organizing nine of its logistics providers to undergo the CEIV program. Since then, four companies at MIA have achieved the certification: Swissport (the first cargo handling company at MIA as well as the first Swissport station in North America to be certified); LATAM Cargo (the first CEIV-certified airline in the Americas); and international freight forwarding giant Kuehne & Nagle.

IATA, the trade association for the world’s airlines that represents some 265 airlines or 83 percent of total air traffic, created the CEIV program to certify that pharma products are transported in accordance with global best practices.

“Thanks to hub partners like Amerijet, MIA’s pharma trade has grown 140 percent in value since 2010 to $4.4 billion in 2016,” said Miami-Dade Aviation Director Emilio T. González. “Our pharma hub initiative, combined with our extensive global network, continues to broaden MIA’s already sizable economic impact in our community.”

Amerijet, MIA’s seventh-busiest airline for freight tonnage, plans to expand its operations at the cargo hub in 2018 with two weekly freighter flights between Brussels Airport and MIA – the world’s first two IATA-designated pharma hubs.

“This certification reconfirms our commitment to offering the highest consistent quality, professionalism and transparency to our customers. Being the first all-cargo airline from the U.S. to receive the CEIV in Pharmaceutical Logistics is a direct result of hard work and the investments we have made over the last few years to our Temperature Controlled (ATC) program,” said Vic Karjian, President and CEO of Amerijet International Airlines.

MIA has also taken on significant security and infrastructure improvements to guarantee a secure operation and maximize efficiency, both of which have helped expedite the large cargo volume that comes through the airport.

A multi-million dollar facility improvement program launched last year included new surveillance cameras and lighting throughout the airport’s cargo area to improve security monitoring, crime deterrence, and overall safety of MIA and cargo partner property. Also last year, MIA became one of the first six U.S. cargo hub airports in 2016 to launch the e-AWB 360 campaign – a global effort to eliminate printing costs, replace manual data entry with a more efficient and reliable digital system, and pave the way toward a completely e-freight cargo industry.

Miami air cargo tonnage up by 4.8% in first half of 2017

18/08/2017

A Middle East cargo surge helped Miami International Airport (MIA) grow first half of 2017 freight tonnage by 4.8%

That increase compares with a rise of less than 1% in cargo shipments at the southern US hub for the like period in 2016.

MIA reported an 0.3% increase in domestic freight and a 3.7% growth in international cargo during the six months from January to June 2017.

An airport statement said that, in the first half of 2017, cargo tonnage on Middle East carriers experienced a 114% growth over like period last year.

Although overall traffic on Latin American and Caribbean carriers increased 2.7%, cargo on Mexican carriers alone rose by 308%. Freight on European carriers grew 11.7% and 10% for Asian carriers.

The airport authority did not specify actual tonnage figures for the six months to June in its statement, but airfreight statistics on its website for the five months to May 2017 show a 3.5% increase to 815,877 tons, excluding mail.

The statement added that the increase in cargo tonnage can be “partially attributed to the attraction of several new freighter airlines to MIA, the most recent of which were Mexican airline AeroUnion and Qatar Airways.”

There have also been a number of “significant security and infrastructure improvements the airport has undertaken to ensure cargo shipments are properly handled”.

Miami-Dade Mayor Carlos Gimenez said: “Miami has long been known as the gateway to Latin America, but we are undoubtedly evolving from a regional hub to a truly global trade and logistics gateway.

“MIA’s growth in business, reach, and prominence is just another example of that.”

Miami-Dade Aviation director Emilio González said: “To grow our cargo tonnage by nearly 5% overall is significant, especially when you consider that some South American economies are still rebounding from a difficult year in 2016.

“We’re confident in the work and attention we’ve invested into – and continue to devote to – enhancing our cargo operations at MIA and look forward to closing 2017 with even stronger numbers.”

MIA became the first airport in the US, and only the second in the world, to be certified as a pharmaceutical freight hub by IATA in 2015.

The volume of pharma freight at MIA jumped 48% in value year-over-year to $4.4bn in 2016.

Miami-Dade Aviation Department (MDAD) organized a first wave of six pharma logistics providers at MIA to undergo IATA’s Center of Excellence for Independent Validators (CEIV) Pharma certification program.

To date, the number of companies making up the pharma hub community at MIA has grown to nine.

Through a partnership with IATA, MIA became one of the first six US cargo hub airports in 2016 to launch the e-AWB 360 campaign – a global effort to eliminate printing costs, replace manual data entry with a more efficient and reliable digital system, and pave the way toward an entirely paperless cargo industry.

Also in 2016, through a permit approved by the US Department of Agriculture (USDA), MIA launched Florida’s first ever ocean-to-air perishables trans-shipment program.

MDAD launched a multi-million dollar facility improvement programme at MIA last year that included new surveillance cameras and lighting throughout the airports cargo area.

Other plans MIA has in the pipeline and hopes to roll out soon to help strengthen its position as a global cargo hub include a Foreign Trade Zone magnet site designation.

There is also planned the first phase of MIA’s Cargo Optimization, Redevelopment and Expansion (CORE) Program, to renovate MIA’s cargo infrastructure and to double its capacity.
Freighter flights, pharma traffic boost MIA freight tonnage

AUGUST 17, 2017
BY CARYN LIVINGSTON

After posting only a narrow increase of under 1 percent growth in 2016, compared to the previous year, cargo freight tonnage at Miami International Airport (MIA) rose by a more robust 4.8 percent, year-over-year, during the first six months of 2017. The airport attributed much of this year’s first half growth to new freighter flights serving MIA and the airport’s efforts to provide cold-chain services for the transport of pharmaceuticals and other perishables.

Cargo tonnage on Middle Eastern carriers at MIA rose by 114 percent, y-o-y, in H1 of 2017, while European and Asian carriers saw 11.7 percent and 10 percent growth, respectively. Latin American and Caribbean carriers saw only a modest 2.7 percent increase, y-o-y, but Mexican carriers posted a freight tonnage increase of 308 percent, compared to the previous H1.

Growth from Mexican carriers is partly derived from the Mexican airline Aeromexico, which began flying into MIA during the first half of this year, along with Qatar Airways. The airport also improved infrastructure in 2016 with the launch of a facility improvement program to enhance security and Florida’s first ocean-to-air perishables transshipment program, permitted by the U.S. Department of Agriculture.

MIA also attributes freight tonnage growth to the growing pharma freight sector, where volume increased 48 percent, y-o-y, at the Miami hub in 2016. MIA was the first airport in the United States to receive IATA certification as a pharma freight hub in 2015, and nine pharma logistics companies at the airport have undergone IATA’s Center of Excellence for Independent Validators (CEIV) pharma certification program.

“To grow our cargo tonnage by nearly 5 percent overall is significant, especially when you consider that some South American economies are still rebounding from a difficult year in 2016,” said Miami-Dade aviation director Emilio González. “We’re confident in the work and attention we’ve invested into – and continue to devote to – enhancing our cargo operations at MIA and look forward to closing 2017 with even stronger numbers.”

To continue increasing its airfreight volumes, MIA plans to roll out the first phase of its cargo infrastructure renovation to double its freight capacity. It is also seeking approval as a Foreign Trade Zone, which would allow manufacturers to lease vacant property at the airport to reduce or even eliminate tariffs.

To learn more about future innovations in freight forwarding, air freight and logistics, join us at Air Cargo World’s ELEVATE Conference in Miami, Oct. 2. [Click here for registration information.]

INSIGHT: AirBridgeCargo focuses on sensitive freights

Posted on July 24th, 2017 by Russian Aviation Insider in Air Transport, Insights, Russia, Trending

In 2017 the operator is looking to increase its volume of special cargoes (AirBridgeCargo).

Russia’s largest air freight operator is strengthening its presence in global transportation of pharmaceuticals and medical equipment

According to international airline association IATA’s latest Cargo Strategy document, the global pharmaceuticals market will reach $1.12 trillion by 2022. A large portion of this will come in the form of air transportation of temperature-sensitive medical and life-sciences products. IATA reports that last year, $12 billion was spent worldwide on such thermo-sensitive cargo logistics, and estimates that by 2020 the figure will rise to $16.7 billion.

Since 2016, Russian specialist freight carrier AirBridgeCargo (ABC), a member of Volga-Dnepr Group, has focused on this special cargo segment since 2016, with the transportation of pharma products now becoming one of its key areas of activity.

In November last year it became the first airline in Russia and the seventh in the world to be awarded IATA’s Center of Excellence for Validators in Pharmaceutical Logistics (CEIV Pharma) certification for the global transportation of pharma products, including the operator’s own route network via its cargo hub at Moscow’s Sheremetyevo.

Special cargo

In most cases, the transportation of pharma products requires temperature-controlled conditions. Pharma companies strictly monitor them to be sure that their medications, vaccines, and serums, for example, are not spoiled in transit before reaching the end customer.

The Russian carrier opted to embrace the pharma segment because it is confident in its ability to maintain the integrity of temperature-sensitive supply chains, AirBridgeCargo’s global sales director, Andrey Andreev, tells Russian Aviation Insider.

Providing high-quality transportation services for such types of sensitive cargoes was the key to ABC’s decision to focus on the sector. Shipping goods via a northern-climate country like Russia demands specific skills and equipment to avoid the risk that products will perish should they become inadvertently exposed to unfavorable temperatures.

For its pharma shipment missions AirBridgeCargo utilises the freighter versions of the Boeing 747-8s and 747-400s. These aircraft have three individual cargo compartments, each with a temperature control feature, and which are able to maintain different ambient settings within a temperature range of +4°C to +29°C.

With the required temperature settings adjusted one hour prior to loading, refrigerated containers and certified thermal blankets also contribute to providing unbroken constant temperatures for palletized shipments.

The human factor also plays a vital role in the pharma transportation business, especially on the ground during delivery of the cargo from aircraft to warehouse, Andreev points out. The company has designed and introduced an online temperature tracking system that monitors the transportation status of items at any stage of their journey.

Customers can use the e-service to watch real-time temperature indications for their cargoes. In cooperation with Boeing, the operator also launched a separate dispatcher-to-aircraft reporting system which makes it possible to “communicate” with the aircraft during the flight. The system uses pallet sensors as well as Wi-Fi hotspots to track the actual condition of the cargo while on its way to/from the warehouse.

http://www.rusaviainsider.com/insight-airbridgecargo-focuses-sensitive-freights/
Pharma shipment missions include everything from vaccines, laboratory and MRI equipment to blood samples (AirBridgeCargo).

The 24/7 online cargo tracking capability allows the carrier to promptly respond to any temperature deviations and make appropriate and timely corrective decisions together with the customer. In this way, AirBridgeCargo is showing that it is eager and ready to provide maximum transparency of its logistics – a development which in turn has enhanced the company’s credibility on the marketplace.

Currently the temperature monitoring system is in operation at the main airports of ABC’s route network: Frankfurt, Moscow (Sheremetyevo), Shanghai, Chicago, and Seattle. Remarkably, in a further step, AirBridgeCargo is in the process of creating so-called “pharma hub” at its Sheremetyevo base, at which the overall floor space of the rented storage premises is 20,000 square meters, 3,500 of which are special pharma-storage areas offering constant temperature control of between -30°C and +10°C.

The pharma market

AirBridgeCargo provides pharma shipment services to any destination along its route network, which today includes some 40 cities inside Russia and in the CIS, as well as in Asia, the US and Europe, with the latter two regions clearly the main markets.

This reflects the location of customers because the key manufacturers of pharmaceutical products (and main exporters of medications) are located in the leading European and US economies.

ABC is also looking to reap the benefits of an anticipated increase in Europe-to-Asia transit flows via Sheremetyevo. Andreev says that compared to a 0.2-0.4% growth of the Europe-to-America market, the Europe-to-Asia market is now enjoying an annual improvement of 10%.

ABC is also looking to reap the benefits of an anticipated increase in Europe-to-Asia transit flows via Sheremetyevo. Andreev says that compared to a 0.2-0.4% growth of the Europe-to-America market, the Europe-to-Asia market is now enjoying an annual improvement of 10%.

If this trend continues, the Asian pharma market will surpass that of the Transatlantic in five to 10 years’ time. “The key players on the global medication market, like Roche, Novartis and Pfizer, now envisage Asia as their main consumer,” the carrier’s top manager notes.

The Boeing 747 freighter, with its hinged nose door, is a perfect transport solution for the operator (AirBridgeCargo).

On the whole, Andreev observes that the pharma market is a stable one and unaffected by dramatic market fluctuations and that, because shipments require special treatment, they generate a higher-than-average market yield than usual cargoes: between 20% and 50% more.

This is an attractive business model in that it enables the company to guarantee a stable financial performance and more accurately predict load factors and future revenues.

In 2016, when AirBridgeCargo delivered some 10,000 tons of medications, this sector comprised just 2% of the company’s overall cargo traffic. This year the carrier expects special cargo carriage, including pharma shipments, to increase to up to 20% of its overall tonnage.

Surprisingly, it is passenger airlines which offer the biggest competition to ABC in this market. The company regards passenger carriers as its main rivals, for it is often the case that pharma producers choose them for their shipping services.

“A rather high passenger traffic flow between the United States and Europe, which gets even higher in summer during the holiday season, is a perfect opportunity for pharma companies to access cheap capacities of baggage hold compartments inside passenger jets,” Andreev explains. “And since most of the passenger flights are direct, these airlines can offer transport capacities from any point in Europe to any destination in America. That is why these companies are able to create a great deal of competition for us.”

http://www.rusaviainsider.com/insight-airbridgecargo-focuses-sensitive-freights/
Swissport Netherlands awarded IATA’s CEIV-Pharma cert

Swissport International’s Netherlands subsidiary was awarded IATA’s CEIV certification for pharmaceutical handling at the Amsterdam Schiphol Airport, allowing the Switzerland-based company to capitalize on the Pharma Gateway Amsterdam (PGA) program.

The airport is a fast-growing hub for pharma shipments, and the PGA’s cargo community provides the sort of transparency that shippers have said they seek for temperature-sensitive commodities. Swissport said that they were, “developing a dedicated product line for the handling of life science and healthcare shipments.”

“With the recent acquisition of Terminal 9, the scope for this product line was broadened,” the company said. “All of Swissport’s operational activities in the Netherlands [both Terminal 9 and 11] are now successfully awarded the IATA CEIV certification.”

Future looking bright for Amerijet as LATAM recovers

LATAM on the recovery path

As an all-cargo carrier, the company sees growth in e-commerce. Customers are buying more via the internet, and online retailers are promoting time-definite deliveries. This has resulted in the increase of express logistics services. Miami is still the largest air cargo gateway to Latin America and the Caribbean. Although the Latin American market has been hit by an economic slowdown, in countries like Venezuela, and rapidly declining yields throughout South America, large economies such as Brazil, Argentina, Peru, and Colombia are showing signs of recovery.

Dallina adds, “The focus for the rest of 2017 is on keeping the customer experience at a high level and Amerijet expects it will continue to invest in the expansion of its fleet and facilities in an ongoing effort to improve their overall reliability and performance.”

There are other investment areas. “We will also continue to invest into technology. Amerijet recognizes the demand for better end-to-end visibility and transparency.” Our new website is scheduled to launch within the next two months, the site will provide our customers with a customized portal offering complete shipment visibility and service flexibility,” Dallina says.

Amerijet has been very proactive in modernizing its systems for customers. The company has the capability to connect directly with their customers through Electronic Data Interchange messaging, into their own back-office systems or through DMS, CHAMP, and other providers that use the Cargonet standard for exchanging cargo data, allowing customers to save time, diminish paper waste, and reduce errors and manual processes.

Brussels bound

Next year will mark a major move as in the second quarter of 2018, Amerijet starts operating its first transatlantic service to Brussels Airport. Adding a European gateway is very important to Amerijet for several reasons. The transatlantic route is a natural progression of our expansion that started in the mid-1990s when Amerijet opened its first general sales agent office in Europe. Brussels Airport has a strategic location, which allows Amerijet to provide a seamless connection between Europe and Amerijet’s network in the Caribbean, Mexico, Central and South America,” explains Dallina.

But why start with Brussels? “As an all-cargo carrier, Amerijet is able to transport all types of cargo, from hazardous materials, to live animals, temperature-controlled and heavy freight, as well as pharmaceuticals and biomedications. The fact that Belgium has a large pharmaceutical industry and Amerijet is a CEDIA certified airline will accelerate the development of a pharmaceutical trade lane between Brussels and Amerijet’s service region,” says Dallina.

And there might be more connections to follow as Amerijet is evaluating other new routes and additional frequencies, but it plans its growth “strategically and carefully.”

Facility enhancements and development is also on the radar and Amerijet says the expansion of its facility is currently the biggest challenge and opportunity. “With the expansion of our fleet and cargo volumes, the company is looking at various options including a new facility at the Miami Airport that can provide adequate space as well as technology enhancements for future growth opportunities,” Dallina adds.
Swissport Netherlands awarded CEIV Pharma

20 / 07 / 2017

Swissport International’s Netherlands subsidiary has gained IATA’s CEIV certificate for pharmaceutical logistics at (CEIV Pharma) Amsterdam’s Schiphol airport.

CEIV Pharma certification for the ground and air cargo services provider in the Netherlands will increase its contribution to the Pharma Gateway Amsterdam – a programme established in 2016 to position Schiphol as a key European pharma hub.

The company said in a statement: ‘Swissport Netherlands is developing a dedicated product line for the handling of life science & healthcare shipments. With the recent acquisition of Terminal 9, the scope for this product line was broadened and today, all of Swissport’s operational activities in the Netherlands (both Terminal 9 and 11) are successfully awarded by the IATA CEIV certification.’

Jeroen Giling, director cargo at Swissport Netherlands, said: ‘The certificate is a validation of the hard work that our team put in the pharma product. But that is not where we stop.

‘In co-operation with our valued customers, we believe that the pharma product is a product line with continuous improvement cycles. This means that we will keep investing in training our staff, maintaining the best controlled pharma facilities and further develop procedures to ensure a secure and high quality pharma chain.’

Swissport International handles 4.3m tonnes of cargo a year on behalf of some 835 client-companies in the aviation sector.

A number of companies have received CEIV Pharma certification in recent weeks, including Amerijet, Delta and CEVA.
Delta Cargo: 'a transformation', says carrier as Q2 revenue soars

The carrier seems to have come back from its much-criticised 2014 decision to split the cargo department into two, with sales reporting to passenger sales and cargo operations folded into passenger operations. Since then it has undergone management reshuffles, with Gareth Joyce taking over as head of cargo in May last year, who appears to have helped turn the carrier’s cargo fortunes around.

Ms Colville said she wanted customers to choose Delta because of the quality of service.

“I want our customers to come to us with new business because they know we’re the best. When you’re delivering a product your customers celebrate, you’re doing it right. In a market that is oversaturated with capacity, if we get this right, we have a better chance that customers will bring their business to us through value creation and not just price.”

She added that Delta was focused on three parts of its business which would enable it to better its service quality: strong processes to help it maximise network capacity; good systems to make the process seamless; and highly motivated staff to take care of customer interests.

Last week, the carrier became the first US major to attain CEIV pharma certification, allowing it to create the first CEIV-certified transatlantic network between Atlanta and certified partners in Amsterdam, Brussels, Milan, Paris and Rome.

Ms Colville also noted that the airline intended to expand its new Dash Critical & Medical product, a GPS-enabled, same-day service with real-time tracking and monitoring and a 45-minute cut-off before a flight. It currently operates in 89 domestic destinations.

Delta is also seeing growth in the transport of high-end goods, such as fashion and cars, she said.

https://theloadstar.co.uk/delta-cargo-weve-turned-corner-says-carrier-q2-revenue-soars/
“We are seeing positive momentum for 2017 and the improved operational reliability, new products and the technology focus ensures that Delta Cargo is positioned for success. Technology and operational reliability are key in this fiercely competitive environment, so we track economic trend indicators closely and gather trend information.”

The airline is set to expand its cargo offering. Last week it submitted an application for codesharing with Aeromexico, and it has also widened its partnership with Korean Air, creating a transpacific joint-venture which will also include cargo.

It will take delivery of an A350 this month, which is destined for transpacific operations, and an A330 for the transatlantic.

Ms Colville also said the carrier was “making substantial airport infrastructure investments in Atlanta, Los Angeles, Seattle, Salt Lake City and New York – La Guardia and JFK – all of which will positively impact our cargo capabilities”.

The carrier reported overall adjusted pre-tax income for the June 2017 quarter of $1.85bn, a $172m increase a year earlier. Its adjusted operating margin was 18.4%. You can see its full results here.
First U.S. all-cargo airline to Earn CEIV Certification

Amerijet International Airlines is the first all-cargo airline of U.S. origin to earn the IATA’s CEIV-Pharma certification.

Amerijet International is the first all-cargo airline of U.S. origin to earn IATA’s CEIV-Pharma certification after being awarded the designation on June 27, 2017.

Successful completion of the certification process allows Amerijet to strengthen its promise to exceed the high standards set by the pharmaceutical industry. Amerijet has invested heavily in technology, infrastructure and processes over the last few years to ensure the safe handling and transportation of high-value and temperature-sensitive cargo.

“This certification reconfirms our commitment to offering the highest consistent quality, professionalism and transparency to our customers. Being the first all-cargo airline from the U.S. to receive the Center of Excellence for Independent Validators in Pharmaceutical Logistics is a direct result of hard work and the investments we have made over the last few years to our Temperature Controlled (ATC) program,” said Vic Karpian, president and CEO of Amerijet International Airlines.

Amerijet has more than 40 years of experience handling temperature sensitive air freight. The airline transports over 300 million pounds (136 million kg) of freight including 65 million pounds (30 million kg) of temperature controlled products annually. Amerijet’s Temperature Controlled handling facility at the Miami airport includes a custom-built cooling facility equipped with active alarm systems, temperature data recorders and 24/7 CCTV monitoring. Computer monitored pharmaceutical cooling chambers provide storage environments for ambient 15°C – 25°C, chilled at 2°C – 8°C, and frozen at -0°C shipments.

Rashone Richardson, vice president of Airport Operations for Amerijet added, “As an airline, our role in the supply chain is to provide safe handling and to ensure temperature integrity for all pharmaceutical shipments. We demand the same uniform standards and processes from all of our business partners, including our handlers and trucking companies. Complying with the healthcare cold chain logistics standards, expected from pharmaceutical manufacturers and life sciences companies, helps to support the global healthcare initiative of putting patient safety first.”

“Amerijet’s strategy to enhance its pharma shipping offering through investing in the latest cold chain technology and joining the IATA CEIV Pharma certification program demonstrates the airline’s commitment to patient safety. We congratulate Amerijet for their achievement in meeting shippers’ expectations in terms of standardization and transparency. This will contribute towards developing a stronger, more competitive and enhanced air cargo service for pharmaceuticals in North and Latin America for this vital sector,” said Glyn Hughes, IATA global head of cargo.

IATA CEIV Pharma certificate for Delta Cargo

DELTA Cargo has become the first global carrier based in the US to gain IATA CEIV Pharma Logistics certification.

The International Air Transport Association Center of Excellence for Independent Validators (IATA CEIV) certification was awarded to the company at the headquarters level and at its Atlanta hub.

Delta has created the first trans-Atlantic network connecting Atlanta with other CEIV Pharma certified partners, stations and handlers in Amsterdam, Brussels, Milan, Paris and Rome.

Delta Cargo president and senior vice president for airport customer service, Gareth Joyce says: “The safe and efficient transportation of Pharma products for the healthcare and pharmaceutical industry is a key priority for us, as is the health and safety of patients who depend on them.”

He adds: “Delta has made significant investments in the ensuring that our facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers.”

Delta’s joint venture partner, Air France KLM Martinair Cargo is also certified, and the airline says this creates significant opportunities to transport pharmaceuticals across a global trade lane.

IATA vice president airport, passenger, cargo and security, Nick Careen says the North American market accounts for over 20 per cent of global trade, and Delta gaining CEIV certification is good for the region.

He says: “Having Delta Cargo, one of the region’s largest operators, achieve CEIV Pharma certification is a boost not only for the airline’s customers, who can be confident that their life-saving and temperature sensitive products will be delivered in impeccable condition, but also the region.”
Delta Cargo has been awarded IATA’s Center of Excellence for Independent Validators (CEIV) Pharma Logistics Certification. Delta is the first US Global carrier to receive this validation and has now joined the elite group of pharma logistics providers to achieve CEIV Pharma Certification.

The certification was awarded to the company at the headquarters level and also at Delta’s largest cargo operation, located in Atlanta. With this certification, Delta has created the first CEIV Pharma transatlantic network connecting Atlanta with other existing CEIV Pharma certified partners, stations, and handlers in Amsterdam, Brussels, Milan, Paris, and Rome.

“The safe and efficient transportation of pharma products is a key priority for us, as is the health and safety of patients who depend on them,” said Gareth Joyce, Delta’s president for cargo. “Delta has made significant investments in the ensuring that our facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers.”

The CEIV Pharma certification also provides significant opportunities as Delta and joint venture partner Air France KLM Martinair Cargo, which is also CEIV Pharma certified, can transport pharma products across the extensive Delta, Air France, and KLM networks, creating a global trade lane.

“This award really opens up our flights across the globe to the pharma industry,” said Joyce, “which can now rely on Delta, Air France, and KLM for their speed, consistency and efficiency in delivering high-value, time-sensitive, temperature-controlled products right across the network.”

“The North American freight market is the third largest in the world, accounting for over 20 percent of total global trade,” added Nick Careen, IATA’s vice president for airport, passenger, cargo, and security. “Having Delta Cargo, one of the region’s largest operators, achieve CEIV Pharma Certification is a boost not only for the airline’s customers, who can be confident that their life-saving and temperature sensitive products will be delivered in impeccable condition, but also the region.”
Delta Cargo awarded IATA’s CEIV Pharma Certification

First U.S. Global carrier to receive certification

ATLANTA, July 10, 2017: Delta Cargo today announced that it has been awarded IATA’s Center of Excellence for Independent Validators (CEIV) Pharma logistics Certification. Delta is the first U.S. Global carrier to receive this accolade and has now joined the elite group of pharma logistics providers to achieve CEIV Pharma Certification. The certification is awarded to the company at the headquarters level and additionally at Delta’s largest Cargo operation which is located in Atlanta. With this certification Delta has created the first CEIV Pharma trans-Atlantic network connecting Atlanta with other existing CEIV Pharma certified partners, stations and handlers in Amsterdam, Brussels, Milan, Paris and Rome.

“The safe and efficient transportation of Pharma products for the healthcare and pharmaceutical industry is a key priority for us, as is the health and safety of patients who depend on them,” said Gareth Joyce, President-Cargo and Senior Vice President Airport Customer Service. “Delta has made significant investments in the ensuring that our facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers.”

The CEIV Pharma certification also provides significant opportunities as Delta and joint venture partner Air France KLM Martinair Cargo, who is also CEIV Pharma certified, can transport Pharma products across the extensive Delta, Air France and KLM networks creating a global trade lane.

Joyce continues; “This award really opens up our flights across the globe to the Pharma industry which can now rely on Delta, Air France and KLM for their speed, consistency and efficiency in delivering high-value, time-sensitive, temperature-controlled products right across the network.”

"The North American freight market is the third largest in the world, accounting for over 20% of total global trade. Having Delta Cargo, one of the region's largest operators, achieve CEIV Pharma Certification is a boost not only for the airline’s customers, who can be confident that their life-saving and temperature sensitive products will be delivered in impeccable condition, but also the region. We congratulate them on their achievement and for taking the industry one step closer to having a global standard in place for the transportation of pharmaceuticals,” said Nick Careen, IATA’s Vice President Airport, Passenger, Cargo and Security.
Amerijet awarded CEIV Pharma certification

11/07/2017

Amerijet has become the first US-based all-cargo airline to be awarded IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV) Pharma certification.

Vic Karjian, president and chief executive of Amerijet International Airlines, said: “This certification reconfirms our commitment to offering the highest consistent quality, professionalism and transparency to our customers.

“Being the first all-cargo airline from the US to receive the CEIV in pharmaceutical logistics is a direct result of hard work and the investments we have made over the last few years to our temperature controlled (ATC) program.”

Amerijet operates its own dedicated freighter fleet of Boeing 767-300/200 aircraft from its primary hub at the Miami International Airport to 58 destinations throughout the Caribbean, Mexico, Central and South America.

The airline transports over 136,000 tonnes of freight annually, including 30,000 tonnes of temperature controlled products.

Amerijet’s temperature controlled handling facility at Miami airport includes a custom-built cooling facility equipped with active alarm systems, temperature data recorders and 24/7 CCTV monitoring.

Computer monitored pharmaceutical cooling chambers provide storage environments for ambient 15°C-25°C, chilled at 2°C - 8°C, and frozen at -0°C shipments.

The carrier is to launch a twice a week direct Boeing 767 freighter service to Brussels, a key European pharma hub, in the second quarter of 2018.

Robene Richardson, vice president of airport operations for Amerijet added: “As an airline, our role in the supply chain is to provide safe handling and to ensure temperature integrity for all pharmaceutical shipments.

“We demand the same uniform standards and processes from all of our business partners, including our handlers and trucking companies.

“Complying with the healthcare cold chain logistics standards, expected from pharmaceutical manufacturers and life sciences companies, helps to support the global healthcare initiative of putting patient safety first.”

Glyn Hughes, IATA global head of cargo, said: “Amerijet’s strategy to enhance its pharma shipping offering through investing in the latest cold chain technology and joining the IATA CEIV Pharma certification program demonstrates the airline’s commitment to patient safety.

“We congratulate Amerijet for their achievement in meeting shippers’ expectations in terms of standardization and transparency. This will contribute towards developing a stronger, more competitive and enhanced air cargo service for pharmaceuticals in North and Latin America for this vital sector.”

Amerijet’s global network reaches 476 destinations in Europe, Asia, Pacific, South Africa and the Middle East.

Within the US, Canada and Mexico, Amerijet partners with local asset-based carriers to provide full truckload, less-than-truckload and expedited services.
Delta Cargo awarded prestigious pharma logistics certification

By Debbie Egerton • posted July 10, 2017 10:03 am

First U.S. Global passenger carrier to receive certification

Delta Cargo has been awarded IATA’s Center of Excellence for Independent Validators (CEIV) Pharma Logistics Certification. Delta is the first U.S. Global passenger carrier to receive this accolade and has now joined the elite group of pharma logistics providers to achieve CEIV Pharma Certification.

The certification is awarded to the company at the headquarters level and additionally at Delta’s largest Cargo operation, located in Atlanta. With this certification, Delta has created the first CEIV Pharma trans-Atlantic network connecting Atlanta with other existing CEIV Pharma certified partners, stations and handlers in Amsterdam, Brussels, Milan, Paris and Rome.

“The safe and efficient transportation of Pharma products for the healthcare and pharmaceutical industry is a key priority for us, as is the health and safety of patients who depend on them,” said Gareth Joyce, President – Cargo and Senior Vice President – Airport Customer Service. “Delta has made significant investments in the ensuring that our facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers.”

The CEIV Pharma certification also provides significant opportunities as Delta and joint venture partner Air France KLM Martinair Cargo, who is also CEIV Pharma certified, can transport Pharma products across the extensive Delta, Air France and KLM networks creating a global trade lane.

Joyce continues, “This award really opens up our flights across the globe to the Pharma industry which can now rely on Delta, Air France and KLM for their speed, consistency and efficiency in delivering high-value, time-sensitive, temperature-controlled products right across the network.”

“The North American freight market is the third largest in the world, accounting for over 20 percent of total global trade,” said Nick Careen, IATA's Vice President Airport, Passenger, Cargo and Security. “Having Delta Cargo, one of the region's largest operators, achieve CEIV Pharma Certification is a boost not only for the airline's customers, who can be confident that their life-saving and temperature sensitive products will be delivered in impeccable condition, but also the region. We congratulate them on their achievement and for taking the industry one step closer to having a global standard in place for the transportation of pharmaceuticals."
Delta Cargo awarded IATA’s CEIV Pharma certification

10 / 07 / 2017

Delta Cargo has been awarded IATA’s Center of Excellence for Independent Validators (CEIV) Pharma and is the first US Global carrier to receive this certification.

It was awarded to the airline at the headquarters level and at Delta’s largest cargo operation, located in Atlanta.

Said an airline spokesperson: “With this certification, Delta has created the first CEIV Pharma trans-Atlantic network connecting Atlanta with other existing CEIV Pharma certified partners, stations and handlers in Amsterdam, Brussels, Milan, Paris and Rome.”

Gareth Joyce, president-cargo and senior vice president airport customer service at Delta, said: “The safe and efficient transportation of pharma products for the healthcare and pharmaceutical industry is a key priority for us, as is the health and safety of patients who depend on them.

“Delta has made significant investments in the ensuring that our facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers”

The airline said that the CEIV Pharma certification also provides “significant opportunities” with joint venture partner Air France KLM Martinair Cargo, which is also CEIV Pharma certified, to transport pharma products across their networks, creating a global trade lane.

Joyce continued: “This award really opens up our flights across the globe to the Pharma industry which can now rely on Delta, Air France and KLM for their speed, consistency and efficiency in delivering high-value, time-sensitive, temperature-controlled products right across the network.”

Nick Careen, IATA’s vice president airport, passenger, cargo and security, said: “The North American freight market is the third largest in the world, accounting for over 20% of total global trade.

“Having Delta Cargo, one of the region’s largest operators, achieve CEIV Pharma Certification is a boost not only for the airline’s customers, who can be confident that their life-saving and temperature sensitive products will be delivered in impeccable condition, but also the region.”

Amsterdam Airport Schiphol Wins Best Airport Europe

Amsterdam Airport Schiphol has won the Best Airport Europe prize at tonight's 2017 Asian Freight, Logistics & Supply Chain (AFLAS) Awards.

The annual event, organised by Asia Cargo News, honours outstanding leadership across the entire supply chain, recognising innovation, service quality, customer relationship management, and reliability.

The awards are voted for by readers of Asia Cargo News, and this year over 5,000 industry leaders took part in the voting process.

Rick Ligthart, Customs Attaché in Singapore, Indonesia, Malaysia, Thailand & Vietnam, Dutch Customs, was present to accept the award on behalf of Amsterdam Airport Schiphol.

“This has been an exciting year for Amsterdam, which has seen us launch new initiatives and process record volumes of air cargo, and this award is a reflection of the commitment of our Cargo Community to ensuring we continue to deliver innovative and high quality services to our customers,” said Jonas van Stekelenburg, Head of Cargo, Amsterdam Airport Schiphol.

“We are delighted that Rick was able to accept the award on our behalf; the support of Dutch Customs at the event speaks of our strong ties with both public and private organisations,” he added.

Amsterdam Airport Schiphol enjoyed a strong first quarter in 2017, handling a record 717,868 tonnes from January to May, up eight and a half per cent on the same period last year.

In March, the International Air Transport Association (IATA) recognised the Cargo Community at Amsterdam Airport Schiphol for its contribution, support, and endorsement of its CEIV Pharma Program as Pharma Gateway Amsterdam, an initiative to bring transparency to the pharma supply chain.

Delta Cargo becomes first U.S.-based global carrier to earn CEIV cert

Delta Cargo today earned IATA’s Center of Excellence for Independent Validators (CEIV) certification for pharmaceutical handling, making it the first global carrier based in the United States to receive the distinction.

In conjunction with its CEIV-Pharma-certified partner Air France-KLM-Martinair Cargo, Delta Cargo now operates the first CEIV-Pharma trans-Atlantic network, connecting Delta’s Atlanta hub with other CEIV-certified partners, stations and handlers in Amsterdam, Brussels, Milan, Paris and Rome.

Trans-Atlantic pharmaceutical trade has registered consistent growth over the last decade-plus, however, with 50 percent of the industry’s recorded temperature excursions happening while in the hands of air carriers and airports, the airfreight mode saw its share of global pharma transport decline from 17 percent to 11 percent between 2000 and 2013, prompting a demand for industry standards. Efforts to standardize pharma handling by validators, such as CEIV and GDP, have won over many pharma shippers that previously regarded airfreight as unreliable.

“Delta has made significant investments in the ensuring that our facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers,” said Gareth Joyce, president of the cargo division and senior vice president of airport customer service.

“Having Delta Cargo, one of the region’s largest operators, achieve CEIV-Pharma certification is a boost not only for the airline’s customers, who can be confident that their life-saving and temperature-sensitive products will be delivered in impeccable condition, but also the region,” said Nick Careen, IATA’s vice president of airport, passenger, cargo and security.

For more about innovation in the airfreight logistics sector, come join us for the second-annual ELEVATE Conference in Miami, Oct. 2. To register, see elevateaircargo.com
Delta Cargo awarded IATA’s CEIV Pharma Certification

By: AJOT | Jul 10 2017 at 10:48 AM | Air Cargo

First U.S. Global carrier to receive certification

ATLANTA - Delta Cargo today announced that it has been awarded IATA’s Center of Excellence for Independent Validators (CEIV) Pharma logistics Certification. Delta is the first U.S. Global carrier to receive this accolade and has now joined the elite group of pharma logistics providers to achieve CEIV Pharma Certification. The certification is awarded to the company at the headquarters level and additionally at Delta’s largest Cargo operation which is located in Atlanta. With this certification Delta has created the first CEIV Pharma trans-Atlantic network connecting Atlanta with other existing CEIV Pharma certified partners, stations and handlers in Amsterdam, Brussels, Milan, Paris and Rome. "The safe and efficient transportation of Pharma products for the healthcare and pharmaceutical industry is a key priority for us, as is the health and safety of patients who depend on them," said Gareth Joyce, President-Cargo and Senior Vice President Airport Customer Service. "Delta has made significant investments in the ensuring that our facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers."

The CEIV Pharma certification also provides significant opportunities as Delta and joint venture partner Air France KLM Martinair Cargo, who is also CEIV Pharma certified, can transport Pharma products across the extensive Delta, Air France and KLM networks creating a global trade lane.

Joyce continues; "This award really opens up our flights across the globe to the Pharma industry which can now rely on Delta, Air France and KLM for their speed, consistency and efficiency in delivering high-value, time-sensitive, temperature-controlled products right across the network."

The North American freight market is the third largest in the world, accounting for over 20% of total global trade. Having Delta Cargo, one of the region’s largest operators, achieve CEIV Pharma Certification is a boost not only for the airline’s customers, who can be confident that their life-saving and temperature sensitive products will be delivered in impeccable condition, but also the region. We congratulate them on their achievement and for taking the industry one step closer to having a global standard in place for the transportation of pharmaceuticals," said Nick Careen, IATA’s Vice President Airport, Passenger, Cargo and Security.
Hong Kong International Airport (HKIA) enjoyed a "fruitful year" in 2016/17, setting new annual records in all three air traffic figures: cargo, passenger and flight movements.

During the fiscal year, cargo volume rose 6.7% to 4.6m tonnes, securing HKIA as the world's busiest cargo airport for the seventh consecutive year.

In the same reporting period, passenger traffic rose 1.1% to 70.5m, exceeding the 70m mark for the first time. Flight movements also increased, by 0.1% to 410,440.

To cope with the future air traffic demand, construction for expanding HKIA into a Three-runway System (3RS) commenced in August 2016.

Said an airport spokesperson: "On the cargo front, HKIA continues to develop its ability to serve fast-growing segments of the high-value cargo business, such as fresh produce and temperature-sensitive pharmaceuticals that require specialised handling.

"The airport authority and local industry stakeholders are working closely together to pursue the IATA Centre of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) accreditation on airport community basis and HKIA is expected to be recognised as an IATA CEIV Pharma Partner Airport by the third quarter in 2017."

HKIA continued its strong 2017 cargo growth in May, seeing a sharp year-on-year increase of 12.9% to 439,000 tonnes handled.
Amerijet International Airlines earns CEIV certification

BY GULLI ARNASON IN AIR AND TRAVEL · JULY 12, 2017

Amerijet International is the first all-cargo airline of US origin to earn IATA’s CEIV-Pharma certification after being awarded the designation on June 27, 2017, the company said.

Successful completion of the certification process allows Amerijet to strengthen its promise to exceed the high standards set by the pharmaceutical industry. Amerijet has invested heavily in technology, infrastructure and processes over the last few years to ensure the safe handling and transportation of high-value and temperature sensitive cargo.

Amerijet International, Inc. is a full-service multi-modal transportation and logistics provider, offering international, scheduled all-cargo transport via land, sea, and air.

Amerijet has more than 40 years of experience handling temperature sensitive air freight. The airline transports over 300 million pounds (136 million kg.) of freight including 65 million pounds (30 million kg.) of temperature controlled products annually.
CEVA achieves CEIV certification in Singapore
28 / 06 / 2017

CEVA Logistics has been awarded IATA's CEIV Pharma status at its facility in Singapore.

The logistics operators's staff in Singapore have undertaken a comprehensive training programme conducted jointly by IATA and Changi Airport Group, in readiness for certification in the safe handling of pharmaceutical products.

A quality team was established at the company's facility at the Air Logistics Park of Singapore (ALPS) within the Free Trade Zone and this group co-ordinated and implemented the CEIV process.

"Our 90,000 sq feet facility is fully accredited for the full range of active and passive temperature ranges," said Michael Yip, SVP Freight Management of CEVA's South East Asia cluster.

"We are the largest user and operator of active RKN e1 equipment outbound from Singapore and this new CEIV status recognises the full scope of our capabilities."

SAS investing in pharma

SAS Cargo is working towards achieving IATA CEIV Pharma certification and launched a new pharmaceutical service - SAS Pharma Cargo.

The carrier says despite holding years of experience in transportation of temperature-sensitive pharma, to offer further excellence to a growing pharma market and meet the standards required by the pharma industry, it started the CEIV certification process and new pharma services.

SAS Cargo is the leading air cargo carrier to, from, via and within Scandinavia and its head office is in the middle of one of Europe’s strongest life science clusters – Medicon Valley and it says the safe transportation of pharmaceutical products has always been a “top priority”.

SAS Cargo is undergoing the CEIV Pharma validation process to offer robust solutions ensuring the quality and integrity of temperature-sensitive products across its entire transport chain. In all three major hubs in Scandinavia, it is investing in cooling and controlled room temperature facilities to meet the IATA standards for becoming fully CEIV certified and thereby meeting the highest standards demanded by the pharmaceutical industry.

SAS Cargo, including the first hub – Oslo – expects to be certified this summer and the other major hubs – Copenhagen and Stockholm - are to follow right after.

SAS Cargo head of handling & quality, Erling Kirkeby says: “The IATA CEIV certification includes procedure training of staff at all stations, an upgrade of all facilities as well as quality management.

“In addition to making sure our services meet global regulations, we are launching a new pharma product which is developed to offer our customers the ideal environment for handling temperature-sensitive cargo across the entire supply chain in a safe and secure manner,”

The new pharma product – SAS Pharma Cargo – offers an additional feature to pharma shipments, allowing the customer full transparency through the SAS Cargo active GPS monitors.

This active tracking device enables SAS to monitor the shipment; assuring accurate temperature is kept to safeguard correct handling. Alarms will be triggered in case of any temperature deviations.

SAS Cargo president and chief executive officer, Leif Rasmussen (pictured) says: “The pharmaceutical industry rightly expects high standards and performance when transporting their temperature sensitive goods.

“We intend to add real value to the needs of the industry. The CEIV certification confirms SAS Cargo’s commitment to continue to develop and offer the highest possible standards to our customers.”

Rasmussen adds: “With up to 1,100 daily flights, of which 30 are intercontinental, fully CEIV certified hubs in Scandinavia, a dedicated pharma service and a 24/7 available advanced on-line booking system, SAS Cargo offers full transparency and handling excellence.”
SAS Cargo set for CEIV Pharma at three hubs
27 / 06 / 2017

“...In addition to making sure our services meet global regulations, we are launching a new pharma product which is developed to offer our customers the ideal environment for handling temperature-sensitive cargo across the entire supply chain in a safe and secure manner.”

SAS said that its new product for the life sciences sector – SAS Pharma Cargo – offers an additional feature to the pharma shipment, “allowing the customer full transparency through the SAS Cargo active GPS monitors.”

This active tracking device enables SAS Cargo to monitor the shipment, assuring accurate temperature is kept in order to safeguard correct handling. Alarms will be triggered in case of any temperature deviations.

Leif Rasmusson, president and chief executive of SAS Cargo, said: “The pharmaceutical industry rightly expects high standards and performance when transporting their temperature sensitive goods.

“We intend to add real value to the needs of the industry. The CEIV certification confirms SAS Cargo’s commitment to continue to develop and offer the highest possible standards to our customers.”

Rasmussen continued: “With up to 1,100 daily flights, of which 30 are intercontinental, fully CEIV certified hubs in Scandinavia, a dedicated pharma service and a 24/7 available advanced on-line booking system, SAS Cargo offers full transparency and handling excellence.”

Scandinavian carrier SAS Cargo has commenced the CEIV Pharma certification process of its cool chain and expects the first hub – Oslo – to be certified this summer, with the Copenhagen and Stockholm facilities to follow soon after.

SAS Cargo, with its head office near Medicon Valley, one of Europe’s strongest life science clusters, is also set to launch a pharma air cargo product.

In all three major Scandinavia hubs, SAS Cargo is investing in cooling and controlled room temperature facilities to meet the IATA standards for becoming fully CEIV certified and in meeting the highest standards demanded by the pharma industry.

Erling Kirkeby, head of handling & quality management at SAS Cargo, said: “The IATA CEIV certification includes procedure training of staff at all stations, an upgrade of all facilities as well as quality management.

DHL CARE Awards: Three major air carriers named winners at the Life Sciences Healthcare Conference in Singapore

CORPORATE NEWS MEDIA-OUTREACH | Jun 23, 2017

Lufthansa Cargo & Swiss WorldCargo, United Cargo and Emirates SkyCargo recognized for excellence in transporting temperature-sensitive life sciences products DHL continues to enhance its own Thermomax temperature-controlled air freight service with new over 100 network stations and additional IATA CEIV certification.

SINGAPORE - Media OutReach - 23 June 2017 - DHL, the world’s leading logistics and shipping provider, has named Lufthansa Cargo & Swiss WorldCargo, United Cargo and Emirates SkyCargo as the recipients of this year’s Carrier Award for Reliability and Excellence. Inaugurated in 2016, the DHL CARE Awards acknowledge air freight providers whose services set the industry standard for the transport of temperature-sensitive life sciences products. The DHL CARE Awards were presented at the 17th DHL Global Life Sciences and Healthcare Conference in Singapore this week, where close to 400 life sciences and healthcare leaders met to discuss major supply chain trends affecting the industry.

David Bang, Global Head, DHL Temperature Management Solutions and CEO, LifeConEx, DHL Global Forwarding (on the left),Thomas Nieszner, Global Chemical Sponsor at DHL (in the middle),Scott Allison, President, Life Sciences & Healthcare at DHL (on the right) pose along with the DHL CARE Award recipients 2017.

"Today's consumers demand much faster and more flexible delivery of medications, medical devices and other life sciences products than ever before," said Scott Allison, President, Life Sciences & Healthcare, at DHL. "With the online pharmaceutical market set to grow to US$120 billion by 2023[1], the pressure is on air cargo carriers to provide temperature-controlled air services with the high levels of speed, shipment quality and real-time visibility needed to cope with the sheer velocity of demand. The DHL CARE Awards act as a yardstick by which DHL can select the carriers most aligned with its customers' increasingly stringent needs for delivering healthcare to the world with shipment integrity, accuracy and compliance."

This year's DHL CARE Award winners were chosen from a pool of carriers according to criteria including shipment quality, ground handling expertise and innovation in both technology and process. The award recipients all demonstrated extremely high levels of shipment performance, combined with a variety of factors including rigorous certification and bold infrastructural investments.

"Since the first DHL CARE Awards hosted last year, we have seen a significant trend amongst carriers towards higher levels of certification, innovative commercial agreements with packaging and data-tracking partners, and bespoke infrastructure for pharmaceutical goods," said David Bang, Global Head, DHL Temperature Management Solutions, and CEO, LifeConEx, DHL Global Forwarding. "In the past 12 months, DHL's own Thermomax temperature-controlled service has expanded to include 100 stations certified by Good Distribution Practices standards, with 30 of those stations also obtaining IATA CEIV Pharma Certification. We have continued to invest in new technologies within the LifeTrack ecosystem, such as Big Data Analytics, IoT, and Risk Intelligence Engine, for proactive monitoring and intervention of time and temperature-sensitive medicinal products. Our work with the world's top air carriers ensures that hospitals, distributors and patients receive products they can trust with their lives, and these awards highlight the logistics industry's continuing efforts to raise the bar in this literally vital industry."

DHL CARE Awards: Three major air carriers named winners at the Life Sciences Healthcare Conference in Singapore

Note to Editors

Within the Life Sciences and Healthcare sector, DHL focuses on delivering healthcare to the world by providing logistics services for pharmaceutical and medical devices manufacturers, as well as clinical trials and research organizations, wholesale and distributors, hospitals, and healthcare providers.

DHL serves customers globally through its 4,900 sector-dedicated employees, including 150 pharmacists. For freight needs, DHL Global Forwarding offers an air and ocean freight network spanning more than 150 countries and 100 life sciences-certified stations. This includes the DHL Air Thermonet network and hubs strategically located in Panama, Istanbul, Dubai, and Singapore. For warehousing and distribution needs, DHL Supply Chain has 160+ GDP-qualified warehouses in 43 countries with over 1.9 million square meters of space, 20+ clinical trials depots and 15+ GMP-certified sites. For parcels and express deliveries, DHL Express provides a time-definite international (TDI) express network covering more than 220 countries and territories and life sciences-qualified DHL Medical Express services in 70+ countries.

DHL -- The logistics company for the world

DHL is the leading global brand in the logistics industry. Our DHL family of divisions offer an unrivalled portfolio of logistics services ranging from national and international parcel delivery, e-commerce shipping and fulfillment solutions, international express, road, air and ocean transport to industrial supply chain management. With about 350,000 employees in more than 220 countries and territories worldwide, DHL connects people and businesses securely and reliably, enabling global trade flows. With specialized solutions for growth markets and industries including technology, life sciences and healthcare, energy, automotive and retail, a proven commitment to corporate responsibility and an unrivalled presence in developing markets, DHL is decisively positioned as “The logistics company for the world”.

DHL is part of Deutsche Post DHL Group. The Group generated revenues of more than 57 billion euros in 2016.
MIA-BRU route for Amerijet

AMERIJET International is to connect Miami International Airport with Brussels Airport with two flights a week starting in the second quarter of 2018.

The airline operates a fleet of Boeing 767 Freighters serving destinations throughout the Caribbean, Mexico, Central and South America, and it operates its own terminal at Miami.

The route will be its first scheduled transatlantic route and additional frequencies will be added depending on demand and performance of the route.

Amerijet chief executive officer, Vic Karjian says: “The airport, its strategic location, facilities and strong business community played a vital role in our selection of Brussels as our European gateway.”

Brussels Airport head of cargo & logistics, Steven Polmans says the countries in Amerijet’s network are important for Brussels and underserved with main deck capacity.

He says: “With Amerijet joining our customers we can now offer a unique network and new destinations to our cargo community. Especially for both pharma and perishables they will strengthen the offer to and from Brussels.”

“Not only is Amerijet almost certified as CEIV, with Miami Airport we work close together and have created Pharma Aero.”

Brussels and Miami are both IATA CEIV Pharma certified, and Polmans adds: “The fact Amerijet as a CEIV airline will link both our hubs with a full cargo aircraft is a next step in offering customers an end to end solution for pharmaceuticals.”

Brussels and Miami were the founders of Pharma.Aero - an organisation developed to create standardised global pharma trade lanes so this route is set to boost transatlantic pharma traffic from the US to Europe.

At IATA’s World Cargo Symposium in March, Pharma.Aero welcomed an additional eight companies into the organisation.

Among them were pharma shippers Pfizer, Johnson and Johnson, Merck Sharp & Dohme, as well as DHL Temperature Management Solutions, Expeditors, EuroAirport Basel, 4Advice and e-CARGOWARE.

This brought the total number of companies to 16 members. Changi Airport, Sharjah International Airport, Mumbai International Airport, Brussels Airlines Cargo, Singapore Airlines Cargo and Brinks are also members.
Amerijet creates pharma link for CEIV corridor founder airports

The declared objectives of the group are to intensify communication between the members, the creation of standards and protocols, innovation, sharing best practices, audit support end setting up a knowledge centre. Another key element is the aim of establishing corridors on major pharma tradelanes.

“We need to work on end-to-end solutions. It’s no use if one part is doing a really good job if another part falls short,” Mr Polmans said.

The new freighter link promises benefits beyond Miami.

In addition to this connection, Mr Polmans is looking to Puerto Rico, another major centre of the pharma industry. Amerijet, which operates an extensive network of destinations in the Caribbean and Latin America with its fleet of B767 and 727 freighters, runs six flights a week to San Juan.

Mr Polmans noted that Amerijet was close to obtaining CEIV certification.

“The new flight will be connecting to Amerijet’s Latin American network. This gives us a link to San Juan for pharma traffic,” he said. “And they also carry a lot of perishables from Latin America. That’s the second most important commodity for us after pharma,” he added.

Amerijet changed owners last summer, when it was acquired by private equity firm ZS Fund.

As David Bassett, the airline’s founder, bowed out, the new owners brought in Vic Karjian, former chairman of Swiss carrier Farnair. He declared that the new management would follow the course set by the previous leadership, but indicated plans “to continue to grow and diversify our service offerings to create more products and opportunities to meet the needs of our current and future customers”.

In November, Amerijet appointed Neel Shah to its board of directors. The former cargo executive of United Airlines and Delta presided over double-digit revenue growth at the latter carrier during his tenure.

On the decision to fly direct to Europe, Mr Karjian said: “The airport, its strategic location, facilities and strong business community played a vital role in our selection of Brussels as our European gateway.”
IATA CEIV certified ABC Airlines joins Pharma Gateway Amsterdam

Posted By: STAT Trade Times

"The Cargo Community at Amsterdam is committed to supporting and developing an efficient and transparent pharma cool chain, that will continue to contribute to the high quality offered at Schiphol," said Jonas van Stekelenburg, head of Cargo, Amsterdam Airport Schiphol.

"Since launching the initiative just over 12 months ago, the tangible results across the entire pharma supply chain at Schiphol have been very satisfying to see."

PGA was formed in March 2016 to provide transparency and quality within the Pharma air cargo supply chain.

PGA members benefit from regular knowledge sharing sessions, organised by Schiphol Cargo to facilitate co-operations between the different players in the cool chain.

Schiphol Cargo also provides members with support in working toward their CEIV Certification.

"We see high potential for Schiphol to become one of our main airports for pharma flows and an initiative like PGA is considered to be of great value," said Henk-Jan van Keulen, Country manager the Netherlands, AirBridgeCargo Airlines.

"Within PGA the Schiphol Cargo Community is mutually developing the required logistic chain in order to provide the shippers and consignees with the best possible product."

"Having Schiphol’s Cargo department in the driver’s seat we are also assured to have a neutral chairman."

"AirBridgeCargo Airlines will join PGA with full support from our Global Pharma Director Andrey Andreev as well as our Regional Pharma Manager Alexander Treber. Treber and I will also personally join the PGA carrier meetings at AMS."

PGA members also include Cyberfreight Pharma Logistics, Yusen Logistics Benelux, GEFCO Forwarding Netherlands, VCK Logistics Airfreight, SGS, Air France KLM Martinair Cargo, Swissport Cargo Services, dnata, Worldwide Flight Services (WFS), Nouwen’s Transport Breda, De Jong Special Services, Jan de Rijk Logistics, and DJ Middelkoop.

Amsterdam Airport Schiphol received IATA’s Certificate of Recognition in March at the World Cargo Symposium for its support of CEIV Pharma.

Jun 07, 2017: Russia based all cargo airline AirBridgeCargo Airlines has joined Pharma Gateway Amsterdam (PGA), the second airline to join the fourteen-member quality pharma initiative.

The carrier operates 22 flights per week from Amsterdam to significant pharma destinations in Europe, Asia, and the United States, including Moscow, Chicago, Shanghai, and Singapore.

AirBridgeCargo Airlines is already IATA Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certified, which is one of the requirements for all PGA members.

Florida Governor's Visit is Highlight of World Trade Month at MIA

SOURCE: MIAMI INTERNATIONAL AIRPORT MAY 25, 2017

Miami International Airport’s celebration of World Trade Month received a significant highlight on May 19 when Florida Governor Rick Scott visited the nation’s busiest international freight airport for a press conference to announce Florida’s April job growth numbers. The press conference was held at the headquarters of LATAM Cargo, MIA’s busiest cargo airline group and the largest in Latin America.

Before the press conference, Governor Scott received a briefing by Miami-Dade Aviation Department (MDAD) Director Emilio T. González and MIA staff regarding the airport’s performance in 2016 and key cargo business development initiatives, followed by a tour of LATAM Cargo’s hub facility.

After seeing an increase of less than one percent in cargo shipments in 2016 due to struggling South American economies, MIA’s freight tonnage has rebounded in 2017 with 4.4 percent total growth through April — led by a 6.2 percent increase domestically and 4.1 percent growth internationally.

“We appreciate Governor Scott’s support of our cargo operations, which are leading the state and the nation in international freight shipments and perishable imports,” said Director González. “Our local cargo industry supports hundreds of thousands of jobs across the state as well.”

A major contributor to MIA’s cargo growth has been pharmaceutical (pharma) freight, which jumped 48 percent in value year over year to $4.4 billion in 2016. Since 2010, when the total value of pharma shipments at MIA was $1.8 billion, the airport’s pharma trade has grown by 140 percent. In 2015, MIA was designated the first pharma freight hub in the U.S. and the second in the world by the International Air Transport Association (IATA) Center of Excellence for Independent Validators (CEIV) pharma certification program.

Just last month, LATAM Cargo became the first airline in America to receive the IATA CEIV certification, and Swissport Miami became the first cargo handling company at MIA — as well as the first Swissport station in North America — to earn the CEIV seal of excellence. IATA’s CEIV Program certifies that pharma products are transported in accordance with global best practices.

Governor Scott was also briefed regarding the PharmaAero association co-founded last year by MIA and Brussels Airport. MDAD’s effort to have MIA designated a Foreign Trade Zone, and MIA launching Florida’s first Ocean-to-Air Perishables Trans-shipment Program in February.

E-commerce, technology and pharma focus for Hactl

2017 has to date been a strong year for Hong Kong Air Cargo Terminals Limited (Hactl) as freight flies through Hong Kong and it is expanding services to meet rising demand.

This follows from a record-breaking 12 months last year when Hactl handled 1.65 million tonnes of cargo, up 1.7 per cent on the previous 12 months.

The ramp handling business was also very busy, setting three new all-time records, including on 23 November when the cargo handler turned around 101 freighters in a single day, beating the previous best of 98 set 19 days earlier.

Speaking to Air Cargo Week at air cargo europe in Munich, Hactl executive director Vivien Lau (pictured) says the first quarter (Q1) of 2017 was really positive: "Cargo has really picked up and Q4 last year was really good. In Q1 this year we consolidated and if we compare Q1 this year to last year we are up by 12 per cent."

Importantly Lau says this growth is not being driven by one particular sector and it is across the board. "Part of it is e-commerce as we are seeing more mail shipments and parcels coming through and electronic products is rising. In Q1 there was new product launches and that helped and special cargo and perishables - anything and everything really," Lau explains.

She says shipments of imported perishables like fruit are on the rise, which is fuelled by the expanding middle-class population in China and its growing thirst for fresh fruit. "There is a growing demand in China as the middle class are demanding better fresh fruit like cherries from Australia," Lau notes.

Hactl is meeting e-commerce demand through its subsidiary Hacis which is growing its SuperLink China Direct road feeder services (RFS) into China to meet surging demand. Last year Hacis started five new express lanes between Hong Kong and the e-commerce centres of Jiangmen and Heshan.

Its two largest road feeder centres, at Guangzhou Airport and Shenzhen Airport, showed 35 per cent growth in 2016 with this trend continuing into 2017.

Lau is also executive director of Hacis and says: "We have been focusing on this as we have seen continuing demand from China and Hong Kong and is why we expanded this network."

The missing link

Hacis now has eight depots in China and runs a range of RFS express lanes, which could be expanded in future to meet rising e-commerce demand. Lau says the SuperLink China Direct was expanded for e-commerce as local agents had a basic set-up but were missing a direct link from Hong Kong and this was the rationale for building it up.

"We are monitoring closely where the cargo is and where there is demand where will make sure we place ourselves there," Lau adds.

The Hong Kong – Zhuhai – Macau Bridge is due to open this year and will cut journey times to 40 minutes and will boost RFS services throughout the Pearl River Delta region. Lau says it will strengthen Hong Kong’s role as the region’s main hub airport.

Lau says on the Hactl side, the handler will invest in technology and has dedicated resources to building up mobile phone apps and it is putting more emphasis on it. "This is the trend now. The truckers want to access the information through their mobile phones and our staff want to have the handling guidance on a mobile phone so we have developed a new app and it is proving to be very efficient, so technology and innovation will continue to be a strong theme," Lau says.

Hactl handles cargo for more than 100 carriers but actively for 50-60 as some are offline and each Lau says have vastly different requirements, which presents varying challenges. "The industry has been changing fast and freight forwarders and airlines are expecting more and more from the ground/cargo handler and with e-commerce it is changing the handling and it can be more complicated," Lau says.

She adds: "We used to just handle general cargo, which was easy with big pallets and one air waybill, but now with shipments there are a lot of different requirements to ensure the supply chain is properly handled and that is a challenge as we must get keep ourselves updated and motivate our staff to do more. Then at the same time the resources are always limited."

The CEIV impact

Pharmaceuticals is also another focus and earlier this year Hactl gained the International Air Transport Association CEIV Pharma certificate – becoming the first handler in Hong Kong to obtain the certification and this has improved its handling standards in the sector.

Lau explains: "Through the process of getting the certificate we looked at the process of moving pharmaceuticals and redesigned our operational procedures to make sure we had the shortest possible time for the pharma cargo to be handled from when it landed in HK and collected by the shipper."

And Lau is clear she wants more information to be shared before it handles payloads on an aircraft. "We would love to have more information of the capacity and if we can be provided with accurate information of the cargo it would definitely help us with the handling."

"We worry about such things as lithium batteries for example and there are occasions when it is not declared and it poses a risk to us and the aircraft."

Hactl won Cargo Handler of the Year at the Air Cargo Week World Air Cargo Awards in Munich on 10 May, which was held during air cargo europe.

http://issuu.com/azurainternational/docs/acw_22_may_17?e=17121373/49011487
Latam CEIV Pharma certified

Latest News
Tuesday, 16 May 2017
Latam has become the first airline in the Americas to obtain CEIV Pharma certification. The goal of CEIV certification is to raise industry know-how to improve pharmaceutical handling.

Director of Latam Cargo Europe Guido Henke added: “This certification confirms our professional work and encourages us to continue with the same dedication on the expansion of this product out of Europe into South America.”

IATA’s regional vice president for the Americas Peter Cerda said: “This globally-recognised standard is a guarantee of safety, security, compliance and efficiency for the high value shipment of pharmaceuticals. IATA is striving to support the modernisation of the air cargo industry and CEIV Pharma is an example of how by partnering for mutual benefit we can generate value for stakeholders across the air cargo value chain and most importantly, our customers.”
LATAM CARGO BECOMES THE FIRST AIRLINE IN THE AMERICAS TO OBTAIN CEIV PHARMA CERTIFICATION

LATAM Cargo has successfully passed the audit that reviews and certifies that all processes – including quality management, personnel training and supplier management – comply with IATA’s standards for the transport of pharmaceutical products (PIL).

The transportation of pharmaceutical products requires rigorous processes (including controlled temperature and times) to ensure the integrity of the product throughout the supply chain.

LATAM Cargo underwent a final audit in January 2017 to verify that the company and its processes – such as quality management, personnel training, supplier management, internal auditing and transport, among others – comply with the standards for the transportation of pharmaceutical products. With the successful completion of the audit, LATAM Cargo has become the first airline in the Americas to receive CEIV Pharma certification from the International Air Transport Association (IATA).

“This certification demonstrates the quality and consistency of our PHARMA product. As the first airline in the Americas to obtain this certification, we reaffirm our aim of becoming the preferred choice for cargo transport to, from and inside Latin America. It also reflects our commitment to deliver excellent service to our customers”, said Andres Bianchi, CEO of LATAM Cargo.

Since this global certification began in Brussels in 2014, it has been gaining recognition from airlines, airports, freight forwarders and shipper. Its overall goal is to raise industry know-how and achieve global standardization, thus contributing to the improvement of pharmaceutical handling. Prior to certification, in March 2016 LATAM Cargo carried out an internal assessment of its capacities and processes for handling these products.

“We are very pleased that LATAM Cargo has achieved CEIV Pharma certification. This globally recognized standard is a guarantee of safety, security, compliance and efficiency for the high value shipment of pharmaceuticals. IATA is striving to support the modernization of the air cargo industry and CEIV Pharma is an example of how by partnering for mutual benefit we can generate value for stakeholders across the air cargo value chain and most importantly, our customers”, said Peter Corda, the International Air Transport Association’s Regional Vice President for the Americas.

Cristina Ofiate, LATAM Cargo Marketing and Product Development VP, added that “the CEIV certification process has been beneficial for LATAM Cargo. It has provided access to new assessment and control tools, which we have helped to improve our PHARMA product.”

“As the first airport in the western hemisphere designated by IATA as a pharma hub, and now as home to the first airline in America certified by IATA for pharma transport excellence, we are proud to collaborate with LATAM Cargo and our other hub partners to be the unrivaled pharma gateway of the Americas”, said Miami-Dade Aviation Director Emilio T. González. “Pharma trade to and from MIA continues to be a huge growth area for us, most recently surging by 48 percent in value year over year to $4 billion in 2016”.

With this certification, which is valid for three years, LATAM Cargo has positioned itself as a leading airline in the transport of Pharma between Latin America and North America as well as Europe. It has also demonstrated its commitment to the pharmaceutical industry and its customers, by ensuring it meets the rigorous standards to transport these products.

About CEIV Pharma

IATA’s Center of Excellence for Independent Validators on Pharmaceutical Handling (CEIV Pharma) addresses the pharmaceutical industry’s need for safety, security, compliance and efficiency in the air cargo supply chain.

Based on existing regulations and standards, this certification ensures international compliance with guidelines expected from pharmaceutical manufacturers.
LATAM has become the first airline in the Americas to obtain CEIV Pharma certification following a successful IATA audit, announced at the Air Cargo Europe Exhibition.

Receiving the certificate from IATA’s global head of cargo Glyn Hughes, LATAM Cargo chief executive, Andres Bianchi, said: “This certification demonstrates the quality and consistency of our PHARMA product. As the first airline in the Americas to obtain this certification, we reaffirm our aim of becoming the preferred choice for cargo transport to, from and inside Latin America.”

The goal of the CEIV certification scheme is to raise industry know-how to improve pharmaceutical handling.

Director of LATAM Cargo Europe, Guido Henke, added that CEIV certification added: “In Europe, we started the implementation of our PHARMA product over two years ago and have been focused on expanding it to different origin stations since then. In 2016, we moved 2,665 tons from Europe to Latin America with this product. This certification confirms our professional work and encourages us to continue with the same dedication on the expansion of this product out of Europe into South America.”

IATA’s regional vice president for the Americas, Peter Cerda, said: “This globally recognized standard is a guarantee of safety, security, compliance and efficiency for the high value shipment of pharmaceuticals. IATA is striving to support the modernization of the air cargo industry and CEIV Pharma is an example of how by partnering for mutual benefit we can generate value for stakeholders across the air cargo value chain and most importantly, our customers.”

Miami in the US is a strategic hub for LATAM’s pharma traffic. It has the largest cold warehouse in its entire network and is the main gateway to Latin America. Miami-Dade aviation director Emilio González added that it was the first airport in the western hemisphere designated by IATA as a pharma hub, adding: “Pharma trade to and from MIA continues to be a huge growth area for us, most recently surging by 48% in value year over year to $4.4 billion in 2016.”

With the three-year certification, LATAM Cargo hopes to position itself as a leading pharma carrier between Latin America and North America as well as Europe.
Air cargo pharma demand to grow but challenges ahead

10 / 05 / 2017

Players in air cargo pharma supply chains should expect volume growth to continue, but there are challenges ahead from ocean freight while shippers will demand increasingly sophisticated solutions.

Speaking at the Air Cargo News' pharmaceutical and life sciences session at Air Cargo Europe in Munich, speakers agreed that demand for air cargo services from pharma shippers was on the up.

Dirk De Rooij, commercial director of Seabury Consulting, said that pharma volumes in air cargo had grown at a compound annual growth rate of 3.4% between 2006 and 2016, compared with an overall industry growth of 1.4%.

Between December 2016 and February 2017, pharma demand growth had improved further to 4% year on year.

And the growth is expected to continue - he pointed to statistics from IMS Health and Evaluate Pharma that showed that biopharma logistics spend would reach almost $93bn in 2020 compared with around $78bn last year.

However, he pointed out that not all of the growth is necessarily coming from new demand. A lot of the improvement was down to shippers switching from using general cargo to ship pharma to using specific pharma products from airlines to meet regulations, such as the European Union's Good Distribution Practice.

One of the challenges identified by De Rooij was model shift to ocean transport, especially for low and mid value products such as antibiotics and medicaments.

Alan Dorling, global head, pharmaceuticals and life sciences, at IAG Cargo said that if the air cargo industry is to fully capitalise on the opportunity presented by pharma, communication and collaboration between the various parties in the supply chain was key.

He added that the industry should strive to create transparency. Invest in specialist vertical teams, have robust and compliant quality management systems and standard operating procedures, develop bespoke solutions, push for training throughout the chain and invest to meet new legislation.

On the last point he said it was only a matter of time until the US, and other countries, implemented their own version of GDP.

Dorling was later asked whether he felt the air cargo industry would in the future be able to maintain the margins required to sustain investment in pharma products.

He said: “It depends what their pain threshold is in terms of product write-offs is. It’s not cheap to recover a product, it’s got to come back home, be re-tested and written off.

“You can’t have it both ways, you can’t say we want temperature controlled warehouses, we want good knowledgeable people that understand our products and the terminology and the nature of our products and then say we want to pay 80 cents a kilo.

“The brave airlines will turn around and say that isn’t possible. If we don’t maintain contribution then we can’t invest.

“Pharma takes 12 years to bring to market and costs a billion dollars, why argue about saving a few cents when shipping it from the production plant if it puts it at risk.”

However, he said that some companies may risk profile shipping and decide for some shipments on certain routes it is acceptable to send it through as general or express.

Tony Wright, chief executive of consultant Exelius, later led a panel debate looking at how air cargo supply chains could develop in the future, setting the scene by outlining the growth of personalised and targeted medicines and vaccines and the requirement these would have for specialist transport and handling.

“Future innovations in the sector will lead to changes in manufacturing and distribution and will require advances in life science logistics solutions and a significant challenge is ahead of us for the types of products that are coming out,” he said.

Wright began by asking participants to outline how they felt their sectors should develop to meet future pharma supply chain demands.

Andreas Sahil, global head of healthcare for Panalpina, said in the future he expected shorter shelf life of products and personalised medicines.

To meet these challenges, Panalpina has trained around 2,500 staff to understand GDP requirements; it carefully selects supply chain partners and then audits and works closely with them.

It was also looking to further develop its digital solutions and improve visibility.

He agreed with De Rooij that model shift to ocean was happening, explaining that fewer temperature excursions when using a shipping container. However, the decision on using ocean had to be weighed up against the length of transit when using box shipping.

Jones van Stekelenburg, head of cargo at Schiphol Group, said the biggest challenge for Schiphol Airport in further improving pharma supply chains was learning how to collaborate and innovate.

Two years ago it shifted to a ‘front running approach’ where it asked companies that could potential join its pharma communities whether they had the money to invest in projects, if they have people and if they had the time. This allowed them to only engage with companies that were really willing to innovate.

Bernd Struck, dnata senior vice president UAE, agreed that air cargo was losing market share to ocean and added that the industry could not afford to be complacent.

He called for improvements in transparency, quality and reliability and said the industry needed to widen the scope of services it offers.

He added that IATA estimates that $15bn in pharma products are lost every year due to temperature excursions, with 60% of those deviations happen on the transport to the airport or on the airport.

Dnata was focusing on enhancing the safety and security of pharma shipments and said stations in Singapore and Amsterdam were GDP approved and were working on CENIX certification, as were its two hubs in Dubai. Monitoring was another area of investment, he said.

Turhan Ozcan, chief cargo officer at Turkish said that manufacturing and distribution of pharma products was becoming increasingly complex with multi-site manufacturing strategies.

He added that the use of personalised medicines were growing, while demand in emerging markets was increasing, regulations were becoming heavier and there was market consolidation in the pharma industry.

He said the air cargo industry needed to invest in end-to-end visibility, better data management and end-to-end compliance with regulations.

“The first challenge to overcome is to make the sector fully integrated and end-to-end in terms of visibility, transparency and compliance. Then, we should provide and design solutions that add value to pharma shippers.”

Looking to the future, Wright asked how they would like to see pharma supply chains improve over the coming two years.

Ozcan re-emphasised that he would like to see end-to-end traceability and compliance.

Struck would like to see dnata’s entire network certified and would like airlines to load pharma cargo segregated from other cargo to create efficiencies in moving shipments to facilities.

Van Stekelenburg said he would like to have a business case in place that works on reducing emissions and justifies investments in track and trace and early warning of temperature excursions.

Sahil said he would like better co-operation amongst supply chain players and would like to see improvements from certain ground handlers, although he added that dnata did a good job.
Building Map for Future Growth

The air cargo industry in Latin America faced a challenging 2016, in which underperforming economies and excess capacity in the market, leading to a decrease in air cargo traffic, were the main challenges. The constant efforts to improve the efficiency of the industry and to increase market share have led to a steady growth in recent years.

The main drivers of growth in the air cargo industry in Latin America are the development of e-commerce and international trade. These factors have significantly increased the demand for air cargo services, resulting in a positive outlook for the industry.

In the near future, it is expected that the air cargo industry in Latin America will continue to grow, driven by the development of the e-commerce sector and the expansion of international trade. The industry will need to focus on improving efficiency, reducing costs, and enhancing service quality to remain competitive in a rapidly changing market.

Air Freight Industry’s Vital Role during Flood Situation

The air cargo industry plays a vital role in disaster relief efforts, with its ability to transport aid and supplies quickly and efficiently. In the wake of the recent floods in South America, the air cargo industry has demonstrated its capabilities in providing relief materials and support to affected areas.

The industry has been able to mobilize resources and quickly respond to the needs of the affected regions, with air cargo operators playing a crucial role in transporting relief supplies to areas affected by the floods. The efficiency and speed of the air cargo industry have allowed for the timely provision of aid, saving countless lives and supporting recovery efforts.

The air cargo industry has demonstrated its importance in disaster relief efforts and continues to play a vital role in providing assistance to those in need. With its ability to transport aid quickly and efficiently, the industry is well positioned to continue supporting disaster relief efforts in the future.

Source: CNN Weather

http://www.statetimes.com/mag/May_2017/#p=22
CONSIDERATION
KEY TO PHARMA SUPPLY CHAIN INTEGRITY

A wind of change is in the air when it comes to logistics in the pharmaceutical industry. There is increasing awareness of the vital role logistics plays in the pharmaceutical industry. However, the process is complex and will require a paradigm shift in the way the industry thinks about logistics, management, and inventory. The traditional industry is making fundamental changes and rethinking its approach to supply chain management.

While it may seem counterintuitive, the changes are necessary to stay competitive and meet the evolving demands of the pharmaceutical industry. The industry must adapt to the changing landscape and focus on efficiency, sustainability, and customer satisfaction.

Collaboration is key to achieving a seamless supply chain. Companies need to work together to ensure the smooth flow of goods and services. This requires a shared vision and commitment to the common goal of providing high-quality products to patients.

In conclusion, the pharmaceutical industry is undergoing a significant transformation. The changes are essential to meet the challenges of the current market and position the industry for future growth. Collaboration and innovation will be the keys to success in this new era.
Standardised pharma trade lanes becoming a reality

The air cargo pharmaceuticals sector continues to grow strongly at double-digit rates while the global pharma industry is also expanding strongly.

Industry players are meeting demand by investing heavily and putting plenty of resources, whether that be through gaining International Air Transport Association’s (IATA) CEIV Pharma certification, building specialist pharma facilities, or cool dollies to move goods on the tarmac.

Pharma growth is set to continue as the thirst from emerging markets grows and the charge is being led by the Pharma.Aero organisation, set up in May last year.

Speaking to Air Cargo Week at IATA’s World Cargo Symposium in Abu Dhabi in March, Pharma.Aero chairman Nathan de Valck says it is a little early to see the true impact of the organisation and the boost it has given the air pharma sector.

“There is a lot of ground work that has to be done so we set it up and expanded the membership. We have had our general meeting with members and decided on short and long term priorities and launching project groups to collaborate,” de Valck says.

He explains three short-term priorities were identified: “First of all identifying potential solutions to mitigate the risk of temperature excursions aistine at airports and implementing those solutions at our members’ airports.

“Secondly, identifying a clear set of KPIs together with the shippers on what their expectations are and also what the expectations of the air cargo industry is towards the shippers – so it works both ways, which should in the longer run evolve into more transparency and capabilities at airports.

“The third priority was a request from the shippers to launch a project to endorse the IATA checklist so that an entity is certified by IATA that for a shipment this would mean that it gives them more confidence and they would do less audits at the entity so a true endorsement of the standard by the shippers.”

Growing the membership base to other stakeholders in the pharmaceutical supply chain was the initial top objective of Pharma.Aero and this is gathering pace.

Last month it welcomed an additional eight companies, taking its membership to 16. Joining were pharmaceutical shippers Pfizer, Johnson and Johnson, Merck Sharp & Dohme, as well as DHL Temperature Management Solutions, Expeditors, EuroAirport Basel, 4Advice and e-CARGOWARE.

These add to founding members Brussels Airport and Miami International Airport, and Singapore Changi Airport, Mumbai International Airport, Sharjah International Airport, Brussels Airlines, Singapore Airlines, and Brinks Life Sciences.

The long-term objective of developing standardised end-to-end global trade lanes is now well on track and the five airports and their communities form the core part of the lanes.

“When we set up the structure we decided to set up 15 distinct regions of the world with one strategic member per region, the idea is to have broad representation around the globe to have communities that are committed to air pharma piping and for the CEIV programme,” explains Miami-Dade aviation department chief aviation for marketing, Dimitrios Nares.

And more members are set to follow in the future as De Valck adds: “Pharma.Aero welcomes other IATA CEIV airport communities, shippers, airline carriers, logistics companies, and other pharmaceutical stakeholders with like-minded goals to become members.”
LATAM and Swissport gain Miami CEIV

LATAM Cargo and Swissport have both been awarded IATA CEIV Pharma certification at Miami International Airport, both becoming the first in their industry sector to do so.

Swissport Miami became the first cargo handling company at Miami and the first Swissport station in North America to earn the International Air Transport Association (IATA) Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) and LATAM Cargo was the first airline to earn certification in the Americas on 19 April.

Miami-Dade County Mayor, Carlos Gimenez says: “MIA’s growth in the pharma air cargo sector has added new opportunities for business revenue and job creation in our community. We look forward to having an even stronger presence in this global industry, which is one of the fastest-growing in the world.”

Miami-Dade aviation director, Emilio Gonzalez says: “As the first airport in the Western Hemisphere designated by IATA as a pharma hub, and now as home to America’s first airline and first ground handler certified by IATA for pharma transport excellence, we are proud to collaborate with all our hub partners to be the unrivalled Pharma Gateway of the Americas.”

The PharmaAero organization co-founded by Miami and Brussels Airport welcomed eight companies in April, doubling the membership to 16. The new companies were Pfizer, Johnson and Johnson, Merck, Sharp & Dohme, DHL, Temperature Management Solutions, Experior, EuroAirport Basel, 4Advice and e-Cargoware.

They joined Changi Airport, Sharjah International Airport, Chhatrapati Shivaji International Airport, Brussels Airlines, Singapore Airlines and Brinks Life Sciences.

ANA cargo revenue falls in 2016

INTERNATIONAL cargo revenue at All Nippon Airways (ANA) slumped by 17.7 per cent in the 2016 financial year despite freight volumes seeing strong growth.

Revenue was 93.3 billion yen ($838 million) compared to 113.3 billion yen the previous year, despite freight growing 17.7 per cent to 954,000 tonnes, and tonne kilometres were up 17.5 per cent to 4.1 billion.

ANA says revenue in the first half of the fiscal year was affected by the appreciation of the yen and the decrease in revenue from fees with attached fuel surcharges as a result of the fall in the price of jet fuel. The second half was an improvement and ANA succeeded in capturing demand on flights departing Japan for China and other Asian destinations and flights departing China for North America.

Domestic revenue dipped 2.8 per cent to 30.8 billion yen, with freight volumes down 3.4 per cent to 451,000 tonnes due to poor demand for cargo services and bad weather in Hokkaido.

Revenue for the airline as a whole was down 1.4 per cent to 1.7 billion yen though profits were up 26.4 per cent to 98.8 billion yen.

ANA says it will reduce cargo capacity by 10 per cent and improve efficiency to make a profit.

UPS revenue up in Q1 but profits down

REVENUE at UPS has grown 6.2 per cent in the first quarter of 2017 to $15.3 billion but fuel costs and currency effects affected profits.

Operating profits dipped 2.1 per cent to $1.78 billion with declines in the US domestic package and international package sectors though net profit was up 2.4 per cent to $1.16 billion.

Fuel expenses increased 43 per cent to $187 million and currency had a $120 million impact on business.

UPS chairman and chief executive officer, David Abney says: “We are accelerating investments to create the industry’s leading smart global logistics network and value-creating portfolio. UPS customers are benefiting from expanded capacity, choice and improved time-in-transit, while technology solutions continue to deliver efficiencies.”

US Domestic revenue was up five per cent to $9.5 billion as B2C deliveries rose, but operating profit fell 2.4 per cent to $1.07 billion.

Demand for cross-border shipments helped push international package revenue up 4.9 per cent to $3 billion though operating profits were down 7.8 per cent to $529 million.

Supply chain & freight revenue grew 12.5 per cent to $2.7 billion and operating profits grew by 21.8 per cent to $179 million.
TURHAN ÖZEN LEADS TURKISH CARGO WITH A FRESH VISION FORWARD

Pharma Gateway Amsterdam Recognised for Supporting IATA CEIV

AA Cargo Appoints New Managing Director – Florida, Caribbean & Latin America

New Member Proposed for Panalpina's Board of Directors

AIR FREIGHT LOGISTICS
APRIL 2017
FROM MAGAZINE: Collaboration key to pharma supply chain integrity

Posted By: STAT Trade Times

A wind of change is in the air when it comes to logistics in the pharmaceutical industry. There is rising awareness of the important role logistics plays in the pharmaceutical industry. Air cargo industry stakeholders, including shippers, are coming together to launch community initiatives to strengthen pharmaceutical supply chain integrity. Their commitment is to deliver as promised.

Reji John

Maintaining total pharmaceutical supply chain integrity is the most vital and comprehensive challenge not just of pharma manufacturing companies but also of those involved in the transport and logistics of such an important commodity. It will be pervasive and complex and will require a fundamental change in the way the industry thinks about, manages and moves inventory.

The air cargo industry is making fundamental changes in their approach to moving pharma shipments from point to point. Industry organizations like International Air Transport Association (IATA) have launched global certification programmes for air cargo industry stakeholders to ensure highest standards are followed when it comes to pharma cargo.

Working alongside aviation industry stakeholders and regulators, IATA created the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma), to help organizations and the entire air cargo supply chain to get on the right track to achieve pharmaceutical handling excellence. CEIV Pharma addresses industry’s need for more safety, security, compliance and efficiency, by the creation of a globally consistent and recognised pharmaceutical product handling certification.

A wind of change is in the air when it comes to logistics in the pharmaceutical industry. Although most companies are still quite optimistic with regard to the current business climate, there seems to be a rising awareness of the important role logistics might play in current and future challenges such as price pressure. And new service offerings “beyond the pill” also could affect logistics substantially: The majority of industry players are currently executing focus initiatives in various fields of logistics, including organization, process and network setup. At the same time, however, there is still some room for optimization with regard to various strategic changes in logistics to further increase competitiveness.

The CEIV Pharma is a standardised global certification programme that trains and conducts consistent on-site assessments to provide the expertise needed adequately to transport cold chain pharmaceutical products across the world. It has one internationally recognised standard that harmonizes, simplifies and, where possible, reduces the number of audits. It improves compliance with standards and regulations by assessing operations against a standard check list. It trains independent validators on these standards and regulations for them to work consistently, and it identifies and recognizes the best suppliers by certifying and then registering them on a public website.

Its aim is to improve the quality of the service offered to pharmaceutical companies by reducing the losses from mishandled goods. At present annual damages to the pharma industry from spoiled goods can be up to $12 billion a year. That is an unacceptably high percentage of a $300 billion-a-year market.

Moreover, in the coming years much of the growth in temperature-sensitive pharma such as vaccines and blood plasma is expected to be in markets outside North America and Europe. This in turn creates a need for investment in up-to-date cold chain facilities. By 2018 spending on cold chain logistics is likely to be over $10 billion a year. The value of this precious investment must be maximised.

Transporting and handling pharmaceuticals present both challenges and opportunities for all cold chain industry participants. The business relies on air transport for its speed, consistency and efficiency in delivering high-value, time-sensitive, temperature-controlled products. However, air industry stakeholders must overcome big challenges as they strive to provide the high-quality services pharmaceutical shippers expect, such as insufficient expertise, inadequate infrastructure, ill-equipped facilities and increasing regulations. CEIV Pharma ensures that facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers. The overall goal is to elevate the industry know-how and achieve global standardization.

Since its launch CEIV Pharma certification has been adopted by airports, airlines, freight forwarders and cargo handling companies. The programme has been promoted as a compliance certification process that demands efficient coordination among every link in the air cargo supply chain. Therefore, the industry has seen airports taking leadership roles to ensure that they bring on board others to be part of this programme and all of them are CEIV Pharma certified. Such collaborative initiatives are perceived by pharma shippers as the right initiatives to build confidence in the value proposition of air cargo industry.

http://www.statetimes.com/collaboration-key-to-pharma-integrity-supply-chain
Brussels Airport also led a community initiative to better streamline pharma logistics by connecting likeminded players from around the world. This led Brussels Airport along with Miami International Airport to the creation of Pharma.Aero. It claims to be a powerful cross-industry collaboration for Pharma shippers, CEIV certified cargo communities, airport operators and other air cargo industry stakeholders. It aims to be a worldwide platform to achieve excellence in reliable end-to-end air transportation for pharma shippers. Its mission is to foster collaboration between CEIV certified airport communities dedicated in developing and leading when it comes to handling pharmaceuticals.

Pharma.Aero recently added eight companies into the organization. Among them are pharmaceutical shippers Pfizer, Johnson and Johnson, Merck Sharp & Dohme, as well as other air cargo stakeholders which comprises of DHL Temperature Management Solutions, Expeditors, EuroAirport Basel, 4Advice and e-CARGOWARE. This brings the total number of companies in Pharma.Aero to sixteen members.

"Within a short span of six months, Pharma.Aero has achieved our top priority of expanding the membership base to other stakeholders in the pharmaceutical supply chain. The recent addition of the three global pharmaceuticals shippers marks a significant milestone to the organization as we will be able to collaborate closely with the pharmaceutical shippers on projects to achieve a reliable end-to-end air transport for pharmaceutical cargo," said Nathan De Valck, Chairman, Pharma.Aero. De Valck is also the Cargo & Product Development Manager for Brussels Airport Company.

"Together with the air cargo stakeholders, we will develop global pharmaceutical trade lanes, implement best practices and share market knowledge and expertise. Pharma.Aero welcomes other IATA CEIV airport communities, shippers, airlines, carriers, logistics companies, and other pharmaceutical stakeholders with like-minded goals to become members," added De Valck.

Hong Kong Air Cargo Terminals Limited (Hactl) has been confirmed as complying with all the requirements of IATA CEIV Pharma. Hactl is the first handler in Hong Kong to obtain the certification. Hactl's certification is the result of an initiative sponsored by Hong Kong Airport Authority, in which all relevant industry players at the airport will undergo validation for the IATA CEIV Pharma standard.

Jimmy Nares, Section Chief Aviation Marketing, Miami International Airport, is of the firm belief that community approach is very important to the air cargo industry particularly when it comes to pharma shipments. "Our success is based on the success of our tenants. So it is incumbent upon us to make sure that our cargo community has all the tools in place ready to handle cold chain pharma," he said.

Jaisey Yip, Associate General Manager for Cargo & Logistics Development at Changi Airport Group also puts her weight for community initiative programmes to ensure the integrity of pharma shipments from end to end. "We believe community approach is very critical to be a reliable and trusted pharmaceutical handling air cargo hub. We need to speak the same language; adhere to common standards; and get together to ensure that pharma is transported safely and securely," said Jaisey Yip.

Talking about IATA CEIV certification Hactl's Chief Executive Officer Mark Whitehead said that the world's leading air cargo terminal has held WHO GDP accreditation for almost four years now (the first in HKG to achieve it), and has already invested heavily in achieving compliance, including thermal dollies for the ramp, for processing pharma through the terminal, and upgraded temperature-controlled storage.

"The important difference with IATA CEIV is that it is an IATA initiative, which means it is securing faster and more positive uptake by carriers, and this is flowing down through their suppliers such as handlers and truckers. What is most important in developing airfreights Pharma potential is the adoption of a uniform industry-wide standard, and IATA CEIV represents the best prospect of achieving this," said Whitehead.

According to Whitehead Pharma traffic had remained fairly stable over the past three years, but Hactl has seen a large surge in traffic this year: already up some 77 percent in the first quarter. "It's too early to say if this level of growth will be sustained throughout 2017, but such heavy increases must indicate an underlying trend that's likely to continue to some degree," Whitehead clarified.

On the volume of pharma handled at Hactl, Whitehead revealed that pharma will never look like a major commodity for Hactl in pure tonnage terms. "It was only 0.1 percent in 2016, although (due to the scale of Hactl's business) that is still 1,300 tonnes. However, although we can't give you the actual figures for this, the value of the pharma shipments would be a much larger proportion of the total value of all cargo handled," he added.

Carrasco International Airport (MVD) in Montevideo, capital city of Uruguay, is set to join Pharma.Aero. According to Bruno Guella, the airport's managing director, it is currently doing IATA CEIV certification, which it aims to complete by mid 2017. Guella believes that pharma business is a key part of its growth plans and there are many opportunities to grow this traffic. Guella also hopes to influence other airports in the region to adopt the community initiatives like Pharma.Aero and follow industry standards like the CEIV certification for pharma transport. "We are sure there is a good opportunity to grow this business across South America. Based on our experience at Montevideo, we may add more airports in our network," said Guella on the sidelines of the recent IATA World Cargo Symposium in Abu Dhabi.

While the air cargo industry has now widely recognized the importance of pharma as a revenue stream, but according to Whitehead, it's the manufacturer who are really driving progress. "Although we don't work directly with these companies, we represent 100 carriers on the ground in Hong Kong. So, it's vitally important that we have seized the initiative and fully prepared our carrier customers for carrying this commodity in a fully-compliant manner, right from the start. Adopting CEIV Pharma is just the next step in the journey: as the processes for carrying pharma evolve and mature, Hactl will continue to make whatever changes and investments may be required," he said.
LATAM and Swissport Miami achieve CEIV

27 / 04 / 2017

Miami International Airport (MIA) is celebrating the development of its pharma community after one airline customer and a ground handler achieved CEIV certification.

On April 19, MIA Pharma Hub partner LATAM Cargo became the first airline in America to receive IATA's Center of Excellence for Independent Validators (CEIV) Pharma certification.

Two weeks prior, Swissport Miami became the first cargo handling company at MIA – as well as the first Swissport station in North America – to also earn the CEIV seal.

"MIA's growth in the pharma air cargo sector has added new opportunities for business revenue and job creation in our community," said Miami-Dade County mayor Carlos Gimenez. "We look forward to having an even stronger presence in this global industry, which is one of the fastest-growing in the world."

Miami-Dade aviation director Emilio González added: "As the first airport in the western hemisphere designated by IATA as a pharma hub, and now as home to America's first airline and first ground handler certified by IATA for pharma transport excellence, we are proud to collaborate with all our hub partners to be the unrivaled pharma gateway of the Americas.

"Pharma trade to and from MIA continues to be a huge growth area for us, most recently surging by 48% in value year over year to $4.4bn in 2016.”
MIA Pharma Cargo Partners Increases, Receives Global Certificates of Excellence

SOURCE: MIAMI INTERNATIONAL AIRPORT APR 26, 2017

Miami International Airport will enter into World Trade Month having recently achieved three major milestones in the growth of its booming pharma hub network.

On April 19, MIA Pharma Hub partner LATAM Cargo became the first airline in America to receive IATA’s Center of Excellence for Independent Validators (CEIV) Pharma certification. Two weeks prior, Swissport Miami became the first cargo handling company at MIA – as well as the first Swissport station in North America – to also earn the CEIV seal of excellence. IATA, the trade association for the world’s airlines that represents some 265 airlines or 83 percent of total air traffic, created the CEIV Pharma Certification Program to certify that pharma products are transported in accordance with global best practices.

Lastly, the PharmaAero organization co-founded by MIA and Brussels Airport welcomed an additional eight companies in April, doubling its membership to 16 in one month. The new members include pharmaceutical shippers Pfizer, Johnson and Johnson, and Merck Sharp & Dohme, as well as air cargo stakeholders DHL Temperature Management Solutions, Expeditors, EuroAirport Basel, 4Advice and e-CARGOWARE.

“MIA’s growth in the pharma air cargo sector has added new opportunities for business revenue and job creation in our community,” said Miami-Dade County Mayor Carlos A. Gimenez. “We look forward to having an even stronger presence in this global industry, which is one of the fastest-growing in the world.”

To grow the global pharma air cargo industry, MIA and Brussels Airport – the world’s first two IATA-designated pharma freight hubs – partnered to create Pharma.Aero in October 2015. The goal of the association is to be a collaborative group of airport operators, pharma shippers, CEIV-certified cargo communities and other air pharma stakeholders focused on improving pharma handling and quality in the air cargo industry worldwide. The first six members to join Pharma.Aero last year were: Singapore Changi Airport; Sharjah (UAE) International Airport; Chhatrapati Shivaji (Mumbai) International Airport; Brussels Airlines; Singapore Airlines; and Brinks Life Sciences.

“As the first airport in the Western Hemisphere designated by IATA as a pharma hub, and now as home to America’s first airline and first ground handler certified by IATA for pharma transport excellence, we are proud to collaborate with all our hub partners to be the unrivaled Pharma Gateway of the Americas,” said Miami-Dade Aviation Director Emilio T. González. “Pharma trade to and from MIA continues to be a huge growth area for us, most recently surging by 48 percent in value year over year to $4.4 billion in 2016.”

In 2015, MIA was designated by IATA as the first pharma freight hub in the U.S. and the second in the world. MIA was recognized for organizing its pharma logistics providers to undergo IATA’s CEIV Pharma Certification Program. Since 2010, when the total value of pharma shipments at MIA was $1.8 billion, the airport’s pharma trade has grown by 140 percent.
Asia Airfreight Terminal receives pharma certification from IATA

Posted By: STAT Trade Times

Apr 25, 2017: Asia Airfreight Terminal (AAT) has successfully obtained the CEIV Pharma Certification from the International Air Transport Association (IATA).

The certification helps the industry establish a network of pharmaceutical trade lanes that meet strict handling standards to keep the cold chain intact. This initiative was started by Airport Authority Hong Kong (AAHK) to make Hong Kong International Airport (HKIA) a preferred gateway for pharmaceutical products. The certification takes into account all aspects of cold chain handling in the AAT warehouse, including the upgrade of coldroom facilities, operational processes and manpower training.

Yvonne Ho, IATA’s general manager for Hong Kong and Macau, says, “CEIV Pharma ensures that facilities, equipment, operations and staff comply with all applicable standards, regulations and guidelines expected from pharmaceutical manufacturers and I am glad that AAT has achieved this standard of excellence.”

Kuah Boon Kiam, General Manager for AAT, further adds, “Nowadays, cargo terminal operators must constantly improve their ability to handle special cargo. Pharmaceutical is an important market segment that is growing rapidly and AAT is proud to receive this certification that validates our capabilities to effectively handle this type of freight. We applaud AAHK’s drive to establish HKIA as a preferred hub for handling
Pharma.Aero organisation doubles membership

19 / 04 / 2017

Air cargo pharma group Pharma.Aero has doubled its membership, adding new shippers and forwarders.

The organisation, which was started by Brussels and Miami airports six months ago, has added eight new members: shippers Pfizer, Johnson and Johnson, Merck Sharp & Dohme and DHL Temperature Management Solutions, Expeditors, EuroAirport Basel, 4Advice and e-CARGOWARE.

The new additions bring Pharma.Aero's total membership to 16.

Nathan De Valck, chairman of Pharma.Aero, said: "The recent addition of the three global pharmaceuticals shippers marks a significant milestone to the organisation as we will be able to collaborate closely with the pharmaceutical shippers on projects to achieve a reliable end-to-end air transport for pharmaceutical cargo.

"Together with the air cargo stakeholders, we will develop global pharmaceutical trade lanes, implement best practices and share market knowledge and expertise.

"Pharma.Aero welcomes other IATA CEIV airport communities, shippers, airline carriers, logistics companies, and other pharmaceutical stakeholders with like-minded goals to become members."

Earlier this year, Mumbai airport joined the initiative.

DHL Shanghai receives IATA CEIV-Pharma certification

Once unheard of in Asia, the CEIV-Pharmaceutical certification program is starting to establish beachheads, first in Singapore Airport Terminal Services (SATS), then at Changi Airport. Now DHL Global Forwarding’s airfreight station in Shanghai has joined the CEIV-certified ranks.

The 1,650-square-meter Shanghai facility features 245 square meters of space for air-export temperature-sensitive storage. The facility is part of DHL’s “answer to the regulatory demands of the pharmaceutical industry,” said David Bang, global head of DHL Temperature Management Solutions and CEO LifeConEx at DHL Global Forwarding.

DHL began CEIV certification for its global stations in the third quarter of 2016.

Following independent audits by third parties and on-site training, the DHL Air Thermonet station in Shanghai received certification. The integrator says this improved its “transportation and storage quality levels of pharmaceutical goods.”

“The life sciences and healthcare industry increasingly requires more regulatory control over the years, including the transportation and storage of highly sensitive pharmaceutical goods,” said Steve Huang, CEO, DHL Global Forwarding Greater China.

In addition, temperature sensitive airfreight shipments at the Shanghai facility have the option of a door-to-door courier solution, called “Life Sciences graded Specialty Courier.” Additionally, DHL offers the express service “Medical Express,” with a fixed delivery time, and “DHL Clinical Trial Logistics,” a logistics solution specifically designed for clinical studies, such as the transportation of trial medications, auxiliary materials and lab kits.
Pharma traffic surges at Miami

The 2016 value of international freight at Miami International Airport (MIA) rose eight percent to US$57.3 billion, according to U.S. Department of Commerce data. MIA accredited the rise to pharmaceutical freight, which rose 48 percent, year over year, to $4.4 billion.

The South Florida airport has put in the work to make sure pharma shippers pay attention. In 2015, MIA was designated as the first pharma freight hub in the U.S. and the second in the world. MIA is also certified under IATA’s CEIV-Pharma program.

Pharma trade is big business not only in Miami, but in airports worldwide. “The World Health Organization projects that the global pharma industry will rise in value from $300 billion to $400 billion within the next three years, and we want to position MIA at the center of that growth trend,” said Miami-Dade aviation director Emilio González.

MIA and Brussels Airport – the first two IATA-designated pharma freight hubs in the world – have also partnered to create Pharma.Aero. The organization brings together airport operators, pharma shippers, CEIV-certified cargo communities and other air pharma stakeholders to improve pharma handling and quality in the air cargo industry.

Generally, MIA holds the title as the busiest airport for international freight in the U.S. and in the Western Hemisphere in 2016. It handles 83 percent of all air imports and 79 percent of all air exports between the U.S. and the Latin American/Caribbean region. That includes the majority of America’s perishable imports by air.

Those interested in learning more about airfreight in 2017, should join us at Cargo Facts Asia in Shanghai, 25 – 26 April. To register, or for more information, go to CargoFactsAsia.com

http://aircargoworld.com/pharma-traffic-surges-at-miami/
Hong Kong out to win pharma and other high-value cargo

Latest News
Wednesday, 12 April 2017
Hong Kong’s financial secretary Paul Chan is championing plans to boost air cargo by finding ways to lift the city’s status as a major hub and enhance its competitiveness including growth in trans-shipment, cross-border e-commerce and high-value cargo.

Details are scarce at present, though initial steps have included reserving land suitable for facilities expansion adjacent to the airport.

The government also is behind a push for CEIV-Pharma certification - the International Air Transport Association initiative - and expects seven operators to be certified by Q3 this year.
Growth in pharma demand helped create a spike in the value of cargo transported through Miami International Airport last year.

The Florida airport saw the total value of the cargo that it handled in 2016 increase by eight percent year on year to $573bn, with the value of pharma freight surging by 48% to $4.4bn.

The airport pointed out that in 2015 it achieved IATA’s CEIV certification and last year it teamed up with Brussels airport to create Pharma.Aero, a collaborative group of a cross section of pharma supply chain players that share best practice to improve standards.

Since its launch, the organisation has added Singapore Changi Airport, Sharjah (UAE) International Airport, Chhatrapati Shivaji (Mumbai) International Airport, Brussels Airlines, Singapore Airlines, Brinks Life Sciences, Johnson & Johnson, Pfizer and Merck Sharp & Dohme Corp. as strategic members.

Another CEIV station for DHL

11 / 04 / 2017

DHL Global Forwarding’s Shanghai station is the latest to achieve IATA’s CEIV pharma certification.

The certification of Shanghai comes shortly after the forwarder’s stations in Dublin and Leipzig achieved the quality award.

DHL started to certify its global stations according to the IATA CEIV Pharma Standard in the third quarter of 2016.

“Following independent audits by third parties and training courses for employees on site, the DHL Air Thermonet station in Shanghai received the quality label,” the company said.

“Thereby DHL Global Forwarding enhances transportation and storage quality levels of pharmaceutical goods and the DHL Air Thermonet station exceeds usual quality standards.”

The location in Shanghai comprises 1,650 sq m, of which 1,405 sq m are available in the air-import warehouse and 245 sq m are available in the air-export warehouse for temperature storage.

PHARMA TRADE AT MIA SOARS HIGHER IN 2016

New Commerce Department data shows imports, exports grew 48 percent

MIAMI (April 11, 2017) — The total value of international freight originating from and destined to Miami International Airport (MIA) in 2016 jumped eight percent to $57.3 billion in 2016, according to recently released data by the U.S. Department of Commerce. Largely responsible for the spike was pharmaceutical (pharma) freight, which surged 48 percent year over year to $4.4 billion. Since 2010, when the total value of pharma shipments was $1.8 billion, MIA’s pharma trade has grown by 140 percent.

"MIA’s continued growth means a stronger economy and more job creation for our community," said Miami-Dade County Mayor Carlos A. Gimenez. “That’s something each of our 2.7 million residents can be proud of.”

In 2015, MIA was designated by the International Air Transport Association (IATA) as the first pharma freight hub in the U.S. and the second in the world. MIA was recognized for organizing its pharma logistics providers to undergo IATA’s Center of Excellence for Independent Validators (CEIV) Pharma Certification Program, which certifies that pharma products are transported in accordance with global best practices.

To grow the global pharmaceutical air cargo industry, MIA and Brussels Airport – the first two IATA-designated pharma freight hubs in the world – partnered to create PharmaAero in October 2016. The goal of the association is to be a collaborative group of airport operators, pharma shippers, CEIV-certified cargo communities and other air pharma stakeholders focused on improving pharma handling and quality in the air cargo industry worldwide. Since its launch, the organization has added Singapore Changi Airport, Sharjah (UAE) International Airport, Chhatrapati Shivaji (Mumbai) International Airport, Brussels Airlines, Singapore Airlines, Brinks Life Sciences, Johnson & Johnson, Pfizer and Merck Sharp & Dohme Corp. as strategic members.

“Our efforts to maximize pharma freight traffic at MIA continue to pay dividends for Miami-Dade County, the state and the nation," said Miami-Dade Aviation Director Emilio T. Gonzalez. "The World Health Organization projects that the global pharma industry will rise in value from $300 billion to $400 billion within the next three years, and we want to position MIA at the center of that growth trend.”

In addition to boosting pharma freight traffic, MIA remained the busiest airport for international freight in the U.S. and in the Western Hemisphere in 2016, handling 83 percent of all air imports and 79 percent of all air exports between the U.S. and the Latin American/Caribbean region. MIA also continues to handle the majority of America’s perishable imports by air, including: 89.2 percent of all flower air imports; 66.7 percent of all fruit and vegetable air imports; and 49.8 percent of all fish air imports. In Florida, MIA’s 2016 air trade amounted to 92 percent of the state’s total air trade value and 40 percent of its combined (air & sea) trade value.
DHL’s Dublin station receives IATA CEIV Pharma certification

05 / 04 / 2017

DHL Global Forwarding, the air, ocean and road freight specialist within the Deutsche Post DHL Group, has received Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV) certification for its DHL Air Thermomnet airfreight station in Dublin.

CEIV Pharma certification attests to “the highest service and quality standards for life sciences and healthcare customers through uniform processes and a compliant network”, a statement from DHL observed.

“Over many years, DHL has been actively involved with IATA’s continuous efforts to adequately answer to the regulatory demands of the pharmaceutical industry,” remarked David Bang, global head of DHL temperature management solutions and chief executive of LifeConEx for DHL Global Forwarding.

“This standardised approach in the airfreight industry means productivity, accuracy, and reliability. All of these lead to product integrity and patient safety.”

DHL started to certify its global stations according to the IATA CEIV Pharma standard in the third quarter of 2016.

“For many years the focus on regulatory compliance has been increasing in the life sciences sector and DHL continues to place significant emphasis on improving our service quality,” observed Maurice Meade, managing director of DHL Global Forwarding (Ireland).

“Supply Chain integrity is critical for this sector and we will continue to invest in our people and processes to ensure we meet the exacting standards of our customers in this industry.”

Only a couple of days ago it was announced by DHL Global Forwarding that its airfreight station in Leipzig had been granted CEIV certification by IATA.
DHL station in Leipzig receives IATA CEIV Pharma certification

Wednesday, April 5th, 2017

DHL Global Forwarding has certified its air freight station in Leipzig according to the CEIV Pharma Standard of the International Air Transport Association (IATA).

“For years the number of regulations and requirements has been increasing in the life sciences and healthcare industry also with regards to transportation and storage. We at DHL place great emphasis on improving our service quality and demonstrate through IATA CEIV Pharma Certification, that we are the right partner for transporting vital and temperature sensitive products,” said Thilo Specht, Vice President Airfreight Germany, DHL Global Forwarding.

DHL started certifying its global stations according to the IATA CEIV Pharma Standard in the third quarter of 2016.

The location in Leipzig comprises 2,760 square metres, of which 232 square meters are available for the temperature span between +2 and +8 degrees Celsius and 265 square meters between +15 and +25 degrees Celsius.

Grüneenthal to use Kuehne + Nagel’s pharma logistics

Swiss forwarder Kuehne + Nagel is partnering with pharmaceutical research company Grüneenthal to reorganize the pharma company’s worldwide transportation network for highly sensitive pharmaceutical products.

Grüneenthal has production sites in Europe and Latin America, with a footprint in 32 countries, and products available in 155 countries.

The pharma giant will use KN PharmaChain, K+N’s multi-modal logistics solution for temperature-controlled, door-to-door transportation to manage its supply chain. KN PharmaChain provides traceability for deliveries, and intensive risk management.

K+N is also CEIV-Pharma certified across its KN PharmaChain network, covering 86 locations.

Those interested in learning more about airfreight in 2017, should join us at Cargo Facts Asia in Shanghai, 25 – 26 April. To register, or for more information, go to CargoFactsAsia.com
Kuehne + Nagel to reinvigorate pharma firm’s global logistics

30 / 03 / 2017

Kuehne + Nagel (K+N) is to become the air, sea and land logistics partner of pharmaceutical research company Grünenthal and will help the German group reorganise its worldwide transportation network.

Grünenthal has production sites in Europe and Latin America and is represented in 32 countries through subsidiaries, while its products are available in 155 countries. It was looking for a logistics partner that could operate on a global scale and meet its demands for reliability and traceability.

KN PharmaChain, the Switzerland-headquartered forwarder’s multi-modal temperature-controlled door-to-door logistics solution, will be a core element of the network because it allows accurate traceability of the deliveries and "intensive, proactive risk management".

K+N recently became the first logistics provider worldwide to receive the IATA CEIV Pharma certification for the KN PharmaChain network covering 86 locations.

Grünenthal’s senior vice president global supply chain, Victor Barbosa, explained that the new agreement would allow the pharma company “to combine all our global forwarding services with the K+N Group. This centralisation and our partner’s expertise in the pharmaceutical industry will help us to make our processes more efficient and enhance our competitiveness.”

K+N Germany managing director Hansjörg Rodi stated: “Our aim is to reshape the entire network for logistics services together with the customer. To achieve this, we will utilise our expertise in providing services for the pharmaceutical and healthcare industry, which is of strategic importance for K+N.”

IATA recognises Pharma Gateway Amsterdam for its contribution to the CEIV Pharma program

By: AJOT | Mar 27 2017 at 07:34 AM | Air Cargo

Amsterdam Airport Schiphol presented with the International Air Cargo Association (IATA)'s Certificate of Recognition for support of its Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma)

Amsterdam, The Netherlands - IATA has recognised the Cargo Community at Amsterdam Airport Schiphol for their contribution, support, and endorsement of its CEIV Pharma Program. Nick Careen, Senior Vice President, Airport, Passenger, Cargo and Security, IATA, handed the Certificate to Jonas van Stekelenburg, Cargo Director at Amsterdam Airport Schiphol, during the World Cargo Symposium.

"The European freight market is one of the largest in the world, accounting for close to a quarter of total global trade", said Glyn Hughes, IATA’s Global Head of Cargo.

"Having Amsterdam Airport Schiphol, Europe’s third largest freight airport, and Air Cargo Netherlands, one of the region’s largest operators, support the CEIV Pharma Program is a significant boost for meeting shippers’ expectations in terms of standardisation and transparency across the supply chain in the region.

“We thank them for their support and for taking the industry one step closer to having a global standard for transporting pharmaceuticals in place.”

Pharma Gateway Amsterdam (PGA) was formed a year ago with the aim of providing a transparent and qualified pharma air cargo supply chain.

On becoming a PGA member, organisations are required to become CEIV certified and are provided with support and guidance throughout the process.

All 13 members of PGA are now working to develop an “early warning system” as a solution for pharma shippers who are asking for clarity in the pharma supply chain.

“It is through group effort and community initiative that the air cargo industry improves,” said van Stekelenburg.

“It makes perfect sense that all PGA members become IATA CEIV Certified. IATA understands exactly what to look at when assessing the quality of the pharma supply chain, and receiving the accreditation assures our customers that at Schiphol, they are receiving the highest quality service.”

PGA members benefit from cooperative and competitive knowledge sharing, with regular events hosted by members of the Schiphol Community.

The 13 members of PGA are Cyberfreight, GEFCO, VCK Logistics, Yusen Logistics, Swisstopo, Dnata, Worldwide Flight Services (WFS), Air France-KLM, De Jong Special Services, Jan de Rijk Logistics, Nouwens Breda, DJ Middelkoop, and SGS.

Media Information

Frankfurt, 22 March 2017

**Lufthansa Cargo Cool Center expansions have begun**

More capacity for temperature-sensitive cargo in Frankfurt imminent

Lufthansa Cargo has kicked off the development of the Cool Center at the Frankfurt hub. “We’ve gained a great deal of experience in the worldwide transport of sensitive medications. CEIV certification from IATA has recently highlighted this. The excellent collaboration with numerous shippers from the pharmaceutical and chemical industries has prompted demand for our service to grow consistently. We’re delighted to be able to offer our customers even more capacity and flexibility in our Cool Center as early as late summer”, said Board Member Operations Sören Stark, in the course of the ground-breaking ceremony.

Following completion, as of late summer of this year, 8,000 square meters will be available for cool chain cargo. After the extension, the entire infrastructure of the Lufthansa Cargo Cool Center will be further improved. It was opened in December 2011 and currently offers 4,500 square meters in four different temperature-controlled chiller rooms (2 to 8°C, 15 to 25°C, -12 to -20°C and 5 to 15°C) as well as a deep-freeze room and direct access to the apron. As a result, it is currently the largest hub for temperature-sensitive freight in Europe.

In late 2016 the IATA airline association awarded the CEIV seal of approval for pharmaceutical transport to Lufthansa Cargo and the Cool Center. Lufthansa Cargo improves the service continuously, taking into account the needs of the pharmaceutical industry as well as all the prerequisites from the EU GDP (Good Distribution Practice of Medicinal Products for Human Use).
DFW building a cool chain facility and going for CEIV

Dallas Fort Worth International (DFW) Airport has big cargo plans and is building a new cool chain facility along with working on gaining the International Air Transport Association’s (IATA) CEIV Pharma certification.

The gateway’s executive vice president for global strategy and development, John Ackerman (pictured) spoke to Air Cargo Week at IATA’s World Cargo Symposium in Abu Dhabi. He says DFW has for too long just been an “afterthought” as an air cargo option in the US and is looking to change that perception.

“We are starting kind of from the ground floor as two years ago we had no cargo strategy. A lot of US airports just take whatever cargo turns up, passengers are the focus, but we looked at the airport and half of the economic impact is cargo at DFW,” Ackerman says.

DFW is the fifth busiest US cargo hub not including Memphis, Anchorage and Louisville, behind Miami, Los Angeles, New York JFK and Chicago. In 2016, it handled 794,000 tonnes, up eight per cent on 2015 and Ackerman says tonnage was flat until a year and a half ago until it started focusing on freight, and it is on track to grow further in 2017.

He says a big part of growing is having the lift and it has welcomed three cargo carriers this year in the shape of Qantas Freight, Qatar Airways Cargo and Air Canada Cargo.

“The other thing we identified in talking to customers was we were lacking a proper cool chain facility for perishables and Dallas can get hot so that is a big problem. By this summer (June/July) we will have one and our board has approved us investing from the airport’s capital and we are partnering with an existing cool chain operator,” Ackerman explains.

The state-of-the-art cool facility will cover 4,000 square metres for the main facility and include a 1,500 square metre chilled area for perishables, and other cool chain cargo and have multi-temperature zones.

It is to be built in an existing structure so will cut the costs down. DFW is investing $2 million, and the operator $1 million. DFW is the hub of American Airlines Cargo, and the carrier is expected to move large amounts of cool chain produce through the new facility.

Ackerman says it is also taking the community approach to getting CEIV Pharma certified: “There are not a lot of airports in the US that have that and we have got commitments from partners on the handling and airline side – and soon after opening the new cool chain facility we will be a CEIV certified community.”

DFW is aiming to be the bridge for cargo between the Americas and Asia, and long-term Ackerman say the goal of DFW is to “own” the Asia to Latin America trade lane. “Many airports in the US over the last 20 years have looked at Miami and said all I have to do is to take half of Miami’s volumes that will be enough for me, but there are a long list of airports that have failed and Dallas was on that about 15 years ago.

“For connecting Asia and LATAM we are talking about transshipment being the gateway to connect those as there really is nothing direct going from LATAM to Asia and it makes sense to go through the US so that is what we are after”

The automotive sector is another area of opportunity and a key target sector Ackerman notes: “The other thing we are big in is there has been a lot of investment in northern Mexico in automotive manufacturing and a lot of those parts are trucked to Dallas and then flown out of DFW. We own that lane so that is a big part of our strategy, We are taking advantage of that and have seen a big uptick in that sector.”

The future is certainly bright at DFW and it looks a safe bet to be the next hub to be handling more than one million tonnes.
Ce vendredi 27 janvier, les grands acteurs de la chaîne du transport de fret aérien se réunissaient, à l’aéroport Roissy - Charles De Gaulle, à l’initiative du groupe ADP (Aéroport de Paris) et de l’IATA (association internationale du transport Aérien) afin de mettre en place la certification CEIV Pharma (Center of Excellence for independent validators).

Parmi les nombreuses entreprises du transport présentes, Air France Cargo et Bolloré Logistics toutes les deux certifiées CEIV Pharma - Bolloré Logistics étant l’entreprise pilote, première de la communauté cargo de l’aéroport CDG, à être certifiée.

La CEIV Pharma de l’IATA pour un "réseau de transport certifié"

L’IATA, créée en 1945, veille à la bonne mise en œuvre du transport de fret aérien à travers notamment de la démarche de certification CEIV PHARMA visant à normaliser et sécuriser la supply chain en sensibilisant ses acteurs aux différents standards et normes relatives au transport de produits et dispositifs pharmaceutiques.

La certification CEIV PHARMA vise à prévenir les problèmes sanitaires, mettre en conformité tous les process et garantir une visibilité et une transparence sur toute la chaîne logistique (du transport routier, aux distributeurs en passant par les aéroports, les compagnies aériennes et les agents de Handling).

Cette certification est aujourd’hui une référence au niveau mondiale.

Le fret aérien de produits pharmaceutiques, un enjeu économique majeur

Le fret aérien de produits et dispositifs pharmaceutiques est un enjeu économique majeur pour la France. Elle devrait représenter 10,28 milliards de dollars en 2018 au niveau mondial.

Il était donc indispensable pour les différents acteurs Français de mettre en place des démarches concrètes et efficaces afin de peser sur le marché.

C’est tout naturellement que l’aéroport CDG, premier HUB Européen s’est rapproché de IATA afin de consolider une chaîne de transport sécurisée.

TENDRON engage sa certification CEIV

Parmi les entreprises contribuant à cette démarche, TENDRON est le seul transporteur routier, à engager la démarche de certification CEIV en 2017.

Soucieux de garantir l’intégrité des produits pharmaceutiques qui lui sont confiés, TENDRON s’engage dans la certification CEIV PHARMA de l’IATA afin de veiller à la bonne mise en œuvre des standards et réglementations pharmaceutiques.

K+N boosts pharma capability in Benelux region

16/03/2017

Supply chain services giant Kuehne + Nagel (K+N) has invested in 50 temperature-controlled trailers to grow its dedicated road-haul pharma network in Belgium and Luxembourg.

The trailers have built-in Discharge Air Control (DAC) and Precision Temperature Control (PTC) technology, protecting their loads from temperature deviations.

According to K+N, it is “one of the first logistics providers (to be) equipped with such a large number of temperature-controlled trailers for serving the pharmaceutical industry”.

The company has more than 100 of the trailers operating across Europe.

“We are committed to investing in best-in-class equipment to ensure our customers’ products arrive at their destination safe and completely intact through shipping fully compliant according to temperature guidelines,” observed Kevin Nash, managing director Belgium & Luxembourg.

“The expansion further solidifies KN PharmaChain as a leading pharma logistics service in Europe and as part of our global network,” he added.

Earlier this month (March), K+N announced its 2016 results. The company pointed out that its “leading solution for temperature-sensitive goods, pharmaceutical or perishable products, generated significant new business”.

Moreover, “The improved margins and operational efficiency led to further growth in profitability.”

Not long before that, K+N confirmed that it had gained IATA’s Center of Excellence for Independent Validators for pharmaceutical handling (CEIV Pharma) certification covering its entire KN PharmaChain GxP air network, currently incorporating 86 locations on all continents.
ABC targets pharma traffic growth while charters up

A

irBridgeCargo Airlines (ABC) is building infrastructure as it aims to become a major player in pharmaceutical logistics.

The Moscow-headquartered carrier is continuing to enhance its capability for the transportation of pharma products, which it expects to be generating between five per cent and 10 per cent of its business by the end of the year.

Last November, it became the first airline in Russia and only the 7th in the world to be awarded IATA’s Center of Excellence for Validators in Pharmaceutical Logistics (CEIV Pharma) certification for the global transportation of pharma products via its cargo hub in Sheremetyevo International Airport.

Meeting this important industry standard is also a further milestone in the strategic partnership between Volga-Dnepr Group and its hub, which is focused on long-term and mutually beneficial cooperation to develop the airport’s role as an international cargo hub in Moscow.

Joint compliance with the CEIV standards by both the airline and airport it says is a tangible step towards raising the airfreight market for pharma shipments in Russia to a new level, delivering a globally-recognized level of service for customers shipping temperature-sensitive medical goods.

ABC’s general director, Sergey Lazarev, says the airline’s ultimate goal is to become one of the leading carriers of pharma products for customers across the globe. “Good health is one of our core corporate values so we clearly understand the importance of this certification. IATA CEIV is a confirmation that our quality procedures for the transportation of pharma products, including temperature sensitive goods, fully comply with IATA’s standards. “Every player in the pharma supply chain must follow strict procedures to ensure products reach consumers in good time and in perfect condition. AirBridgeCargo was able to complete its preparation for CEIV certification in just four months and as part of this we have also delivered specialist pharma training to 200 of our employees,” he says.

Leading ABC’s focus on pharma is Andrey Andreev (pictured), the airline’s vice president for Europe, and now also sales director for global pharma.

He says: “For us, CEIV certification is the entry ticket to the market. It proves the airline is on the right track in respect of the pharma handling rules and regulations set down by IATA. For our customers it is a good signal of our intent but we also recognize that we are working in a global industry and on specific lanes where there are also specific local requirements we have to meet. And, of course, customers have their own strict internal rules and standards,” he comments.

As an all-cargo airline, ABC already has an important advantage, Andreev believes: “If you look at the market, 80 per cent of pharma shipments still move as general cargo and the remaining 20 per cent is carried within an active or passive cool chain environment. “It’s true that a good percentage of this business is carried in the bellhoids of passenger aircraft but we believe a lot of pharma customers will be attracted to working with us as an all-cargo airline because for us cargo always comes first and they want that level of assurance.”

ABC’s fleet and network also add to its appeal for pharma customers. Its Boeing 747-8 Freighters offer an advanced temperature-control capability, including being able to create separate onboard climate zones.

The airline is also already a prominent player on the major pharma tradelines, notably connecting Europe and North America as well as the growing Southeast Asia market where it’s already well established in big and growing pharma markets such as China, Korea and Japan.

ABC is also looking at new initiatives to help differentiate its ‘abc Pharma’ product offering. One of these is set to address the critical subject of monitoring temperature excursions for pharma products during the transportation process.

It is currently evaluating the use of data loggers that enable customers on the ground to track the temperature of their shipment in real-time.

Charter traffic growth

Meanwhile, ABC saw Boeing 747 Freighter charter demand grow 47 per cent in 2016, in addition to continued growth of scheduled operations. Its latest flights were on behalf of DHL Global Forwarding for Evotec, a producer of thin film coating solutions used in wireless communications, advanced packaging, MEMS, optoelectronics, high precision optics and power devices.

ABC delivered a series of seven-tonne off-the-wooden boxes containing machine tools from Europe to Asia with the first flight from Amsterdam to Hong Kong via its Sheremetyevo hub.

This was followed two weeks later by a second delivery originating in Zurich flown on a Frankfurt – Moscow – Hong Kong route.

ABC transported 80 tonnes of machinery for the mass production of thin film coatings to support Evotec’s growing business in China.

Lazarev says: “This is also a strong reflection of the growing demand we are seeing for Boeing 747F charter services, which we are able to meet due to the continued expansion of our 747 fleet.”

ABC’s fleet of 16 747s includes four 747-400ERFs, three 747-400Fs and nine 747-8Fs.

Air cargo must improve and modernise

The air cargo industry must accelerate modernisation and focus on delivering high quality service, the International Air Transport Association (IATA) director general and chief executive officer, Alexandre de Juniac (pictured) urges.

Speaking at the 11th World Cargo Symposium in Abu Dhabi, de Juniac told delegates that the two key areas for industry transformation are simple modern electronic processes and high quality services.

He says the industry has been pursuing a digital process transformation known as e-freight for over a decade, saying: “A key element of e-freight is the market adoption of the e-air waybill. Global penetration has nearly reached 50% and the industry is targeting 62% by year-end on enabled trade lanes.”

He also says the two fastest growing and most profitable parts of business are e-commerce and time- and temperature-sensitive cargo such as pharmaceuticals.

De Juniac says: “Shippers today want responsive services based on intelligent systems able to self-monitor, send real-time alerts and respond to deviation. Technologically speaking, this is totally possible. The key to this and other innovations is using data efficiently and effectively.”

After years of virtually no growth, air cargo demand grew in the second half of 2016 and January 2017 was up seven per cent year on year.

De Juniac has identified three areas where the industry needs the support of governments to implement global standards, these are adopting the Montreal Convention 1999 for accepting digital documentation by governments, a perquisite for e-AWB. 124 countries have signed up but key markets including Thailand and Vietnam need to come on board.

The Kyoto Convention of the World Customs Organization revisions to facilitate smart border solutions to reduce complexity and cost need adopting and the World Trade Organization’s Trade Facilitation Agreement needs to be quickly implemented to make trade cheaper, faster and easier.
€1 million for pharma warning system

Amsterdam Airport Schiphol is to invest €1 million ($1.06 million) in developing an early warning system for pharma shippers, starting this month and results expected later this year.

The money, a subsidy from the Netherlands Organisation for Scientific Research, and TKI Dinalog, to fund data collection and monitoring of Pharma Gateway Amsterdam (PGA) shipments in order to identify exceptions such as temperature incursions.

Schiphol has teamed up with Air France KLM Cargo, CargoNaut and PGA members for the project, with the Schiphol Cargo Community and CargoNaut adding performance management and alerting capabilities to the community Cloud, Amsterdam University of Applied Sciences and Delft University of Technology doing underlying research, contribute to the development and measure benefits for shippers and their transport suppliers.

Amsterdam Airport Schiphol cargo director Jonas van Stekelenburg says: “Pharma shippers are asking for more visibility so they can have confidence that their sensitive cargo is being handled safely through the supply chain and find solutions if there are issues such as temperature incursions.”

PGA was formed a year ago with 13 members representing forwarders, ground handlers, hauliers and airlines, who are expected to be certified to IATA Center of Excellence for Independent Validators Pharma standards.

Outlook bright but headwinds ahead

The economic outlook is bright for air cargo as demand is rising, but there are various headwinds set to impact air cargo, delegates at IATA’s World Cargo Symposium heard.

IATA’s senior economist, George Anjaparidze told delegates growth in air cargo in 2017 is set to be about the same as in 2016 when freight tonne kilometres grew by 3.8 per cent.

“In 2017, there has been a good start and the tailwinds are strong – export orders are strong and consumer confidence is high,” he says.

He explains the macro economy is strong, but there are concerns such as world trade which is still sluggish, despite air cargo punching above this rate, while rising capacity and increasing fuel prices are risks.

“Yields have been stable but rising capacity and rising fuel prices will put the profitability outlook under strain,” Anjaparidze says.

He adds overcapacity was due to widebody bellyhold aircraft deliveries flooding the marketplace.

“This is contributing to overcapacity on some trade lanes but not all trade lanes, but it is not an issue of the transpacific. However a lot of the newly added widebody capacity is being deployed on the Asia-Europe trade lane,” Anjaparidze adds.

“Capacity increases have made it hard for yields to keep up with fuel prices and if this persists we can see how the profitability outlook will come under further strain.”
DHL Global Forwarding seeks IATA CEIV Pharma certification in the Americas

March 15, 2017

Seven of 11 US facilities, plus Bogota, Colombia, will make the grade

Since 2015, the International Air Freight Assn. (IATA) has been promoting a Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) program to certify carriers, airports and freight forwarders for handling pharmaceutical shipments according to industry standards. Now, DHL Global Forwarding (US HQ in Miami) has received the first of an expected eight facility certifications—seven in the US, plus Bogota, Colombia (the first to be so certified). The US locations are: Atlanta, Chicago, Cincinnati, Los Angeles, Miami, Philadelphia and San Juan, Puerto Rico. The effort for these facilities is expected to be complete by the end of Q2.

CEIV Pharma entails audits and reviews of logistics practices, training and facilities, carried out by independent auditors. Compliance with IATA Temperature Control Regulations (TCR), EU Good Distribution Practices (GDPs) and relevant standards of the US Pharmacopeia, among others, is part of the process. According to IATA literature, some 170 entities have already obtained the CEIV Pharma certification, mostly in the developing world, although the Brussels International Airport and France’s Charles de Gaulle airport have also won certification. Kuehne + Nagel announced in January that it had obtained CEIV Pharma certification for all 86 air-freight facilities around the world that are part of its KN PharmaChain network. IATA’s goals are ambitious; although its main business is air freight, it is promoting CEIV Pharma for other supply chain entities, including warehouses and ground transportation.

“Over many years, DHL has been actively involved with IATA’s continuous efforts to adequately answer to the regulatory demands of the pharmaceutical industry,” said states David Bang, Global Head of DHL Temperature Management Solutions and CEO LifeConEx at DHL Global Forwarding. “This standardized approach in the air freight industry means productivity, accuracy, and reliability. All of those lead to product integrity and patient safety.”

WCS 2017: Schiphol to combat temperature excursions with new warning system

ABU DHABI, UAE—During a CEIV Pharma workshop held at IATA’s 11th annual World Cargo Symposium, speakers praised the air cargo industry for rapidly improving the reliability of the pharma supply-chain; but still, with more than US$34.1 billion in annual losses due to temperature excursions, and with allegations that nearly 25 percent of vaccines reaching their final destination in a “degraded condition,” the industry has a long way to go (for more on CEIV progress, see our coverage yesterday, CEIV stakeholders must be frank about their limitations). Today at the Symposium however, there were clear signs the wakeup call has been received. A new initiative launched by Amsterdam Airport Schiphol to develop an early warning system for pharma shippers for one, promises to further reduce temperature excursions within the air pharma supply chain.

Beginning later this month, stakeholders at the airport, including Air France-KLM Cargo, Cargonaut and Schiphol’s 13-member pharma community, Pharma Gateway Amsterdam (PGA), will work together to improve data collection and temperature monitoring for pharma shipments moving through Schiphol. Jonas van Stekelenburg, cargo director at Amsterdam Airport Schiphol said, “Pharma shippers are asking for more visibility so they can have confidence that their sensitive cargo is being handled safely through the supply chain and find solutions if there are issues such as temperature excursions. This research will enable us to develop a system capable of stepping up to those challenges.”

Ultimately the program aims to develop a cloud-based application that notifies shippers directly if the temperature data collected does not align with the requirements of any given consignment.

Sebastiaan Scholte, CEO of Jan de Rijk Logistics, a member of PGA, said the initiative was “excellent”, adding: “We hope that many other air cargo supply chain communities will follow this example and work together, because this is how the whole industry will improve.”

Marcel de Nooijer, EVP of Air France KLM Cargo, said, “We are keen to improve the supply chain in collaboration with other parties in the chain, contributing to overall higher product integrity for pharmaceutical shipments.”

Development of the early warning system will be funded through a €1 million subsidy that was awarded by the Netherlands Organization for Scientific Research (NWO), and TKI Dinalog (the Dutch Institute for Advanced Logistics). Amsterdam University of Applied Sciences and Delft University of Technology will do the underlying research for the project, while stakeholders at Schiphol Cargo will contribute to performance management and alerting capabilities.

DHL reinforces U.S. air freight leadership position with IATA CEIV Pharma Certifications throughout

By: AJOT | Mar 14 2017 at 03:16 PM | Air Cargo

- DHL Global Forwarding forge ahead with increased quality standards for life sciences and healthcare shipments
- In 2017, seven DHL U.S. stations to receive certification
- Bogota, Colombia hub receives first certification in the Americas region

MIAOY - DHL Global Forwarding, the air and ocean freight specialist within Deutsche Post DHL Group, is set to certify seven U.S. stations of 11 across the Americas according to the CEIV Pharma Standard of the International Air Transport Association (IATA). In the Americas, DHL received certification starting with Bogota, Colombia and globally it will certify the remaining stations by the end of the second quarter of 2017. The CEIV Pharma Certification of the aviation industry’s umbrella association attests the highest service and quality standards for life sciences and healthcare customers through uniform processes and a compliant network.

"Through the IATA CEIV certification, DHL is setting itself apart by meeting the highest global third party air freight regulatory standards," said David Goldberg, U.S. CEO for DHL Global Forwarding. "Through a targeted approach, we have selected stations in some of our key U.S. hubs to undergo the rigorous audit certification process in order to further solidify our leadership position in these markets."

DHL started to certify its global stations according to the IATA CEIV Pharma Standard in the third quarter of 2016. By the end of the second quarter of 2017, the following DHL Global Forwarding U.S. stations will have received this highly acclaimed certification:

- Atlanta, Georgia
- Chicago, Illinois
- Cincinnati, Ohio
- Los Angeles, California
- Miami, Florida
- Philadelphia, Pennsylvania
- San Juan, Puerto Rico

Following independent audits by third parties and training courses for employees on site, the DHL Air Thermomed stations will receive the quality label. Thereby DHL Global Forwarding enhances transportation and storage quality levels of pharmaceutical goods and the DHL Air Thermomed station exceeds usual quality standards. Due to its unique cloud-based IT platform LifeTrack, DHL offers more transparency in comparison to conventional offers in the area of temperature-controlled transports. LifeTrack not only ensures shipment tracking but also enables the intervention during the supply process around the clock on 365 days a year. With this quality assurance initiative DHL positions itself as a reliable partner for the transport of structural complex, temperature sensitive pharmaceutical products.

"Over many years, DHL has been actively involved with IATA’s continuous efforts to adequately answer to the regulatory demands of the pharmaceutical industry. This standardized approach in the air freight industry means productivity, accuracy, and reliability. All of those lead to product integrity and patient safety," states David Bang, Global Head of DHL Temperature Management Solutions and CEO LifeConEx at DHL Global Forwarding.

At each location, the umbrella association IATA examines the station’s correspondence to the Temperature Control Regulations (TcR), the GDP (Good Distribution Practices) guidelines of the European Union, the Annex 5 of the World Health Organization and the United States Pharmacopoeia Standards. Apart from this they also set the industry standard for the transportation of dangerous goods and live animals in addition to sensitive pharmaceutical products.

With its international network, DHL offers at all of its Air Thermomed locations a wide-ranging product portfolio, covering all client needs for time and temperature sensitive air freight shipments. Thereby DHL has successfully established itself as the market leader for logistics solutions in the life sciences and healthcare industry. Additionally, DHL offers the express service “Medical Express” with a fixed delivery time and “DHL Clinical Trial Logistics” a logistics solution specifically designed for clinical studies such as the transportation of trial medication, auxiliary materials and lab kits.

DHL Reinforces U.S. Air Freight Leadership Position with IATA CEIV Pharma Certifications Throughout the U.S.

- DHL Global Forwarding forges ahead with increased quality standards for life sciences and healthcare shipments
- In 2017, seven DHL U.S. stations to receive certification
- Bogota, Colombia hub receives first certification in the Americas region

March 13, 2017 02:00 PM Eastern Daylight Time

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- Miami, Florida
- Philadelphia, Pennsylvania
- San Juan, Puerto Rico

Following independent audits by third parties and training courses for employees on site, the DHL Air Thermomet stations will receive the quality label. Thereby DHL Global Forwarding enhances transportation and storage quality levels of pharmaceutical goods and the DHL Air Thermomet station exceeds usual quality standards. Due to its unique cloud-based IT platform LifeTrack, DHL offers more transparency in comparison to conventional offers in the area of temperature-controlled transports. LifeTrack not only ensures shipment tracking but also enables the intervention during the supply process around the clock on 365 days a year. With this quality assurance initiative DHL positions itself as a reliable partner for the transport of structural complex, temperature sensible pharmaceutical products.

“Over many years, DHL has been actively involved with IATA’s continuous efforts to adequately answer to the regulatory demands of the pharmaceutical industry. This standardized approach in the air freight industry means productivity, accuracy, and reliability. All of those lead to product integrity and patient safety,” states David Bang, Global Head of DHL Temperature Management Solutions and CEO LifeConEx at DHL Global Forwarding.

At each location, the umbrella association IATA examines the station’s correspondence to the Temperature Control Regulations (TCR), the GDP (Good Distribution Practices) guidelines of the European Union, the Annex 5 of the World Health Organization and the United States Pharmacopeia Standards. Apart from this they also set the industry standard for the transportation of dangerous goods and live animals in addition to sensitive pharmaceutical products.

With its international network, DHL offers at all of its Air Thermomet locations a wide-ranging product portfolio, covering all client needs for time and temperature sensitive air freight shipments. Thereby DHL has successfully established itself as the market leader for logistics solutions in the life sciences and healthcare industry. Additionally, DHL offers the express service “Medical Express” with a fixed delivery time and “DHL Clinical Trial Logistics” a logistics solution specifically designed for clinical studies such as the transportation of trial medication, auxiliary materials and lab kits.
WCS 2017: Discourse matters: CEIV stakeholders must be frank about their limitations

ABU DHABI, UAE — “The two areas that are the weakest links are ground handling and temperature mapping, there is still a lot of black area in the cargo hold,” Aynur Rasulova-Rzeza, independent validator for IATA told a CEIV Pharma workshop at the 11th IATA World Cargo Symposium in Abu Dhabi. “We need to be more transparent about the realities in the cargo hold.”

Rasulova-Rzeza’s comments followed sobering numbers that showed that 25 percent of vaccines reach the end location in, “degraded condition.” That volume adds up to some US$34.1 billion in losses associated with temperature excursions on pharma shipments moved via air freight.

The CEIV program has succeeded in making air freight a less risky proposition for pharma shippers, but as losses mount, the industry is acknowledging that air freight shouldn’t oversell its capabilities, and barring that, companies should be clear about the risks. “We need to understand what we are capable of and communicate that transparently,” explained Andrea Gruber, senior manager for special cargo at IATA.

While there are inherent risks to transporting pharma in hot MENA climates such as the UAE, Claus Nickel, manager planning & operations support for dnata said the company planned to provide customized solutions to mitigate the risks for potential temperature deviations.

Participants noted that this transparency extends to the sales side of the business. “It’s important to talk about this information on your website... understand these limitations about yourself,” Rasulova-Rzeza suggested.

Sunil Dooshi, managing director, Pharmacoal GMBH also raised the example of Saudi Arabia, where the country’s geography and climate make it remarkably hard to be fully compliant when pharmaceuticals are delivered to remote outposts in some of the hottest conditions on earth.

In the current market, certification alone is not enough. Companies have to strive for continued compliance. That means sharing knowledge with the pharma industry, which in turn involves honest communication about weak points along the supply chain.

Dnata’s Nickel recalled that when he started with Emirates in Germany two decades ago, he could only recall two KPIs that were signed. They were “to keep the shipments in the warehouse,” and, “avoid direct sunlight,” reminding the audience how much the industry has developed in recent years.

Nickel cited research that 8 out of 10 pharma shipments will require cold chain services. “CEIV was GEP plus,” he said. “It’s more comprehensive.” He anticipates that dnata will receive CEIV validation later this month, also noting that the process allowed his company to identify and address quality gaps in their operations.

Bruno Guella, cargo corporate director for Corporacion America Airports, added the perspective of airport operators in South America. He raised the extensive bureaucratic impediments to streamlined air cargo, where customs regulations can change overnight. “The supply chain is hard to control in Latin America,” he explained.

Certification is a smart way to overcome these weaknesses.

Athens Airport joined the CEIV community last month. Aexion Sionis, the airport’s manager for ground handling and cargo development discussed ways that the airport was looking to boost pharma exports as the Greek economy works to dig out of its economic downturn. He said that they were working with two national pharma associations to build support for certification. Sionis said that there were six initial participating companies. He hopes that they can receive validation and certification later this year.

The takeaways from the morning’s session are that while CEIV is a valuable tool for addressing weaknesses in pharma transport, it’s a work in progress. The numbers still aren’t where IATA or it’s certificate holders want them to be, and pharma shippers are still looking for better service. Today’s discourse is good news in that regard, and represents an industry that is actively looking to close the gaps.
FIRST CEIV PHARMA CERTIFICATION IN SINGAPORE

March 9th, 2017

Bolloré Logistics Singapore was successfully awarded by the International Air Transport Association (IATA) as CEIV Pharma-compliant at its platform located in the Airport Logistics Park, and is one of the first transport and logistics companies in Singapore to receive this certification.

The aim of Bolloré Logistics is to deploy this action throughout its global network with on-going certifications on other sites in Asia-Pacific, including in Australia, Hong Kong and Japan.

This is a new success for the Bolloré Group, which shows its commitment to achieve the highest international quality standard in the global pharmaceutical supply chain for its customers, by continually improving its processes and infrastructures in compliance with the CEIV Pharma standards.

With its modern and innovative facilities, the excellence of its quality management system, the expertise of its teams and its multiple certifications, Bolloré Logistics is a major global player in the supply chain of pharmaceutical products.

Being certified by IATA CEIV Pharma, Bolloré Logistics Singapore fully conforms to all applicable pharmaceutical standards expected from pharmaceutical manufacturers in terms of facilities, equipment, operations and staff and being capable to provide seamless cool chain transportation.

This global initiative, already in place on European sites in Paris Roissy CDG (France), Brussels (Belgium), Frankfurt (Germany) and Lisbon (Portugal) is also currently in progress on other sites such as Johannesburg in South Africa or Chicago in the USA.

IATA created the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) in 2015. It aims at setting the industrial standard for air cargo supply chain in pharmaceutical handling excellence. It addresses the industry’s need for more safety, security, compliance and efficiency, by creating a globally consistent and recognized pharmaceutical product handling certification. CEIV Pharma encompasses - even supersedes - many of the existing pharmaceutical standards and guidelines, such as IATA Temperature Control Regulations (TCR), European Union Good Distribution Practices (EU GDP), World Health Organization Annex 5, and United States Pharmacopeia Standards.

For more information on IATA’s CEIV Pharma:
http://www.iata.org/whatwedo/cargo/pharma/Pages/ceiv-pharma.aspx
AIRPORT IMPROVEMENT

MARCH 2017

MIAMI INT’L PLANS TO GROW CARGO BUSINESS WITH NEW FOREIGN-TRADE ZONE

Author: Thomas J. Smith
Published in: March-April, 2017

Already a dominant player in the cargo sector, Miami International Airport (MIA) is working to boost business further with three new initiatives. Two are up and running: a new ocean-to-air shipping program and specialized operations as a pharmaceutical hub. The third, a foreign-trade zone, is pending federal approval, with a decision expected early this year.

If zone status is approved, MIA will have a valuable new incentive to offer tenants: reduced, deferred or eliminated duties on materials and finished products they import, assemble, manufacture and export at MIA. Airport officials estimate that a foreign-trade zone at MIA will generate $5.5 million per year in airport revenue and create hundreds of jobs.

The airport’s three-part business development program is tied to a capital improvement program to modernize and upgrade cargo facilities, with an ultimate objective of equipping MIA to handle 4 million metric tons of cargo per year within the next 20 years. The airport’s current capacity is 2.5 million metric tons per year.

“Worldwide growth in air cargo is relatively flat,” notes MIA Chief of Staff Joseph Napoli. “We have been able to continue to grow, but at a very low, moderate pace. We are looking for innovative ways we can bring in new business. We are looking to increase our cargo throughput.”

In 2015, MIA handled 2.2 million U.S. tons of airfreight (an increase of 0.3% over 2014). Of that total, fully 1.5 million tons was international cargo.

Pharma Hub

In late 2015, MIA became the only airport in the Western Hemisphere to be designated an official pharmaceutical freight hub by the International Air Transport Association (IATA). Moreover, 10 of its carriers, freight forwarders and handlers were certified by IATA’s Center of Excellence for Independent Validators for shipping cold-chain pharmaceuticals.

Napoli explains that IATA and the international pharmaceuticals industry developed the program because product shipment was a weak link in the otherwise very regulated industry. Per the program, pharmaceutical companies will use IATA-certified airlines and handlers to maintain safety and integrity as they ship drugs from factories to distributors.

MIA was the second airport to secure IATA designation (behind only Brussels Airport) and is still the only official pharmaceutical hub in the Americas. “We are working to establish several strategic international pharma routes,” Napoli reports.

In the one year since it received the official IATA designation, MIA has increased its volume of pharmaceutical cargo by 7%. The value, however, has increased 35%. MIA’s pharma business is now valued at $3.3 billion.

Foreign-Trade Zone

The pending component of MIA’s three-part cargo plan represents significant upside business potential. In its application for foreign-trade zone status, MIA projects that business within the airport zone would generate $5.5 million in additional airport revenues and create hundreds of new jobs.

The airport’s total economic impact is estimated at $33.7 billion, with nearly 283,000 direct and indirect employees.

If MIA is granted foreign-trade zone status, it will be the last of the 10 largest U.S. cargo airports to be included in the program, according to records of the Foreign-Trade Zones Board, the federal agency responsible for the 296 existing zones.

MIA applied to become part of the Port of Miami’s existing Foreign-Trade Zone #281. (Both the airport and the port are divisions of the Miami-Dade County government.)

If approved, all of MIA would be included in the zone—about 14 million square feet of office, hangar and cargo space spread over many buildings. Anticipating the designation, Napoli says the airport is working to fill about 523,000 square feet of currently empty space.

Businesses operating within the zone would be the main beneficiaries of the federal program. The airport, however, would enjoy increased rental values and gain new

MIA INT’L PLANS TO GROW CARGO BUSINESS WITH NEW FOREIGN-TRADE ZONE

Incentives to attract tenants. The local economy benefits from jobs created within the zone as well as rents and other local services.

From the federal government’s perspective, the MIA zone would be viewed as a foreign territory for tax purposes. It would not assess duties on goods that arrive into the zone and are then exported to a foreign location or other U.S. foreign-trade zone. Duties would only be assessed when such goods enter the United States.

Erik Autor, president of the National Association of Foreign-Trade Zones, notes that the establishment of foreign-trade zones dates back to 1934, but the way companies leverage them has evolved throughout the decades. Using sites within zones to manufacture or assemble products became popular in the 1980s; and distribution centers started emerging inside zones about 20 years ago.

Looking forward, Autor anticipates that the Trump administration will likely support the concept of foreign-trade zones. "Congress created the Foreign-Trade Zone program to promote manufacturing and distribution employment in the United States rather than have those jobs move to foreign countries," he explains. "Continuing a program that encourages the use of foreign and domestic parts in U.S.-based manufacturing in a U.S. foreign-trade zone...would be consistent with the president’s goals."

Currently, the Foreign-Trade Zones Board reviews about 270 applications per year. According to Autor, MIA’s request to expand and join an existing zone is somewhat rare. Most applications are from companies that want to establish operations within a current zone.

One of the primary purposes of foreign-trade zones is to encourage U.S.-based manufacturing by companies that assemble products from a variety of foreign parts and then export the completed products into the United States or to foreign countries. Duties are only paid when completed products enter the United States. Companies producing products with a zone pay either the applicable duty on the final product or the sum total of duties applicable to the imported components, whichever is lower.

The advantages are different for warehouse operations like those at MIA, which are designed mainly for distribution rather than large-scale manufacturing. In such cases, payment of duties can be delayed and consolidated when bulk shipments are re-packaged for domestic shipment, or avoided entirely if exported to another country, Autor explains.

In addition to MIA, businesses that want to participate in the zone will also need to be approved by the U.S. Department of Commerce and U.S. Customs and Border Protection. Businesses currently operating at MIA would not automatically enjoy the benefits of the new airport zone, and would need to apply to the Foreign-Trade Zones Board, notes Napoli.

Brinks Global Services USA, in fact, has already applied to include 17,200 square feet of warehouse space at the airport into the proposed MIA zone. While the warehouse space would be a new lease, the firm already rents 4,500 square feet of office space it also hopes to include in the zone, notes Jorge Valencia, the Brinks general manager in Miami.

The company's interest in more space builds on MIA’s new pharma hub designation. Already an IATA-certified handler, Brinks plans to re-pack and store pharmaceuticals from both inbound and outbound shipments at the company’s U.S. and Latin American hub. Valencia says that operating within a foreign-trade zone will increase the company’s operating efficiencies and help develop new customers.

Because Brinks also plans to handle products other than pharmaceuticals within the zone, it will have to segregate the pharmaceuticals from general product shipments to maintain IATA standards.

Long-term Plans

Within the additional business expected from pharma hub operations, sea-to-air shipping and foreign-trade zone tenants, MIA officials worked with Ricondo & Associates to develop a new master plan for capital improvements to its cargo space.

Phase 1 of the Cargo Optimization, Redevelopment and Expansion Plan (CORE) will focus on improving airfield apron and ramp space. The airport hopes to fund the bulk of $8 million worth projects with federal grants and has already applied for FAA funding for design work.

Initial projects include extending taxiways that serve the cargo area and widening existing aircraft aprons to add parking for freighters with more cargo capacity-specifically, 10 positions for 747-8s.

The second phase, scheduled to begin in about five years, will concentrate on redeveloping and optimizing current space. No specific timelines or price estimates have been developed.

CORE will also include some new construction, but on-site space constraints will limit the amount of facilities that are built, notes Napoli.

"The goal is to stay competitive and modernize our facilities," he explains, noting the capacity target of 4 million metric tons. "We need to be ready.”
Hactl in Compliance with IATA CEIV Pharma Requirements

SOURCE: HACTL FEB 27, 2017

Hong Kong, 23 February 2017 – Hong Kong Air Cargo Terminals Limited (Hactl) has been confirmed as complying with all the requirements of IATA CEIV Pharma. Hactl is the first handler in Hong Kong to obtain the certification.

Hactl’s certification is the result of an initiative sponsored by Hong Kong Airport Authority, in which all relevant industry players at the airport will undergo validation for the IATA CEIV Pharma standard.

IATA CEIV Pharma represents a co-ordinated effort to ensure competency, as well as operational and technical readiness, for the storage and transportation of pharmaceuticals by air. It is designed to help the industry further develop a network of certified pharmaceutical trade lanes that meet consistent cold-chain management standards and assure product integrity.

Hactl’s accreditation follows an extensive independent assessment and validation, involving detailed inspections, and personal interviews with managers and supervisors at all levels within Hactl. The assessment and validation covered the company’s quality management system and procedures, personnel, training, documentation, infrastructure and equipment, quarantine procedures, sub-contractor management, self-inspection procedures, transportation and operations. All were found to be fully compliant, with no non-conformances.

The validation report praised Hactl’s preparations for the audit process, the helpful attitudes of its staff, and its total cooperation. Says IATA’s General Manager, Hong Kong and Macau, Yvonne Ho: “I congratulate Hactl on being the first to receive CEIV certification in Hong Kong. In doing so, Hactl has achieved an internationally recognized standard for pharmaceutical handling.”

Adds Hactl’s Senior Manager – Quality Assurance, Benny Siu: “We are very pleased with the positive outcome of the IATA CEIV Pharma Validation, and value the cross-departmental team effort that resulted in Hactl becoming the first to obtain this important certification.”

Mark Whitehead, Chief Executive of Hactl, concludes: “We applaud the Airport Authority’s initiative in sponsoring this drive to adopt IATA CEIV Pharma in Hong Kong. It’s an excellent example of what can be achieved through collaboration, and will benefit the entire airport cargo community and its customers.”

(From left) Simon Fu (Hactl Executive Director), Chee Hong Tan (Hactl Chief Operating Officer), Mark Whitehead (Hactl Chief Executive), Yvonne Ho (IATA General Manager, Hong Kong and Macau), Amy Lam (Hactl Finance Director) and Benny Siu (Hactl Senior Manager - Quality Assurance).

Photo credit: Hactl

http://www.aviationpros.com/press_release/12309989/another-first-for-hactls-pharma-handling
HACTL gains CEIV Pharma certification

By Justin Burns - Feb 23, 2017

Hong Kong Air Cargo Terminals Limited (Hactl) has gained the International Air Transport Association CEIV Pharma certificate – becoming the first cargo handler in Hong Kong to obtain the certification.

Hactl’s certification is the result of an initiative sponsored by Hong Kong Airport Authority, in which all relevant industry players at the airport will undergo validation for the IATA CEIV Pharma standard.

The validation report praised Hactl’s preparations for the audit process, the helpful attitudes of its staff, and its total cooperation.

IATA’s general manager for Hong Kong and Macau, Yvonne Ho says: “I congratulate Hactl on being the first to receive CEIV certification in Hong Kong. In doing so, Hactl has achieved an internationally recognized standard for pharmaceutical handling.”

Hactl’s senior manager for quality assurance, Benny Siu says: “We are very pleased with the positive outcome of the IATA CEIV Pharma Validation, and value the cross-departmental team effort that resulted in Hactl becoming the first to obtain this important certification.”

Hactl chief executive, Mark Whitehead adds: ”We applaud the Airport Authority’s initiative in sponsoring this drive to adopt IATA CEIV Pharma in Hong Kong. It’s an excellent example of what can be achieved through collaboration, and will benefit the entire airport cargo community and its customers.”

Hactl first handler in Hong Kong to obtain IATA CEIV-Pharma cert

The momentum for IATA’s global standard for pharmaceutical handling continued to grow this week as Hong Kong Air Cargo Terminals Limited (Hactl) announced that it has met all IATA CEIV-Pharma certifications, making it the first handler in Hong Kong to obtain the certification. The process was sponsored by the Hong Kong Airport Authority, as part of an effort to bring all relevant airport groups up to IATA CEIV-Pharma standards.

The Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV-Pharma) is an IATA-supported guarantee of standards for the storage and transportation of pharmaceuticals by air. The aviation organization’s cold-chain management standards and assurance of product integrity are part of an effort to increase the volume and standards of pharma shipments that travel by air. Pharma shipments generally command larger margins than other commodities.

Pharma shippers, on the other hand, are more concerned with the integrity and timeliness of their multi-million dollar shipments than they are with cutting costs, presenting a lucrative opportunity for carriers and handlers that can guarantee shipments and adhere to the standards throughout the entire supply chain.

The validation covers the company’s quality management system and procedures, personnel, training, documentation, infrastructure and equipment, quarantine procedures, sub-contractor management, self-inspection procedures, transportation and operations.

Hactl finished 2016 in strong form, beating 2015 tonnage by 1.7 percent to more than 1.65 million tonnes, and setting new terminal and ramp-handling records, with pharma making up a high-margin component of the handler’s trade.

Hactl was also the first handling facility at the airport to achieve Good Distribution Practices (GDP) accreditation back in late 2014, bringing it in line with the World Health Organization’s quality assurance guidelines for pharmaceutical handling.

Those interested in learning more about air freight in 2017, should join us at Cargo Facts Asia in Shanghai, 25 – 26 April. To register, or for more information, go to CargoFactsAsia.com

Medieninformation
Frankfurt, 22. März 2017

Ausbau des Lufthansa Cargo Cool Centers hat begonnen
Bald deutlich mehr Kapazität für temperaturempfindliche Fracht in Frankfurt


Der Fluglinienverband IATA hatte Lufthansa Cargo und das Cool Center Ende 2016 mit dem CEV-Siegel für Pharmatransporte ausgezeichnet. Lufthansa Cargo verbesserte den Service forciert und berücksichtigt dabei die besonderen Anforderungen der Pharmaindustrie sowie sämtliche Vorgaben nach EU GDP (Good Distribution Practice of Medicinal Products for Human Use).

Lufthansa Cargo AG
Kuehne + Nagel has received full IATA CEIV Pharma network certification of the entire global KN PharmaChain GxP compliant air network, currently including 86 locations and covering all continents.

The International Air Transport Association (IATA) introduced the CEIV Pharma Standard in 2015. CEIV Pharma aims to improve the level of competency as well as operational and technical preparedness of all parties in the air logistics industry as a response to increasing regulatory requirements and the demands of the world’s largest pharmaceutical companies. Through training, quality audits and validation, the IATA CEIV Pharma standard ensures the integrity of every pharmaceutical and healthcare product in the airfreight supply chain and ultimate certification allows shippers to identify approved providers.

Independent certification of both the current and any future expansion of the KN PharmaChain network under the IATA CEIV Pharma program is in line with the Kuehne + Nagel strategy of utilizing audits by external parties to maintain its own GxP standard at the highest levels. This quality driven approach continues to set the industry benchmark for pharma and healthcare logistics.

CEIV Pharma network certification confirms the quality and risk based credentials of the KN PharmaChain. A web-based risk assessment tool is now used to complete a risk assessment at a lane level and all standard operating procedures (SOPs) are managed via a pharma compliant document management system. During the transportation process, KN PharmaChain can additionally provide real-time monitoring and visibility through the use of active transmitting sensors and proactive intervention via the 24/7/365 CareTeam. All of this is supported by highly trained personnel and dedicated facilities. Compliance to the required WHO TRS957 standard was validated through rigorous audits at global locations around the entire KN PharmaChain network.

With over 170 locations across all modes of transport, Kuehne + Nagel is now operating one of the world’s largest multi-modal pharma networks. The dedicated KN PharmaChain network is capable of providing differentiated solutions for critical general cargo, ambient or temperature controlled door-to-door solutions all meeting the high standards of the pharmaceutical and healthcare industries.

“Kuehne + Nagel’s strategy to join the CEIV Pharma certification demonstrates the importance of such program for the air cargo and pharmaceutical industries,” said Nick Careen, an IATA senior vice president. “Our joint effort to certify the global KN PharmaChain network as well as the integration of the IATA CEIV Pharma Standards, like the CEIV checklist, in Kuehne + Nagel’s quality process is a key step forward to roll out this program worldwide. This will lead to a stronger, more competitive and enhanced air cargo service for this vital sector of the global economy.”

Hoon Over The Moon

Changi Airport Group Assistant Vice President of Cargo & Logistics Development Division Ms. Phau Eui Hoon told Flying Typers that the addition of two new freighter airlines aided the 2016: Neptune Air, with 4 times weekly services to Penang; and Silk Way West, with 2 times weekly services to Azerbaijan and stopovers in Kuala Lumpur and Dubai. K-Mile Air also resumed 5 times weekly services to Bangkok.

"Over the years, we have also seen a diversification of our cargo base, with strong growth in niche segments such as pharmaceuticals, perishables, and express e-commerce," said Ms. Phau. "These segments performed well, contributing to a significant portion of Changi’s total cargo throughput. Pharmaceuticals grew at a 5-year compounded annual growth rate of 13 percent from 2010 to 2015. For the first eleven months in 2016, pharmaceutical grew 10 percent year-on-year. Transporting high-value temperature and time-sensitive pharmaceutical cargo can be complex due to the multiple requirements, and airfreight is one of the fastest and most efficient options of transportation."

Pharma Pilots Growth

Global spending on pharma cold chain logistics is projected to grow at 8-9 percent per year, totaling US$16.7 billion by 2020, according to Pharmaceutical Commerce. Asia is expected to account for the largest regional share growth with more than US$12.2 billion of cold chain growth through 2016.

To support this growing trend, Phau said Changi Airport Group and its partners were working to raise pharmaceutical handling standards within the airport community. "This year, to raise the local community’s handling standards and capability for temperature-sensitive pharma cargo, Changi Airport is the first airport in Asia to embark on a community approach for the IATA CEIV Pharma certification," she said.


CEIV Pioneers

“The pioneer group of companies in the Changi CEIV Community consists of SIA Cargo, dnata Singapore, Global Airfreight International, Expeditors Singapore, CEVA Logistics Singapore, and Schenker Singapore. SATS, the other ground handler at Changi, had already obtained its CEIV Pharma certification in 2014 and was the first facility to receive the certification.

“Changi Airport Group has also joined Pharma.Aero, an organization comprised of stakeholders of the air cargo supply chain from around the world, dedicated to achieving excellence in end-to-end air transportation for pharma cargo.”

DHL Express Support

Next year she is cautiously optimistic about the airport continuing its renaissance. The October 2016 official opening of DHL Express South Asia Hub, a 24-hour express hub facility located within Changi Airfreight Centre, helps propel continued success. The new hub has tripled DHL Express’ cargo handling capacity in Singapore and allows shipments to be processed six times faster.

SATS Not Sitting On Lead

SATS’ new eCommerce AirHub is also due to open later this year. In 2017, we look forward to the opening of SATS e-commerce hub in the first quarter," she said. "SATS will be the first ground handler in the world to own such an airside facility, with automated processes for single scanning and sorting to save cargo processing time and increase efficiency.

"However, Ms. Phau told Flying Typers the global trading environment remained tough. "Notwithstanding the healthy growth posted at Changi Airport in 2016, we are mindful of the ongoing sluggishness of global trade growth which in turn presents clear headwinds for the air freight market," she said. "As such, we continue to remain cautiously optimistic for 2017."

Looking For A Few Good Flights

"As part of our ongoing efforts to enhance air cargo connectivity, we are constantly on the lookout for opportunities to work with our airline partners to expand their freighter operations or operate new flights to Singapore."

Moving East

In the longer term, to support growth of Singapore’s cargo and logistics sectors, dedicated facilities for airfreight and air express services will be developed as part of the Changi East development. Projected for the late-2020s, Changi East will see the development of a 1,080 ha site, including the building of a new mega terminal, Terminal 5, a three-runway system, as well as industrial facilities, related infrastructure, and transport links.

"This development will secure the long-term growth of Singapore’s cargo and logistics sectors and strengthen Changi Airport’s position as a major air hub," she added.
Kuehne + Nagel first to receive IATA CEIV Pharma certification for entire network setting new industry benchmark

Full IATA CEIV Pharma network certification of entire global KN PharmaChain GxP compliant air network, includes 86 locations and covering all continents.

February 8, 2017  By Lim Guan Yu

The International Air Transport Association (IATA) introduced the CEIV Pharma Standard in 2015. CEIV Pharma aims to improve the level of competency as well as operational and technical preparedness of all parties in the air logistics industry as a response to increasing regulatory requirements and the demands of the world's largest pharmaceutical companies. Through training, quality audits and validation, the IATA CEIV Pharma standard ensures the integrity of every pharmaceutical and healthcare product in the airfreight supply chain and ultimate certification allows shippers to identify approved providers.

Independent certification of both the current and any future expansion of the KN PharmaChain network under the IATA CEIV Pharma programme is in line with the Kuehne + Nagel strategy of utilising audits by external parties to maintain its own GxP standard at the highest levels. This quality driven approach continues to set the industry benchmark for pharma and healthcare logistics.

With over 170 locations across all modes of transport, Kuehne + Nagel is now operating one of the world's largest multi-modal pharma networks. The dedicated KN PharmaChain network is capable of providing differentiated solutions for critical general cargo, ambient or temperature controlled door-to-door solutions all meeting the high standards of the pharmaceutical and healthcare industries.

"We are delighted being the first logistics provider receiving CEIV Pharma accreditation for our entire network. Achieving this confirms the high standards we set with our KN PharmaChain offer and together with IATA we even strengthened our product further now. We will drive this standard towards our supply chain partners as well for the benefit of our customers," comments Marcel Fujiki, senior vice president, products and services global air logistics at Kuehne + Nagel.

"Kuehne + Nagel's strategy to join the CEIV Pharma certification demonstrates the importance of such programme for the air cargo and pharmaceutical industries. Our joint effort to certify the global KN PharmaChain network as well as the integration of the IATA CEIV Pharma Standards, like the CEIV checklist, in Kuehne + Nagel's quality process is a key step forward to roll out this program worldwide. We congratulate Kuehne + Nagel for this achievement meeting shippers' expectations in terms of standardisation and transparency across the supply chain. This will lead to a stronger, more competitive and enhanced air cargo service for this vital sector of the global economy," said Nick Careen, IATA senior vice president (airport, passenger, cargo and security).

http://www.payloadasia.com/2017/02/24764/
Mumbai International Airport joins Pharma.Aero initiative

Feb 02, 2017: Brussels Airport (BRU) and Mumbai International Airport (MIAL) proudly announce their partnership in the recently launched Pharma.Aero initiative focused on improving pharma handling and quality in the air cargo industry. The Memorandum of Understanding (MoU) was formally inked during the first edition of Pharma Logistics Summit, organised by Indian Transport & Logistics News (ITLN) held in Mumbai on Thursday.

With the signing of this deal, MIAL is the first airport in India to embark on a community approach for the IATA CEIV (Centre of Excellence for Independent Validators) Pharma certification, thereby raising the local community’s handling standards and capability for temperature-sensitive pharma cargo.

Speaking on the partnership, Nathan De Valck, Chairman, Pharma.Aero, “We are thrilled that Mumbai Airport has confirmed their keen interest on becoming the first Indian airport to join the Pharma.Aero initiative as a strategic member. So they will take the coordinating role within the Indian subcontinent in bringing the shippers together and creating end-to-end pharma lanes together with us. So the benefit for all participating airports and shippers is that we will collaborate on creating end-to-end certified pharma lanes, sharing best practices in improving the overall handling quality of pharmaceutical shipments.”

Steven Polmans, Head of Cargo, Brussels Airport Company, said, “In the not too far distance, selective gateways will handle more pharmaceuticals in a better way. Brussels Airport wants to be one of these selective gateways. And I am sure Mumbai Airport shares that desire. For that reason, Brussels Airport took the initiative together with some other important airports to create a new organisation: Pharma.Aero. This organisation was created to offer you, the shipper, dedicated pharma lanes around the globe.”

On joining the Pharma.Aero initiative, Manoj Singh, Senior Vice President and Head of Cargo, Mumbai International Airport said, “We are very pleased to sign the MoU with the Pharma.Aero team. It is something very different from any other associations, which is more focused on the airports and shippers connecting. We believe this will really add value, quality and safety standards in the entire pharma industry. This focused product management will grow leaps and bounds and the airports are going to be informed through shippers what exactly the quality they demand. This will open communication channels among stakeholders of pharma supply chain.”

Pharma Aero, the new umbrella organisation initiated by Brussels Airport and Miami International Airport, was officially kicked off at the TIACA Air Cargo Forum in Paris. One of the prerequisites for Pharma.Aero membership is a certification and full endorsement of the standards set out in the IATA Pharma CEIV scheme.

PHARMA.AERO is a collaboration of pharmaceutical shippers and airport community stakeholders that embrace the IATA CEIV Pharma program and that are focused on further building on the expertise gained in the program. Members of this organization will share a common goal of strengthening pharma certified trade lanes and extending pharma cold supply chains to reach new international markets.

While Brussels Airport and Miami International Airport led the foundation of Pharma.Aero, other stakeholders of the air cargo supply chain soon joined the initiative to give it global identity. Singapore Changi Airport (SIN) is the first airport in Asia to join Pharma.Aero as a strategic member. Sharjah International Airport (SHJ) became the first airport in the Middle East to join the initiative. Other members include Brussels Airlines, Singapore Airlines, Brinks Life Sciences and Johnson & Johnson.

Photo Caption: (L-R) Steven Polmans, Head of Cargo, Brussels Airport Company; Nathan De Valck, Chairman, Pharma.Aero; Manoj Singh, Senior Vice President and Head of Cargo, Mumbai International Airport

Photo Caption: (L-R) Steven Polmans, Head of Cargo, Brussels Airport Company; Nathan De Valck, Chairman, Pharma.Aero; Manoj Singh, Senior Vice President and Head of Cargo, Mumbai International Airport

CEIV Pharma certification for Paris-CDG cargo operators

In collaboration with the International Air Transport Association (IATA), Groupe ADP has launched an initiative for certification from the Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) within the cargo community at Paris-Charles de Gaulle airport.

Aimed at all parties involved in the air cargo supply chain, the purpose of the CEIV Pharma certification, created by IATA in 20xx, is to establish a world standard in terms of international regulations for the transport of pharmaceutical products. The certification has become a benchmark for vaccine transport, which must follow the cold chain distribution process.

Paris-CDG, a key airport in the transport of pharmaceutical products

At Paris-Charles de Gaulle, Europe’s leading airport in cargo transport, both Air France Cargo and Bollore Logistics are now certified and committed to promoting the community initiative.

Seven major names in transport and logistics – Groupe Europe Handling, Panalpina, Quickstat, Swissport, Tendron, Transdev and WFS – are currently planning to move forward on CEIV Pharma certification.

Pharmaceutical air freight is a fast-growing market, with an estimated economic impact of 10.28 billion dollars worldwide by 2018.

Groupe ADP is leading efforts in the community and providing active and financial support along the way, reaffirming its unifying role for cargo operators at Paris-Charles de Gaulle airport. The initiative is also approved and supported by professional industry organisations such as the Union TLF Overseas (Transport et Logistique de France [the French federation of transport and logistics companies]), the Comité Interprofessionnel du Fret (Cross-industry cargo committee - CIF), and the Syndicat des Compagnies Aériennes de Fret en France (Union of French cargo airlines - SYCAFF).

Timeline of the CEIV Pharma project

- 1 July 2016: Information meeting on the CEIV Pharma initiative for Paris-CDG cargo partners
- Mid-July: Letter sent from Franck Goldnadel, Director of Paris-Charles de Gaulle airport, to relevant parties in support of the community initiative
- September 2016: Assessment and negotiations of the financial aspects with IATA
- 8 December 2016: Official launch of the initiative
- 27 January 2017: Kick-off meeting

http://cdg.parisaeroport.fr/ceiv-pharma/?lang=en
First Freight and Logistics Group Obtains Global IATA Pharma Certification

Ever Increasing Demands on Carriers Prompts New Standards

“IATA introduced the CEIV Pharma Standard in 2015, as a means to improve the level of competency, as well as operational and technical preparedness of all parties in the air logistics industry, in response to increasing regulatory requirements and the demands of the world’s largest pharmaceutical companies. Through training, quality audits and validation, the IATA CEIV Pharma standard is designed to ensure the integrity of every pharmaceutical and healthcare product in the airfreight supply chain, and ultimate certification allows shippers to identify approved providers.”

Independent certification of both the current and any future expansion of the KN PharmaChain network under the IATA CEIV Pharma programme is in line with the Kuehne + Nagel strategy of utilising audits by external parties to maintain its own ‘GxP’ standard at the highest levels. Marcel Fujike, Senior Vice President Products & Services Global Air Logistics at Kuehne + Nagel, commented:

“We are delighted being the first logistics provider receiving CEIV Pharma accreditation for our entire network. Achieving this confirms the high standards we set with our KN PharmaChain offer and together with IATA we even strengthened our product further now. We will drive this standard towards our supply chain partners as well for the benefit of our customers.”

CEIV Pharma network certification confirms the quality and risk based credentials of the KN PharmaChain. A web-based risk assessment tool is used to complete an risk assessment at a lane level and all Standard Operating Procedures (SOPs) are managed via a pharma compliant document management system. During the transportation process, KN PharmaChain can additionally provide real-time monitoring and visibility through the use of active transmitting sensors and proactive intervention via the round-the-clock CareTeam. All of this is supported by highly trained personnel and dedicated facilities. Compliance to the required WHO TRS957 standard was validated through rigorous audits at global locations around the entire KN PharmaChain network.

Kuehne + Nagel says the KN PharmaChain service is designed to provide highly reliable and efficient temperature controlled transportation. Nick Careen, IATA Senior Vice President, Airport, Passenger, Cargo and Security, said:

“Kuehne + Nagel’s strategy to join the CEIV Pharma certification demonstrates the importance of such programme for the air cargo and pharmaceutical industries. Our joint effort to certify the global KN PharmaChain network as well as the integration of the IATA CEIV Pharma Standards, like the CEIV checklist, in Kuehne + Nagel’s quality process is a key step forward to roll out this programme worldwide. We congratulate Kuehne + Nagel for this achievement meeting shippers’ expectations in terms of standardisation and transparency across the supply chain. This will lead to a stronger, more competitive and enhanced air cargo service for this vital sector of the global economy.”

Mumbai airport joins the Pharma.Aero initiative

Mumbai International Airport (MIAL) has joined the Pharma.Aero initiative, becoming the first Indian airport to embark on a community approach for IATA’s Centre of Excellence for Independent Validators (CEIV) Pharma certification.

Brussels Airport and MIAL announced their partnership in Pharma.Aero at the Pharma Logistics Summit in Mumbai, inking a Memorandum of Understanding (MoU).

Pharma Aero, the umbrella organisation initiated by Brussels and Miami airports, was launched officially at the TIACA Air Cargo Forum in Paris in October 2016.

One of the prerequisites for Pharma.Aero membership is a certification and full endorsement of the standards set out in the Pharma CEIV scheme.

Nathan De Valck, chairman of Pharma.Aero, said: “Mumbai Airport will take the co-ordinating role within the Indian subcontinent in bringing the shippers together and creating end-to-end pharma lanes together with us. So the benefit for all participating airports and shippers is that we will collaborate on creating end-to-end certified pharma lanes, sharing best practices in improving the overall handling quality of pharmaceutical shipments.”

Steven Polmans, head of cargo, Brussels Airport Co, said: “In the not too far distance, selective gateways will handle more pharmaceuticals in a better way. Brussels Airport wants to be one of these selective gateways. And I am sure Mumbai Airport shares that desire.”

Manoj Singh, senior vice president and head of cargo at MIAL, said that Pharma.Aero is very different from any other associations, in that it is ‘more focused on the airports and shippers connecting’.

Singh added: “We believe this will really add value, quality and safety standards in the entire pharma industry. This focused product management will grow leaps and bounds and the airports are going to be informed through shippers what exactly the quality they demand. This will open communication channels among stakeholders of pharma supply chain.”

Other air cargo supply chain stakeholders in Pharma.Aero include Singapore Changi Airport, Sharjah International Airport, Brussels Airlines, Singapore Airlines, Brinks Life Sciences and Johnson & Johnson.
K+N first logistics firm to earn network-wide CEIV-Pharma cert

Kuehne + Nagel has become the first logistics provider to earn IATA’s CEIV certification for pharmaceuticals to cover its entire KN PharmaChain air network, which involves 86 locations worldwide. The certification, earned through IATA’s Center of Excellence for Independent Validators in Pharmaceuticals (CEIV-Pharma) program, is an assurance that shipments of sensitive pharmaceuticals are handled with the utmost care to prevent temperature excursions throughout the supply chain.

KN PharmaChain is a service offered by K+N to provide real-time monitoring and visibility using “active transmitting sensors and proactive intervention,” which allows shippers to verify the state of their shipments of pharmaceuticals, a growing contributor to airfreight profits.

The key to CEIV-Pharma’s success, however, is to make sure that all parts of the supply chain are committed to the same high level of quality. For its part, K+N plans to “drive this standard towards our supply-chain partners, as well for the benefit of our customers,” said Marcel Fujike, K+N’s senior vice president of products and services for global air logistics.

“Kuehne + Nagel’s strategy to join the CEIV-Pharma certification demonstrates the importance of such programs for the air cargo and pharmaceutical industries,” added Nick Careen, IATA’s senior vice president of airport, passenger, cargo and security. “Our joint effort to certify the global KN PharmaChain network, as well as the integration of the IATA CEIV-Pharma standards, like the CEIV checklist, in Kuehne + Nagel’s quality process, is a key step forward to roll out this program worldwide.”

With more than 170 locations across all modes of transport, K+N operates one of the world’s largest multimodal pharma networks. The forwarder’s pharma network is designed to handle critical, time-sensitive general cargo, including ambient or temperature-controlled door-to-door services for clients in the healthcare industry...
BOLLORÉ LOGISTICS PURSUES ITS GLOBAL IATA CEIV PHARMA CERTIFICATION PROCESS WITH ITS PARIS ROISSY CDG PLATFORM (FRANCE)

February 1st, 2017

On January 27, 2017, Bolloré Logistics received the IATA CEIV Pharma certification from Mr. Alexandre de Juniac, CEO of IATA, in the presence of the President of ADP, Mr. Augustin de Romanet.

In a pilot phase of the IATA CEIV Pharma certification process for one year with IATA, Bolloré Logistics becomes the 1st transport and logistics company in France to receive this certification for its Paris Roissy CDG platform (France) after having received it for its sites in Brussels (Belgium), Frankfurt (Germany) and Lisbon (Portugal).

The aim of Bolloré Logistics is to deploy this action throughout its global network with certifications in progress on other sites in Europe, but also in other regions of the world, including Africa which is fully involved in the implementation of this certification within the Group (Singapore, Johannesburg, Chicago...).

"By certifying our hubs around the world we are able to guarantee our customers airfreight transportation respecting the cold chain and the strict quality standards required by the pharmaceutical industry. This certification demonstrates our ability to standardize our end-to-end processes from origin to final destination" said Brice Bellin, Healthcare Director Europe of Bolloré Logistics.

This is a new success for the Group, which confirms its commitment to apply the highest international quality standard in the global pharmaceutical transport chain of its customers, by improving processes and infrastructures in compliance with CEIV Pharma standards.

With its modern and innovative facilities, the excellence of its quality management system, the expertise of its teams and its multiple certifications, Bolloré Logistics is considered as a major global player in the transport of pharmaceutical products.

"Cold chain management, especially with healthcare products, must meet the requirements of quality and reliability. Shippers expect standardization and transparency throughout the supply chain and want to be assured that facilities are equipped and operated throughout the highest standards. The CEIV Pharma certification meets all these requirements and more. Bolloré Logistics took up this CEIV Pharma certification challenge. Their success will result in a stronger and more competitive airfreight service for this vital sector of the global economy", said Nick Careen Senior Vice President, Airport, Passenger, Cargo and Security of IATA.
K+N raises the standard as it drives toward a full CEIV pharma network

IATA rolled out the CEIV Pharma certification in 2015 to supply training, audits and validation of facilities in an attempt to improve the pharma services of all airfreight parties.

Marcel Fujike, senior vice president products and services for global air logistics at KN, said that the firm would drive the standard towards its supply chain partners.

He said the decision to push for network certification was a proactive choice by KN, rather than it being a response to shipper demands.

“The ongoing success of our pharma vertical is only possible with regular investment. CEIV is a very crucial part of our entire efforts so the overall service offer should convince the pharma & healthcare industry that we are a trusted partner of choice.”

KN did not say what impact it expected on volumes as a result of the certification, but did expect the pharma and healthcare sector to take note.

The spokesperson also said that shippers had increasingly taken notice of the firm’s efforts towards CEIV standards.

“This clearly shows that they are now aware of the CEIV Pharma standard and are keen to use it to help achieve their supply chain objectives,” said the spokesperson.

“In terms of response to our global network certification, we see this as positive and supportive.”

http://theloadstar.co.uk/coolstar/kn-raises-standard-drives-toward-full-ceiv-pharma-network/
CEIV's community approach and idea of certified trade lanes appealed to us: RIOgaleão's Patrick Fehring

Posted By: STAT Trade Times

RIOgaleão, Rio de Janeiro's international airport, was recently conferred the CEIV Pharma certification by IATA thus becoming the first airport in the Americas to be CEIV-certified. Patrick Fehring, Director, Aero Business & Strategic Development, RIOgaleão International Airport talks about the certification and how the airport is working towards becoming one of the leading gateways for pharmaceutical products in Latin America.

What prompted you to opt for IATA CEIV certification?
The certification is exclusive to the air cargo industry, designed with the involvement of the industry. As such it reflects our reality and speaks to the needs of our customers. The community approach and the idea of certifying trade lanes were particularly appealing to us as was the program's marketability – there are many GDPs but only one CEIV Pharma and it is gathering momentum.

What steps is RIOgaleão taking to better position itself for pharmaceutical transportation?
I think we have taken the most important step with our CEIV certification. Our next goal is to win more partners in the logistics chain to be certified and offer the market a fully certified trade lane. In that respect, we have already been contacted by some multinational forwarders and trucking companies locally and we will be holding a workshop with IATA at the end of March.

We are also planning to continue our investments into our infrastructure. Our TF2 facility, which offers 1,400 pallet positions, two temperature environments and is fully automated, was inaugurated in 2015 and represents a $7 million investment. Going forward, we are planning to expand cold storage capacity in 2017/18, adding areas for customs inspections in a temperature controlled environment, a dedicated facility for frozen goods and further temperature controlled docks. We are also planning to invest in cool dollies to close a gap in the cold chain. We also key account manage most of our pharma shippers and work continuously with them to reduce dwell times, manage project shipments and reduce their overall logistics costs and risks.

Bolloré Logistics pursues its global IATA CEIV Pharma certification

By: AJOT | Jan 31 2017 at 03:18 PM | Transport Intermediaries

Brice Bellin, Healthcare Director Europe of Bolloré Logistics receiving the certification from M. Alexandre de Juniac, CEO of IATA.

On January 27, 2017 Bolloré Logistics received IATA CEIV Pharma certification from Alexandre de Juniac, CEO of IATA, in the presence of the president of ADP, Augustin de Romanet.

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The aim of Bolloré Logistics is to deploy this action throughout its global network with certifications in progress on other sites in Europe, but also in other regions of the world (Singapore, Johannesburg, Chicago).

"By certifying our hubs around the world we are able to guarantee our customers airfreight transportation respecting the cold chain and the strict quality standards required by the pharmaceutical industry. This certification demonstrates our ability to standardize our end-to-end processes from origin to final destination" said Brice Bellin, Healthcare Director Europe of Bolloré Logistics.

This is a new success for the Group, which confirms its commitment to apply the highest international quality standard in the global pharmaceutical transport chain of its customers, by improving processes and infrastructures in compliance with CEIV Pharma standards.

With its modern and innovative facilities, the excellence of its quality management system, the expertise of its teams and its multiple certifications, Bolloré Logistics is considered as a major global player in the transport of pharmaceutical products.

"Cold chain management, especially with healthcare products, must meet the requirements of quality and reliability. Shippers expect standardization and transparency throughout the supply chain and want to be assured that facilities are equipped and operated throughout the highest standards. The CEIV Pharma certification meets all these requirements and more. Bolloré Logistics took up this CEIV Pharma certification challenge."

Kuehne + Nagel first to receive IATA CEIV Pharma certification for entire network setting new industry benchmark
Kuehne + Nagel Group

Schindellegi / CH, January 31, 2017 - Kuehne + Nagel and IATA are proud to announce full IATA CEIV Pharma network certification of the entire global KN PharmaChain GxP compliant air network, currently including 86 locations and covering all continents.

The International Air Transport Association (IATA) introduced the CEIV Pharma Standard in 2015. CEIV Pharma aims to improve the level of competency as well as operational and technical preparedness of all parties in the air logistics industry as a response to increasing regulatory requirements and the demands of the world’s largest pharmaceutical companies. Through training, quality audits and validation, the IATA CEIV Pharma standard ensures the integrity of every pharmaceutical and healthcare product in the airfreight supply chain and ultimate certification allows shippers to identify approved providers.

Independent certification of both the current and any future expansion of the KN PharmaChain network under the IATA CEIV Pharma programme is in line with the Kuehne + Nagel strategy of utilising audits by external parties to maintain its own GxP standard at the highest levels. This quality driven approach continues to set the industry benchmark for pharma and healthcare logistics.

CEIV Pharma network certification confirms the quality and risk based credentials of the award winning KN PharmaChain. A unique web-based risk assessment tool is now used to complete a risk assessment at a lane level and all Standard Operating Procedures (SOPs) are managed via a pharma compliant document management system. During the transportation process, KN PharmaChain can additionally provide real-time monitoring and visibility through the use of active transmitting sensors and proactive intervention via the 24/7/365 CareTeam. All of this is supported by highly trained personnel and dedicated facilities. Compliance to the required WHO TRS057 standard was validated through rigorous audits at global locations around the entire KN PharmaChain network.

With over 170 locations across all modes of transport, Kuehne + Nagel is now operating one of the world’s largest multi-modal pharma networks. The dedicated KN PharmaChain network is capable of providing differentiated solutions for critical general cargo, ambient or temperature controlled door-to-door solutions all meeting the high standards of the pharmaceutical and healthcare industries.

“We are delighted being the first logistics provider receiving CEIV Pharma accreditation for our entire network. Achieving this confirms the high standards we set with our KN PharmaChain offer and together with IATA we even strengthened our product further now. We will drive this standard towards our supply chain partners as well for the benefit of our customers,” comments Marcel Fujike, Senior Vice President Products & Services Global Air Logistics at Kuehne + Nagel.

“Kuehne + Nagel’s strategy to join the CEIV Pharma certification demonstrates the importance of such programme for the air cargo and pharmaceutical industries. Our joint effort to certify the global KN PharmaChain network as well as the integration of the IATA CEIV Pharma Standards, like the CEIV checklist, in Kuehne + Nagel’s quality process is a key step forward to roll out this program worldwide. We congratulate Kuehne + Nagel for this achievement meeting shippers’ expectations in terms of standardisation and transparency across the supply chain. This will lead to a stronger, more competitive and enhanced air cargo service for this vital sector of the global economy,” said Nick Careen, IATA Senior Vice President, Airport, Passenger, Cargo and Security.

https://www.kn-portal.com/about_us/media_relations/news/show/?tx_knnews_pi1%5buid%5d=5094&cHash=d3d2a36d2f3c83134f6f8236316071e6
Kuehne + Nagel KN PharmaChain network becomes fully CEIV certified

By James Muir - Jan 31, 2017

Kuehne + Nagel has become the first logistics provider to become IATA CEIV Pharma certified across its entire network.

The entire KN PharmaChain GxP air network has been International Air Transport Association Center of Excellence for Independent Validators certified, and Kuehne + Nagel says this is in line with its strategy to utilise audits by external parties to set the benchmark for pharma and healthcare logistics.

Kuehne + Nagel senior vice president products & services global air logistics, Marcel Fujike says: “Achieving this confirms the high standards we set with our KN PharmaChain offer and together with IATA we even strengthened our product further now. We will drive this standard towards our supply chain partners as well for the benefit of our customers.”

IATA senior vice president, airport, passenger, cargo and security, Nick Careen adds: “Our joint effort to certify the global KN PharmaChain network as well as the integration of the IATA CEIV Pharma Standards, like the CEIV checklist, in Kuehne + Nagel’s quality process is a key step forward to roll out this program worldwide.”

The certificate confirms the quality and credentials of KN PharmaChain, which can provide real-time monitoring and visibility through the use of active transmitting sensors and proactive intervention via the 24/7/365 CareTeam.

Kuehne + Nagel says the KN PharmaChain network is capable of providing differentiated solutions for critical general cargo, ambient or temperature controlled door-to-door solutions meeting high standards of the pharmaceutical and healthcare industries.

Kuehne + Nagel First To Receive IATA CEIV Pharma Certification For Entire Network Setting New Industry Benchmark

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Über Kühne + Nagel

Mit mehr als 69.000 Mitarbeitern an mehr als 1.000 Standorten in über 100 Ländern zählt Kühne + Nagel zu den global führenden Logistikdienstleistern. Schwerpunkte liegen in den Bereichen See- und Luftfracht, Kontraktlogistik und Landverkehr mit klarer Ausrichtung auf wertschöpfungsintensive Bereiche wie informatikgestützte integrierte Logistik-Angebote. Weitere Informationen finden Sie unter www.kuehne-nagel.com
Pharma first for Bolloré Logistics
31/01/2017

Bolloré Logistics has become the first transport and logistics company in France to gain IATA’s CEIV Pharma certification for its Paris Roissy CDG platform.

The French logistics giant has already received similar certification for its sites in Brussels (Belgium), Frankfurt (Germany) and Lisbon (Portugal).

Bolloré Logistics has IATA Pharma certification in progress at across Europe, but also in other regions of the world, including Africa, Singapore, Johannesburg and Chicago.

Brice Bellin, Bolloré Logistics’ healthcare director Europe, said: “By certifying our hubs around the world we are able to guarantee our customers airfreight transportation respecting the cold chain and the strict quality standards required by the pharmaceutical industry.

“This certification demonstrates our ability to standardize our end-to-end processes from origin to final destination.”

Nick Careen, senior vice president, airport, passenger, cargo and security for IATA, said: “Cold chain management, especially with healthcare products, must meet the requirements of quality and reliability.

“Shippers expect standardization and transparency throughout the supply chain and want to be assured that facilities are equipped and operated throughout the highest standards.

“The CEIV Pharma certification meets all these requirements and more. Bolloré Logistics took up this CEIV Pharma certification challenge.”

Record cargo year for Singapore's Changi airport

30 / 01 / 2017

To strengthen its pharma cargo handling capabilities, Changi Airport last year formed a community of cargo partners to attain IATA's Center of Excellence for Independent Validators on pharmaceutical handling (CEIV Pharma) certification.

Said the airport spokesperson: “Under a community approach, at least one company from each of the supply chain nodes — airlines, ground handlers, freight forwarders — will undergo the CEIV Pharma certification.”


Beyond the establishment of a CEIV Pharma certified community, Changi Airport Group also joined Pharma.Aero, an organisation focused on achieving reliable end-to-end air transportation for pharma cargo.

In October 2016, the DHL Express South Asia Hub, a 24-hour express hub facility located within Changi Airfreight Centre, was officially opened. This has tripled DHL Express’ cargo handling facility in Singapore and allows shipments to be processed six times faster.

Together with SATS’ upcoming e-commerce AirHub, expected to open later in 2017, these developments will boost Changi’s position as a leading air cargo hub in Asia”, added the spokesperson.

Changi Airport Group chief executive Lee Seow Hiang said: “2016 was a record-breaking year for Changi Airport, with passenger traffic and cargo throughput both registering new peaks.

“Despite a backdrop of economic and socio-political uncertainties, we maintain a positive outlook for the year ahead. We see opportunities in emerging markets within Africa and Eastern Europe.

“At the same time, we will continue to grow our long haul routes to Western Europe, and strengthen our connectivity within the region to secondary cities in South East Asia, China and India.”

Singapore Changi Airport recorded a 6.3% rise in airfreight throughputs versus prior year to reach 1.97m tonnes in 2016.

The Asian hub, the world’s 15th largest cargo hub by volumes in 2015, ended 2016 with a strong December, handling 177,360 tonnes, up by 6.4% on the same month in 2015.

Changi Airport welcomed two freighter carriers — Neptune Air and Silkway West Airlines — to its family of over 100 passenger and cargo airlines last year, while freighter airline K-Mile Air resumed operations to Singapore.

A spokesperson for the airport authority said: “In terms of airfreight throughput, growth was recorded across imports, exports and transshipments.

“Perishables and pharmaceuticals were segments that performed well, contributing a significant portion of Changi’s total cargo throughput.”

The top five country markets for airfreight were China, Australia, Hong Kong, the US and India.

Paris Airport Initiates CEIV Pharma Certification

Groupe ADP and IATA have launched the initiative for a cargo community wide certification as a Centre of Excellence for Independent Validators in Pharma logistics at Paris-CDG Airport.

In statement Groupe ADP (Aéroports de Paris) expressed its commitment to provide active and financial support, reaffirming its active role for the cargo players at the airport. In doing so, the airport wants to follow the example of Brussels Airport, which was the launch airport in this respect.

Among the industry professionals and organisations approving and supporting the initiative are Union TLF Overseas (Transport et Logistique, the French Federation of transport and logistics companies), the CIF (Comité Interprofessionnel du Fret, the cross-industry cargo committee) and the SYCAFF (Syndicat des Compagnies Aériennes de Fret en France, the union of French cargo airlines).

USD 10.28 billion market by 2018

Air France Cargo and Bolloré Logistics have already been certified and are collaborating in the promotion of the community initiative. Since the start of 2017, seven other major players will move forward on CEIV Pharma certification: They include Transdev, a transportation company involved in runway transportation and airport development, Quickstat, specialised in clinical trial logistics, Groupe Europe Handling, Tendron (trucking), Panalpina and Swissport. Another two companies, Alyzia (handling) and DB Schenker, will soon join. Most of the participating companies expect to obtain individual certification by the end of the year.

Groupe ADP motivates its CEIV initiative by stating that pharmaceutical air cargo is a fast-growing market, with a worldwide economic impact estimated at USD 10.28 billion by 2018. "A CEIV Pharma-certified supply chain will bolster the position at Paris CDG as a major airport in the shipping of pharmaceutical shipments," says ADP.

Marcel Schoeters in Brussels

https://www.cargoforwarder.eu/2017/01/30/paris-airport-initiates-ceiv-pharma-certification/
ADP se lance dans une certification communautaire CEIV Pharma

Franck André
Lundi 30 Janvier 2017

Le groupe ADP a annoncé lancer une démarche de certification CEIV Pharma (Center of Excellence for Independent Validators) auprès de la communauté cargo de l’aéroport de Paris-Charles-de-Gaulle. Cette certification créée par l’Itata vise à garantir un standard mondial en matière réglementations internationales pour le transport de produits pharmaceutiques, notamment les vaccins, toutes professions confondues. Seuls Air France et Bolloré Logistics sont titulaires de cette certification sur l’aéroport de Paris-Charles-de-Gaulle. Les deux sociétés "se sont engagées à soutenir cette démarche communautaire". Aéropports de Paris a annoncé que sept autres acteurs du transport et de la logistique ont engagé les démarches pour obtenir la certification CEIV Pharma :


http://www.lantenne.com/ADP-se-lance-dans-une-certification-communautaire-CEIV-Pharma_a35318.html
Groupe ADP renforce ses compétences dans le transport aérien de produits pharmaceutiques

Publié le 30/01/2017 à 15h52
(Boursier.com) — Le Groupe ADP, en collaboration avec l’IATA (Association Internationale du Transport Aérien), va mettre en œuvre une démarche de certification CEIV Pharma (Center of Excellence for Independent Validators) auprès de la communauté Cargo de l’aéroport Paris-Charles de Gaulle. Destinée à tous les acteurs de la chaîne de transport du fret aérien, cette certification a été créée par l’IATA et vise à garantir un standard mondial en matière de réglementations internationales pour le transport de produits pharmaceutiques. Ce certificat s’est notamment imposé comme la référence pour le transport de vaccins qui doit respecter la chaîne du froid.

Actuellement, Paris-Charles de Gaulle, qui est le premier aéroport européen pour le Cargo avec 2,2 millions de tonnes transportées en 2015, est certifié en propre Air France Cargo et Bolloré Logistics. La certification de la chaîne d’approvisionnement globale renforcera la position de l’aéroport Paris-Charles de Gaulle en tant qu’aéroport majeur dans le transport de produits pharmaceutiques.

Sept grands noms du transport et de la logistique - Groupe Europe Handling, Panalpina, Quickstat, Swissport, Tendron, Transdev et WFS se sont engagés dans la démarche pour obtenir la certification CEIV Pharma. Deux autres entreprises, Alyzia et DB Schenker, vont rejoindre prochainement cette démarche. Cette certification leur offrira un atout décisif pour développer les flux de produits pharmaceutiques.

Le transport aérien de produits pharmaceutiques est un marché en plein essor, dont le poids économique est estimé à 10,28 milliards de dollars à l’horizon 2018 à l’échelle mondiale.

Alexandra Saintpierre — ©2017, Boursier.com

Singapore Changi Airport records strong cargo activity in 2016

Posted By: STAT Trade Times

Jan 30, 2017: Singapore Changi Airport has recorded a strong performance in 2016, with air freight throughput increasing by 6.3 percent to reach a new high of 1.97 million tonnes.

For the month of December, Changi Airport registered 177,360 air freight movements that represents an increase of 8.4 percent.

In terms of airfreight throughput, growth was recorded across imports, exports and transshipments. Perishables and pharmaceuticals were segments that performed well, contributing a significant portion of Changi’s total cargo throughput. The top five country markets for air freight were China, Australia, Hong Kong, the United States and India.

To strengthen its pharmaceutical cargo handling capabilities, Changi Airport formed a community of cargo partners to undergo the attainment of International Air Transport Association’s (IATA) Centre of Excellence for Independent Validators on Pharmaceutical Handling (CEIV Pharma) certification.

Under a community approach, at least one company from each of the supply chain nodes (airlines, ground handlers, freight forwarders) will undergo the CEIV Pharma certification. The pioneer group of companies include Singapore Airlines Cargo, dnata Singapore, Global Airfreight International, Expeditors Singapore, CEVA Logistics Singapore, and Schenker Singapore. SATS Coolport was the first facility in the world to be certified in 2014. Beyond the establishment of a CEIV Pharma certified community, Changi Airport Group also joined Pharma.Aero, an organisation focused on achieving reliable end-to-end air transportation for pharmaceutical cargo.

In October 2016, the DHL Express South Asia Hub, a 24-hour express hub facility located within Changi Airfreight Centre, was officially opened. This has tripled DHL Express’ cargo handling facility in Singapore and allows shipments to be processed six times faster. Together with SATS’ upcoming eCommerce AirHub, expected to open later this year, these developments will boost Changi’s position as a leading air cargo hub in Asia.

Lee Seow Hiang, CEO, Changi Airport Group, said, “2016 was a record-breaking year for Changi Airport, with passenger traffic and cargo throughput both registering new peaks. We are also pleased with the introduction of many new city links, including to Europe and Oceania, as well as the launch of non-stop services to the United States.”

“Despite a backdrop of economic and socio-political uncertainties, we maintain a positive outlook for the year ahead. We see opportunities in emerging markets within Africa and Eastern Europe. At the same time, we will continue to grow our long haul routes to Western Europe, and strengthen our connectivity within the region to secondary cities in South East Asia, China and India.”

“We have observed emerging trends such as growth in the self-transfer and fly-cruise segments, and will continue to work with our partners to develop innovative solutions to better serve passengers. Similarly, manageable fuel costs and improvement in aircraft technology bode well for Changi Airport’s drive to work with airlines to expand our network of city links.”

“We look forward to their continued support in 2017 as we prepare for the opening of Terminal 4 later this year.”

Aeroports de Paris : Le Groupe ADP en lien avec IATA se mobilise en faveur des opérateurs Cargo pour l'obtention du certificat CEIV Pharma

COMMUNIQUE DE PRESSE
Paris, le 27 janvier 2017
Aéroport Paris-Charles de Gaulle

Le Groupe ADP en lien avec IATA se mobilise en faveur des opérateurs Cargo pour l'obtention du certificat CEIV Pharma

Le Groupe ADP, en collaboration avec l'IATA (Association Internationale du Transport Aérien), va mettre en œuvre une démarche de certification CEIV Pharma (Center of Excellence for Independent Validators) auprès de la communauté Cargo de l’aéroport Paris-Charles de Gaulle.

Destinée à tous les acteurs de la chaîne du transport du fret aérien, cette certification a été créée par l’IATA et vise à garantir un standard mondial en matière de réglementations internationales pour le transport de produits pharmaceutiques. Ce certificat s’est notamment imposé comme la référence pour le transport de vaccins qui doit respecter la chaîne du froid.

À ce jour, à Paris-Charles de Gaulle, premier aéroport européen pour le Cargo avec 2.2 millions de tonnes transportées en 2015, sont certifiés en propre Air France Cargo et Bollore Logistics qui se sont engagés à soutenir cette démarche communautaire. La certification de la chaîne d’approvisionnement globale renforcera la position de l’aéroport Paris-Charles de Gaulle en tant qu’aéroport majeur dans le transport de produits pharmaceutiques.


En tant que pilote de cette démarche communautaire, apportant en complément un soutien actif à ce projet financier, le Groupe ADP réaffirme son rôle de fédérateur des acteurs du Cargo de la plateforme Paris-Charles de Gaulle. Cette initiative est également portée par les associations professionnelles telles que l’Union TLF Overseas (Transport et Logistique de France), le CIF (Comité Interprofessionnel du Fret) et le SYCAFF (Syndicat des Compagnies Aériennes de Fret en France).

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SIA Cargo Becomes First Airline in Asia-Pacific to Obtain IATA CEIV Pharma Certification

Singapore Airlines Cargo (SIA Cargo) is the first airline in Asia-Pacific to be awarded the IATA CEIV Pharma Certification, a globally recognised pharmaceutical product handling accreditation. It affirms SIA Cargo’s capabilities in handling high value, time-sensitive and temperature-controlled pharmaceutical cargo with speed, reliability and efficiency.

Developed alongside aviation industry stakeholders and regulators, the CEIV Pharma Certification addresses the industry’s need for safety, security, compliance and efficiency in the transportation of pharmaceutical products. It seeks to minimise product loss attributed to handling and environmental factors such as temperature excursions during transport. The certification encompasses, and in some cases exceeds, existing pharmaceutical standards and guidelines such as the European Union’s Good Distribution Practice and the World Health Organization (Annex 5) Good Distribution Practices for Pharmaceutical Products.

“We are honoured to have been awarded the IATA CEIV Pharma Certification, which reinforces our commitment to our customers from the pharmaceutical sector to deliver the highest standards of care and professionalism in handling their time and temperature sensitive shipments. We are acutely aware of the important role that these shipments play in serving the broader community, and hope that this certification will give our ultimate customers additional assurance and comfort that these shipments, which are often life-saving, are in good hands,” said President of SIA Cargo, Mr Chin Yau Seng.

“The Asia-Pacific freight market is the largest in the world, accounting for close to 40% of total global trade. Having SIA Cargo, one of the region’s largest operators, achieve CEIV Pharma Certification is a significant boost not only for the airlines customers but also the region,” said Mr Glyn Hughes, IATA Global Head of Cargo. “We congratulate them on their achievement and for taking the industry one step closer to having a global standard for transporting pharmaceuticals in place.”

Mr Hughes added, “IATA has created CEIV Pharma to help airlines, handlers and forwarders to be compliant with international regulations and to create one global standard for transporting pharmaceuticals.”

As SIA Cargo manages the cargo capacity on passenger flights operated by Singapore Airlines, SilkAir and Scoot, this award also means that the networks of all these airlines, which together cover over 100 destinations, are now CEIV Pharma certified.

SIA Cargo is part of the pioneer group of six companies supported by Changi Airport Group (CAG) as the first airport community in Asia to undergo the IATA CEIV Pharma Certification. The CEIV Pharma community, which is comprised of at least one company from each segment of the air cargo supply chain, is required to undergo training as well as to meet the requirements set out by IATA.

SIA Cargo and CAG are also members of PharmaAero, a global independent association which aims to foster collaboration between CEIV Pharma certified airport communities dedicated to developing and leading the handling of pharmaceutical products.

For further information, please contact:
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URL: www.siacargo.com

1 International Air Transport Association’s Centre of Excellence for Independent Validators in Pharmaceutical Logistics
2 The six companies are SIA Cargo, dnata Singapore, CEVA Logistics Singapore, Global Airfreight International, Expeditors Singapore and Schenker Singapore

http://www.siacargo.com/Newsroom.asp?date=12012017
Flying pharma: how the industry handles medical cargo

The transportation of pharmaceutical products is an incredibly lucrative business, but a lack of standardisation across the aviation industry has seen the sector losing out to other modes, such as road and shipping. A new organisation aims to improve pharma handling in the air cargo industry by restoring reliability and safety across the supply chain.

The global pharma industry is booming, with the market for temperature management services, such as the transport of vaccines and medicines, projected to rise to $10.2bn by 2018.

But despite an increasing demand for transporting medicine worldwide, the sector has been falling behind other modes of transportation such as shipping or road, due to a lack of compliance, standardisation, accountability and transparency across the supply chain. The air cargo share of global pharma products transport has declined from 17% in 2009 to 13% in 2013, the International Air Transport Association (IATA) notes.

The reason behind the decline is the difficulty of handling temperature-sensitive cargo across the entire supply chain in a safe and secure manner.

Over 50% of all temperature excursions occur while products are in the hands of airlines and airports, according to IATA, which renders the products worthless or even dangerous for patients.

To tackle these challenges, in March last year Brussels Airport and Miami Airport announced the launch of a new organisation, Pharma.Aero. The ultimate aim is to create a safe, standardised pathway for the transport of pharma products by air.

How pharma products are transported

Due to its nature, medical cargo needs to be transported quickly and efficiently to where it is most needed, and air transportation certainly offers that advantage.

However, according to the Seabury Group, just 0.5 million tonnes of pharmaceutical products are transported by air every year, compared to 3.5 million tonnes by sea. The reason for this difference is that “a lot of things can go wrong” at one of the many handling points across the supply chain, according to Nathan De Valck, chairman of Pharma.Aero and product development manager at Brussels Airport.

“...the whole supply chain in the air cargo industry involves a lot of handling points of the cargo. There are a lot of different stakeholders that handle the cargo and each individual shackles in the chain has to be up to standard, otherwise the whole quality of the supply chain can be lost,” De Valck says.

Annual product losses associated with these problems range from $2.5-5.75 billion, a figure that IATA describes as “unacceptably high in a $300 billion a year market.”

At Brussels Airport for example, the supply chain is composed of four elements: the company that forwards the goods to the airport; the forwarding agent that organises the global air transport on behalf of the shippers; the airline flying the cargo; and the handling agent that works on behalf of the airline and ensures the actual transport.

“...the expectation, requirements of pharmaceutical shippers and the actual quality of service provided by different logistics service providers in the air cargo supply chain,” De Valck says. “In short, the shippers were not always getting the quality service they were expecting, resulting in a high risk profile and in a number of temperature excursions.”

“As a result, the pharmaceutical shippers have been highlighting this issue over the past few years and have been looking for alternatives and shifting some of their volumes to other modes of transport,” he says.

Setting up a new gold standard

In 2014, Brussels Airport partnered with IATA to create the Center of Excellence for Independent Validators (CEIV) in pharmaceutical logistics, a global quality standard based on the good distribution guidelines. Today, CEIV is the most widely recognised certification in the world.

“The standard is based on two elements: education and standardisation of processors,” De Valck explains. “It’s a very difficult process and it takes a company on average three to six months to go through the certification.”

While the CEIV accreditation goes a long way to ensure that the companies involved in the transportation process can be trusted to follow safe handling practices, a lack of communication between the different entities across the supply chain was still a problem.

As a result, in March last year, Brussels and Miami airports set up Pharma.Aero, an independent association bringing together CEIV-certified members such as airports, pharmaceutical shippers and other cargo stakeholders from around the world. The objective of this collaborative organisation will not be to have as many members as possible, but to focus on quality and content.

“The essential part is that we only accept organisations that have adopted or endorse the CEIV standard,” De Valck says. “Because we strongly believe that a company needs to first show the commitment to work on the quality and the standardisation of handling before we can invite them to collaborate with us.”

Spreading best practices around the world

“This example we set in Brussels is now being followed globally by other airports, who have taken the example and are implementing the same things now in their community,” he says.

In October, the association brought in new members, including Singapore’s Changi Airport, Sharjah Airport in the United Arab Emirates, as well as Brussels Airlines, Singapore Airlines and Bink’s Life Sciences. Changi and Sharjah are the first two airports to join as strategic members in Asia and the Middle East, respectively.

Changi Airport saw its pharmaceutical traffic increase by 14% year on year over the first nine months of 2016, due to efforts to improve the airport’s local pharma handling standards.

The new association has also received endorsement letters from several pharmaceutical shippers, including MSD, UCB and Pfizer.

“The strength of Pharma.Aero is that we collaborate end to end, not just with airports, but throughout the entire lane of the shipment involving the different airport communities where the cargo is handled,” De Valck says.

“We are doing this to accelerate the maturity of pharmaceutical handling in our industry so as to come up with specific solutions for problem areas we still have in the industry at this moment. It’s all about connecting the dots, eliminating the risk in the supply chain and sharing best practices.”

http://www.airport-technology.com/features/featureflying-pharma-how-the-industry(handles-medical-cargo-5710907/
SIA Cargo becomes first airline in Asia-Pacific to receive IATA CEIV Pharma certification

“The Asia-Pacific freight market is the largest in the world, accounting for close to 40 percent of total global trade. Having SIA Cargo, one of the region’s largest operators, achieve CEIV Pharma Certification is a significant boost not only for the airline’s customers but also the region,” said Glyn Hughes, IATA’s global head of Cargo. “We congratulate them on their achievement and for taking the industry one step closer to having a global standard for transporting pharmaceuticals in place.”

Hughes, added, “IATA has created CEIV Pharma to help airlines, handlers and forwarders to be compliant with international regulations and to create one global standard for transporting pharmaceuticals.”

As SIA Cargo manages the cargo capacity on passenger flights operated by Singapore Airlines, SilkAir and Scoot, this award also means that the networks of all these airlines, which together cover over 100 destinations, are now CEIV Pharma certified.

SIA Cargo is part of the pioneer group of six companies supported by Changi Airport Group (CAG) as the first airport community in Asia to undergo the IATA CEIV Pharma Certification.

Both SIA Cargo and CAG are members of Pharma.Aero, a global independent association which aims to foster collaboration between CEIV Pharma certified airport communities dedicated to developing and leading the handling of pharmaceutical products.

Jan 13, 2017: Singapore Airlines Cargo (SIA Cargo) becomes the first airline in Asia-Pacific to gain the CEIV Pharma certification from IATA.

The certification is a globally recognised pharmaceutical product handling accreditation to affirm the airline’s capabilities in handling temperature-controlled pharmaceutical cargo with speed, reliability and efficiency.

“We are acutely aware of the important role that these shipments play in serving the broader community, and hope that this certification will give our ultimate customers additional assurance and comfort that these shipments, which are often life-saving, are in good hands,” said Chin Yau Sen, president of SIA Cargo.
Rio de Janeiro – Galeão International Airport has become the first such facility in the Americas region to earn IATA’s CEIV-Pharma Certification this week. The effort is part of a US$10 million bid to attract a larger share of one of airfreight’s most lucrative types of cargo.

In addition to extensive training, audits and assessments, followed by improvements to the airport’s pharmaceutical handling infrastructure and processes, RIOgaleão recently opened its “TECA Pharma 2” facility, which tripled the airport’s cold-storage capacity to 17,000 square meters and added 1,400 pallet positions. The facility features an automated cargo storage system and two temperature-controlled environments (one for 2º to 8ºC and one for 16º to 22º C), as well as anterooms and docks that are also climate-controlled.

Approximately 25 percent of RIOgaleão’s cargo revenues are related to temperature-controlled pharma freight. The airport is a hub for the Brazilian government’s vaccination campaigns that target remote areas, making RIOgaleão a critical node for both commerce and social services.

“Air transport, nowadays, requires special capabilities for the handling of pharmaceuticals,” explained Carlos Ebner, IATA’s director for Brazil. “CEIV-Pharma is a program that seeks to implement international standards of supply chain management, addressing chain challenges, including the latest achievements in the transportation of pharmaceuticals.”

RIOgaleão Cargo’s terminal – owned by a consortium made up of Brazilian heavyweight Odebrecht TransPort, Singapore’s Changi, and Infraero, a Brazilian government aviation company – is situated 17 kilometers from the Port of Rio de Janeiro. The airport has a 4,000-meter-long runway, the longest in Brazil. The freight side of the airport has nine parking positions allotted to freighters, which can operate 24 hours per day, without restrictions on capacity or landing times.
Singapore Airlines Cargo Earns IATA CEIV Pharma Certification

Singapore Airlines Cargo (SIA Cargo) has become the first airline in Asia Pacific to be awarded the IATA CEIV Pharma Certification, a globally recognised pharmaceutical product handling accreditation.

The certification affirms SIA Cargo's capabilities in handling high value, time-sensitive and temperature-controlled pharmaceutical cargo with speed, reliability and efficiency.

Developed alongside aviation industry stakeholders and regulators, the CEIV Pharma Certification addresses the industry's need for safety, security, compliance and efficiency in the transportation of pharmaceutical products. It seeks to minimise product loss attributed to handling and environmental factors such as temperature excursions during transport.

The certification encompasses, and in some cases exceeds, existing pharmaceutical standards and guidelines such as the European Union's Good Distribution Practice and the World Health Organization Good Distribution Practices for Pharmaceutical Products.

"We are honoured to have been awarded the IATA CEIV Pharma Certification, which reinforces our commitment to our customers from the pharmaceutical sector to deliver the highest standards of care and professionalism in handling their time and temperature sensitive shipments," said President of SIA Cargo, Mr Chin Yau Seng. "We are acutely aware of the important role that these shipments play in serving the broader community, and hope that this certification will give our ultimate customers additional assurance and comfort that these shipments, which are often life-saving, are in good hands."

2016
Pharma focus nurses air cargo recovery

26 / 12 / 2016

Growth in air cargo pharmaceutical traffic is driven largely by shippers switching from the use of general cargo to more specialised freight products.

Speaking at Air Cargo News’ Life Sciences and Pharmaceutical conference, Seabury Group commercial director Dirk de Rooij said that the pharmaceutical industry was growing by around 4%-5% per annum while airlines were seeing pharma growth rates of up to 30%.

He said the difference between air cargo growth for the traffic type and the pharmaceutical sector was down to the fact that shippers were increasingly switching to specialist products from airlines rather than just shipping medical goods as general cargo.

De Rooij said that one of the reasons for the switch to specialised pharma products was a regulatory drive from authorities to improve supply chains for medical products through programmes like the European Union’s Good Distribution Practice (GDP).

He added that the IATA pharma certification programme CEN was also helping to raise awareness of the importance of using specialist services for the transport of medical products.

A representative from one major airline at the event said he had noticed a “major shift” from some shippers that had switched to using its specialist pharma products because they wanted to comply with GDP regulations and also because they valued their brand image.

However, this varied from country to country because of different interpretations of GDP regulations. He added that other shippers were happy to risk shipping as general cargo.

“There has been a shift away from general cargo, although as we know from other conferences certain shippers still decide to ship as a general cargo service, they data log it and they take that as a risk analysis in their own work,” he said.

Another attendee added that airlines were increasingly rejecting medical shipments that are booked using the wrong product.

“A lot of it is to do with the knowledge that is spreading, in addition to the regulations that are out there,” he said.

“It is also to do with the airlines in many cases rejecting pharma shipments that are not booked under the right code or product.

“But people still ship it as general cargo when they know it’s pharmaceutical and the airlines give it the extra attention anyway but don’t charge for it.”
RIOgaleão Cargo receives IATA CEIV pharma certification

Posted By: STAT Trade Times

Dec 03, 2016: RIOgaleão Cargo becomes the first airport in the Americas to obtain the CEIV Pharma certification (Centre of Excellence for Independent Validators) issued by the International Air Transport Association (IATA).

The recognition of the programme, adopted worldwide, is the result of a series of changes in the cargo terminal at Tom Jobim International Airport, with emphasis on improvements in capacity, infrastructure and storage processes for pharmaceuticals, including those requiring controlled temperature, and training of the professionals involved.

Investments in RIOgaleão Cargo have already exceeded $30 million since the concession began in August 2014.

One of the main elements for the position of RIOgaleão Cargo as an important logistics player in the pharmaceutical chain, and consequently for the acquisition of CEIV Pharma, was the opening of TECA Farma 2, which made it possible to triple the storage capacity of refrigerated loads. The Teca Farma 2 occupies an area of ??11 thousand m² and is fully automated, has two environments of different temperatures (2° to 8° and 16° to 22°), air-conditioned docks and is the only one in the country to have a stacker crane, which provides more agility in the operation. In total, Tom Jobim International Airport has 17,000 m³ of temperature controlled storage area.

Other changes required by the association were also adopted as the revision of procedures and the re-adaptation of other infrastructure items. This same process of modernisation granted to RIOgaleão Cargo, at the beginning of this year, the Authorisation of Operation of Company (AFE) and Special Authorization (AE), granted by the National Agency of Sanitary Surveillance (ANVISA), which attest that the cargo terminal is in line with industry best practices and meets regulatory agency requirements. The Special Authorization guarantees to the terminal the storage of controlled products in the primary zone.

Today, approximately 22 percent of the revenues from the TIO of RIOgaleão are related to the movement of pharmaceutical cargoes and under controlled temperature - among them, the main vaccination campaigns in the country, which pass through the terminal throughout the year. According to UNICEF (United Nations Children’s Fund), immunisations prevent more than three million child deaths annually worldwide.

"When the logistics chain moves pharmaceuticals and temperature controlled, it is not simply carrying goods: it is carrying supplies, medicines and vaccines that will help save lives, benefiting thousands of people. The pharmaceutical industry finds in the air cargo the speed and the transport efficiency that these products of high value and sensitive to the temperature variations need. All this operation must be in compliance with the good practices from the beginning of the collection at the origin until it is made available to the final consumer. It is at this moment that RIOgaleão Cargo comes on the scene, and obtaining CEIV Pharma proves that we are committed to ensuring that we operate to the highest possible quality standards on a global level. Achieving this certification means our customers can be confident that their cargo will be handled according to the most appropriate and recommended circumstances and practices at all stages of the process," said Patrick Fehring, director of RIOgaleão Cargo.
Yusen Logistics is First Air Freight Forwarder at Schiphol Airport to be Awarded IATA-CEIV Pharma Certification

By: AJOT | Nov 29 2016 at 03:15 PM | Air Cargo

Yusen Logistics Benelux is the first air freight forwarder at Amsterdam Schiphol Airport to be awarded the prestigious IATA-CEIV Pharma certification.

Working alongside aviation industry stakeholders and regulators, IATA created the Center of Excellence for Independent Validators in Pharmaceutical Logistics (IATA CEIV Pharma). This program provides guidelines to help organizations and the entire air cargo supply chain to achieve consistent excellence in pharmaceutical airfreight handling.

Over the past decades, the safe transportation of pharmaceutical products for customers worldwide has always been a top priority for Yusen Logistics. In order to take its Pharma Gateway Amsterdam operation beyond GDP™-compliance and to meet the highest possible quality standards in global pharmaceutical air freight, Yusen Logistics Benelux has participated in the IATA-CEIV Pharma certification program. The company’s work in this area and its investment in both people and equipment have now been rewarded with the achievement of IATA-CEIV certification.

Etienne Vesseur, Deputy General Manager Air Freight Forwarding of Yusen Logistics Benelux commented: “IATA CEIV-certification underlines Yusen Logistics’ total commitment to the safe transportation of high-value temperature and time sensitive shipments of pharmaceuticals. We are very excited as one of the first logistics companies in the Netherlands to be able to offer our customers this premium airfreight service.”

Yusen Logistics participates in the joint Schiphol Cargo and Air Cargo Netherlands program to become the Preferred European Pharma Gateway, which was launched at the IATA World Cargo Symposium in Berlin on March 16, 2016. The Pharma Gateway Amsterdam concept stands for quality, transparency, innovation, efficiency and the best connections in pharmaceutical airfreight.

Jonas van Stokelenburg, Head of Cargo of Amsterdam Schiphol Airport Cargo said: “Schiphol Cargo congratulates Yusen Logistics on being awarded the IATA CEIV certificate. This certification represents IATA confirmation of Yusen Logistics’ proven capability to handle, store and transport medicines and other pharmaceutical products with extreme care. A well-deserved achievement! We are very happy with this next stage in the Schiphol initiative “Pharma Gateway Amsterdam” that has been CEIV certified.”

Cyber Freight receives IATA CEIV Pharma-certificate
28 / 11 / 2016

Cyber Freight Amsterdam has received its IATA Centre of Excellence for Independent Validators’ Pharma (CEIV Pharma) certificate.

The Hoofddorp-based subsidiary of family-owned Cyber Freight International is a member of Pharma Gateway Amsterdam (PGA) at Schiphol Airport.

PGA, launched by the Netherlands airport, is a community-based cool chain logistics programme for the niche high value airfreight product.

All participants in PGA will be IATA CEIV Pharma-certified and the programme is the initiative of Schiphol’s Pharma Task Force, launched in July 2015 by Air Cargo Netherlands, the Dutch air cargo industry association.

John Twisk, director operations at Cyber Freight, said: “Next to our GDP, ISO9001 and AEO certificates, this CEIV-certification will enable us to extend the quality standards of our airfreight service for our clients in the pharmaceutical industry. That is exactly the reason why we are very active in Pharma Gateway Amsterdam.”

Jonas van Stekelenburg, head of cargo at Schiphol Airport: “With this certificate, IATA confirms that Cyber Freight executes the storage and handling of medicines and other pharmaceuticals products with the utmost care.”

Together with the other Pharma Gateway Amsterdam members, Cyber Freight will continue the efforts to optimise and improve the handling of pharma-shipments through Schiphol.

Cyber Freight, specialised in pharma, provides air- and seafreight, as well as warehousing and distribution. It is an active member of the Pharmafreight network.

AirBridgeCargo Airlines gains pharma certification

Posted By: STAT Trade Times

Nov 23, 2016: Russian airline AirBridgeCargo Airlines (ABC) becomes the first airline in the country and the seventh in the world to be awarded IATA’s Center of Excellence for Validators in Pharmaceutical Logistics (CEIV Pharma) certification for the global transportation of pharma products via its cargo hub in Sheremetyevo, Moscow.

The transportation of temperature sensitive pharma shipments is one of the fastest-growing air cargo markets, driven by global demand for healthcare and life science products.

"Good health is one of our core corporate values so we clearly understand the importance of this certification. IATA CEIV is a confirmation that our quality procedures for the transportation of pharma products, including temperature sensitive goods, fully comply with IATA’s standards. Every player in the pharma supply chain must follow strict procedures to ensure products reach consumers in good time and in perfect condition. We are proud that AirBridgeCargo was able to complete its preparation for CEIV certification within just four months and successfully passed the IATA audit. As part of this, we have also delivered specialist pharma training to 200 of our employees. This is one of the first steps on the way to ABC becoming a leading carrier of pharma goods for our customers around the world.

"We are confident that this confirmation of our competency and expertise will allow us to increase our volumes of pharma products across our international route network, including imports and exports to/from Russia. It will also help us to attract additional transit cargo via Sheremetyevo airport on the Europe-Asia trade lane. Through our team's efforts aimed at the development and promotion of competitive and high quality services, we also hope to attract new business from customers that currently choose to use ground transportation services," said Sergey Lazarev, general director of AirBridgeCargo Airlines.

The realisation of AirBridgeCargo’s plans will also depend on the support of its key partners. The award of this CEIV Pharma certification is an important milestone in the successful development of the strategic partnership between Volga-Dnepr Group and Sheremetyevo International Airport, which is focused on long-term and mutually beneficial cooperation to develop the airport’s role as an international cargo hub in Moscow. Joint compliance with the CEIV standards by both the airline and airport will help to raise the airfreight market for pharma shipments in Russia to a new level, delivering a globally-recognised level of service for customers shipping temperature-sensitive medical goods.

MIA and Brussels Airport launch new pharma industry organization Pharma.Aero

By: AJOT | Oct 28 2016 at 06:49 AM | Air Cargo

MIAMI – Brussels Airport (BRU) and Miami International Airport (MIA), the first and second International Air Transport Association (IATA)-designated pharma hub airports in the world, respectively, have taken the initiative to create Pharma.Aero, a new organization focused on improving pharma handling and quality in the air cargo industry worldwide.

Nathan De Vaill, Chairman of Pharma.Aero, said, “With the vision to achieve a reliable end-to-end air transport for pharmaceutical cargo, Pharma.Aero will focus on pharmaceutical shippers and all industry stakeholders who embrace the IATA CEIV program. Members of the organization will foster route certification/development of pharmaceutical trade lanes, implementation of best practices and sharing of market knowledge and expertise.”

Along with the Founding Members, BRU and MIA, other stakeholders of the air cargo supply chain have also joined the organization. Singapore Changi Airport (SIN) is the first airport in Asia to join Pharma.Aero as a Strategic Member. Also, Sharjah International Airport (SHJ) is the first airport in the Middle East to join as a Strategic Member. Other members have joined include Brussels Airlines, Singapore Airlines, and Brinks Life Sciences.

Dr. Emilio T. Gonzalez, Director of the Miami-Dade Aviation Department, which operates MIA, adds: “As the busiest U.S. airport for international freight, perishable imports and temperature-controlled products, MIA seized the opportunity to further grow its local pharmaceutical transport industry by engaging its cargo community in the IATA CEIV Pharma Certification Program. In the process, we became the first IATA-designated pharma hub airport in the U.S. Today marks an important day for MIA, as we shift our efforts towards collaborating with other pharma stakeholders around the world through Pharma.Aero.”

Pharma.Aero welcomes airport communities, airline carriers, logistics companies, and other pharmaceutical stakeholders including shippers to become members. Pharma.Aero has received endorsement letters from several pharmaceutical shippers, including MSD, UCB and Pfizer. They welcome the initiative and will give their guidance and active support in the projects with the other members.

Steven Polman, Head of Cargo at Brussels Airport, adds to this: “In the past 4 years we have been working closely with pharma manufacturers, which has resulted in the first CEIV pharma community certification with 18 local BRU cargo based partners. We now want strengthen our approach by bringing it on a global level to create end to end solutions for the pharma industry. Pharma.Aero will be content focused, developing solutions and creating transparency in close co-operation with the pharma industry.”

Lim Ching Kiat, Managing Director, Air Hub Development, Changi Airport Group, said, “Pharmaceuticals is among our fastest growing cargo segments, registering a 19% year-on-year growth in the first nine months of 2016. We are also the first airport in Asia to embark on a community approach for IATA CEIV Pharma. With Changi Airport’s strong connectivity and facilities, Singapore is well-positioned to be the preferred gateway for pharma cargo in Asia. Our participation in Pharma.Aero will further strengthen our capabilities to handle pharma cargo and enhance the pharma supply chain in Singapore.”

Mr. Glynn Hughes, Global Head of Cargo, IATA, confirms: “IATA congratulates the Pharma.Aero collaborative initiative that unites around the central theme of linking CEIV certified entities and trade lanes to improve industry logistical networks to achieve supply chain excellence. Such joint program enhances the Air Cargo industry’s value proposition and adoption of global standards in transporting time and temperature sensitive pharmaceuticals. Ensuring patient safety throughout the logistical journey is a collective responsibility and this is a great demonstration of that ideal.”

Media Release

Changi Airport strengthens pharmaceutical handling capabilities

SINGAPORE, 27 October 2016 – Changi Airport is the first airport in Asia to join pharmaceutical-focused organisation Pharma.Aero as a strategic member, alongside partner Singapore Airlines Cargo who comes on board as a full member. Both Changi Airport and Singapore Airlines Cargo envisage that this effort will raise pharmaceutical handling capabilities at Changi Airport.

An organisation comprising of stakeholders of the air cargo supply chain from around the world, Pharma.Aero is dedicated to achieving excellence in end-to-end air transportation for pharma cargo. Brussels Airport and Miami Airport are the founding members of Pharma.Aero, while other members include Sharjah International Airport, Brussels Airlines and Brinks Life Sciences.

Mr Lim Ching Kiat, Managing Director, Air Hub Development, Changi Airport Group, said, “Pharmaceuticals is among our fastest growing cargo segments, registering a 19% year-on-year growth in the first nine months of 2016. We are also the first airport in Asia to embark on a community approach for IATA CEIV Pharma. With Changi Airport’s strong connectivity and facilities, Singapore is well-positioned to be the preferred gateway for pharma cargo in Asia. Our participation in Pharma.Aero will further strengthen our capabilities to handle pharma cargo and enhance the pharma supply chain in Singapore.”

The South West Pacific and North East Asia regions account for 45% of total share of pharmaceutical cargo at Changi Airport. In terms of volume, Australia, China and India are Changi’s top three pharmaceutical markets on a year-to-date (January to September 2016) basis. The top markets showing strongest growth for the period are China (+51%), Vietnam (+35%) and Hong Kong (+32%).

Pharmaceutical products that pass through Changi Airport include vaccines, tablets and pills. These products are highly sensitive to fluctuations in temperature. Pharmaceutical cargo is the sixth most valued segment in terms of total air cargo handled, and account for under 10% of total value of cargo handled.

Changi Airport is well-equipped with specialised facilities to be the preferred gateway of pharma cargo in Asia, with both ground handlers (Coolport by SATS and Coolchain by dnata) capable of handling more than 300,000 tonnes of temperature sensitive cargo annually. With excellent connectivity and strong mix of freighter and bellyhold capacity provides ample options for pharma shippers to access the global economy.

Changi Airport is the first airport in Asia to embark on a community approach for the IATA CEIV Pharma certification, raising the local community’s handling standards and capability for temperature-sensitive pharma cargo. The pioneer group of companies in the Changi CEIV Community consists of Singapore Airlines Cargo, dnata Singapore, Global Airfreight International Expeditors Singapore, CEVA Logistics Singapore, and Schenker Singapore. SATS Coolport was the first facility in the world to attain the IATA CEIV Pharma certification in 2014.

Global spending on pharma cold chain logistics is projected to grow at 8-9% per year, totaling US$16.7 billion by 2020 according to Pharmaceutical Commerce. Asia is expected to account for the largest regional share growth with more than $1.2 billion of cold-chain growth through 2019.

Looking forward, Changi Airport hopes to strengthen its pharmaceutical cargo handling capabilities by progressively working with more cargo partners to attain IATA CEIV certification, and by collaborating with members of Pharma.Aero to share market knowledge and implement best practices to better serve the pharmaceutical industry.

Turkish Airlines wins pharma CEIV accreditation

25 / 10 / 2016

Turkish Cargo, the airfreight arm of Turkish Airlines, has been awarded IATA’s ‘Center of Excellence for Independent Validators’ (CEIV) certification for pharmaceutical logistics at its Istanbul hub.

The carrier has also trained a dedicated team to preserve the integrity of the cold chain and products and will introduce a thermal dolly service to protect shipments from the heat on the tarmac at Istanbul Atatürk airport.

Turkish Cargo has 3000sq m of storage area at Atatürk covering four different temperature ranges (from -20 °C to +25 °C) with healthcare products stored in a dedicated 1030sq m area.

Temperatures are monitored by telemetry, and all cargo movements are tracked with COMIS, Turkish Cargo’s IT software, in real time.

IATA established the Center of Excellence for Independent Validators (CEIV) in Pharmaceutical Logistics to help companies from the entire air cargo supply chain achieve excellence in their pharmaceutical handling operations.

The carrier’s senior vice president cargo, Şeref Kazancı, said: “Transportation of pharmaceuticals and healthcare products is a priority for Turkish Cargo. As we continue to expand our operations in this area, we remain committed to ensuring that we are operating to the highest possible quality standards.

“Achieving IATA CEIV Pharma certification means that our customers can have the confidence that their sensitive cargo will be handled – at every stage in the process – in accordance with the very best practices.”

IATA’s head of cargo, Glyn Hughes, added: “With the airline group’s commitment to investing in its workforce, state-of-the-art facilities, innovative products and certifications, Turkish Cargo’s customers can be confident that their life-saving and temperature sensitive products will be delivered in impeccable condition.”

Pharma supply chain community must collaborate and work with regulators to set global standards

Sept 24, 2016: Logistics providers must work closely with regulators to ensure the rapidly expanding pharma supply chain runs smoothly and securely, delegates at the Cool Chain Association (CCA)'s Pharma and Biosciences Conference 2016 heard earlier this week.

The cool chain community must work closely with regulators to ensure the global pharma market, estimated to be worth USD1.1 trillion a year globally, benefits from harmonised regulations, delegates at the Cool Chain Association (CCA)'s Pharma and Biosciences Conference 2016 heard in Dubai this week.

A more unified approach is needed by pharma supply chain providers to address the evolving needs of the cool chain shippers and help to combat annual losses of up to USD35 billion resulting from waste pharmaceutical product temperature excursions.

"Temperature controlled logistics is expected to grow by nine percent every year, leading to a global cool chain industry worth around USD16.7 billion by 2020," said Sebastiaan Scholte, chairman, CCA.

"However, the patchwork of regulations around the world, as well as the huge amount of data being collected as we process pharma goods, means we have to navigate a highly complex system.

"Open dialogue between industry and regulators is vital to ensure every voice in the cool chain is heard to help us achieve a slicker, more transparent supply chain that meets the evolving needs of the pharmaceutical marketplace."

Delegates at the two-day CCA event, which brought together over 140 experts from all sectors of the global pharma supply chain, heard that the industry had seen significant changes over the last decade.

A wave of new regulations has spurred the launch of initiatives such as the International Air Transport Association’s (IATA)’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) accreditation scheme, and focused the attention of airports on building specialised pharma zones.

Therese Puettz, chief executive officer, Kerawan Management Consulting, told the conference the cool chain “toolbox” had also seen great advancements, such as unit load devices (ULDs) with rechargeable batteries, improved covers for protecting temperature-sensitive cargo, and real-time global tracking, as well as the use of nearfield communications (NFC) to better monitor and protect pharmaceutical products.

The smart cool chain is the next innovation and this is where the tailoring will happen, she said.

"It is about making use of this enriched tool box, which has really grown over the years, driven by regulations and competition," said Puettz.

But better communication is needed with the shipper, including ensuring a clearer understanding of the implication of initiatives such as the Good Distribution Practice (GDP) guidelines and IATA's CEIV programme, which are a "step in the right direction" towards global harmony, Bert Alward Jorritsma, manager Special Cargo & Services Delivery, Emirates SkyCargo, told delegates.

Scholte added that industry must work closely with regulators to ensure that any new legislation does not elongate the time-critical cool chain process.

"The CCA could work together with The International Air Cargo Association (TIACA) to hold closed door sessions with regulators to address supply chain issues," he said.

"One solution they could consider is the creation of a database that includes a quality trademark that rates all air cargo services at airports, to help shippers gain full visibility."

Delegates at the CCA event were also invited by Emirates SkyCargo to a tour of their new SkyPharma cool storage facility at Dubai International Airport, which opened for business this week.

The 11,000-square metre facility is run in conjunction with Emirates SkyCentral Dubai World Central (DWC), the carrier’s freighter hub in DWC, which offers 4,600 sqm of area dedicated for pharmaceutical cargo.

The next CCA event is the Cool Chain Association Pharma and Perishables Event in Dallas, Texas, USA from December 5 to 6, 2016.

AA Cargo becomes first U.S. carrier to seek CEIV-Pharma cert

As the phama market continues to heat up globally, American Airlines Cargo has become the first U.S.-based carrier to seek certification via IATA’s Center for Excellence and Independent Validators for Pharmaceutical Handling (CEIV-Pharma). The carrier said it is applying for the CEIV status “in an effort to promote the hard work and investments made over the last few years to enhance and evolve its cold-chain program.”

The process will begin at American’s key hubs at Dallas-Fort Worth International (DFW) and Miami International (MIA). AA Cargo’s certification efforts will also carry over to Philadelphia International (PHL), which has a dedicated, 25,000-square-foot cool-chain handling facility that opened last year.

Tom Grubb, American’s manager of cold chain strategy for the AA Cargo division, said demand for temperature-control services continues to grow rapidly pace due to market growth and an increase in regulatory oversight of pharmaceutical logistics.

AA Cargo’s ExpediteTC™ temperature-control program was developed to handle various sensitive healthcare products, such as vaccines, gene therapies and blood products throughout the supply chain. All told, the carrier’s global cold-chain network reaches 157 cities in 45 countries worldwide.

Other carriers involved in the CEIV-Pharma program include CAL Cargo and Finnair, plus about 30 other companies in the forwarding, ground handling and cargo screening industries.

American Airlines Cargo Continues Enhancing Cold-Chain Program

American is the first US-based carrier to promote CEIV certification

American Airlines Cargo has signed with The International Air Transportation Association (IATA) to obtain certification for the handling of pharmaceuticals and healthcare products targeted at supply chain participants. American obtains this certification in an effort to promote the hard work and investments made over the last few years to enhance and evolve its cold-chain program.

Initial stations will include American’s home base and key hub Dallas-Fort Worth International (DFW), and Miami International (MIA). As the largest airline at MIA, American’s certification will back the MIA Airport Pharma Hub initiative. American will also certify Philadelphia International (PHL) in support of its dedicated, 25,000 square-foot pharmaceutical and healthcare handling facility that opened in 2015.

The IATA certification, known as the Center for Excellence and Independent Validators (CEIV), impartially validates the capabilities associated with the proper transportation of delicate, temperature-controlled pharmaceutical shipments. In addition to the facilitation of critical training for warehouse handling staff on regulations and best practices, the certification includes the assessment and verification of properly-equipped facilities, processes and operational effectiveness for the correct handling of these sensitive products—all efforts American has focused heavily on over the recent years.

“Our focus is on moving pharmaceuticals safely and efficiently across the globe, and being the first U.S. carrier to promote this certification will help show our partners and customers how confident we are in our abilities to offer the best cold-chain service possible,” says Tom Grubb, American’s manager of cold chain strategy for its cargo division.

ExpediteTC®, American’s premium temperature-control program, was developed for the best-in-class handling and shipping of pharmaceutical and healthcare commodities—such as vaccines, gene therapies and blood products—throughout the supply chain. Given the delicate nature of these products and the need to ensure the safe and effective transport for the end patient, American will invest in CEIV across its global network, starting with key hubs, to validate its high-end, cold-chain offering.

The certification will help promote the investments American has made toward facility, technology and process enhancements, ensuring the highest quality compliance, training and handling possible across its global cold-chain network, which reaches 157 cities in 45 countries around the globe...including Cuba.

“Cuba has a thriving medical community with its trained doctors frequently traveling to other countries in need of their knowledge and expertise,” says The Executive Director of the Airforwarders Association, Brandon Fried. “As commerce begins to increase between the U.S. And Cuba, we can probably look forward to a thriving pharmaceutical community to flourish and the need to transport such products between our two countries. American’s attainment of this certification will not only compliment its new Cuban air service but other destinations served in throughout the Caribbean, Latin America & South America.”

The demand for temperature management services continues to grow at a rapid pace due to market growth, necessary product requirements and stringent global regulations. With the increase in regulatory oversight of pharmaceutical logistics comes the industrywide need to ensure quality handling from all stakeholders, says American Airlines spokesmen.

http://www.scmr.com/article/american_airlines_cargo_continues_enhancing_cold_chain_program
Every silver lining has a cloud at Lufthansa Cargo

Lufthansa Cargo is the sixth airline to be awarded IATA’s Center of Excellence for Independent Validators (CEIV) certification for pharmaceuticals, the carrier announced. Of course, every silver lining has its cloud, and in Lufthansa’s case, it comes in the form of impending layoffs early next year.

According to IATA, Lufthansa’s Cool/Active and Cool/Passive products, along with its 4,500-square-meter facility at Frankfurt International Airport, meet the CEIV shipping standards for cold-chain handling of temperature-sensitive materials. “Pharmaceutical shipments are extremely challenging and demand maximum reliability from airlines. Adhering to the required temperature is crucial to ensure medication can be used as planned following shipping,” said Alexis von Hoensbroech, board member, product and sales, at Lufthansa Cargo.

The CEIV news, however, was tempered by Lufthansa Cargo’s plans to shed up to 800 jobs worldwide in order to cut costs, the carrier announced. “The introduction of a new, leaner and more efficient organization structure, effective 1 January 2017, is a key element of this,” said a spokesman for the carrier. “Among other things, this will reduce the number of management levels, thereby speeding up our internal decision-making processes.”

Lufthansa Cargo employs roughly 4,600 people worldwide. The current cost-cutting strategy will eliminate 450 to 500 positions in Germany in the near future, with 250 to 300 positions abroad headed to the chopping block in coming years. The carrier hopes to reduce costs by €80 million, a spokesman explained.
Lufthansa Cargo gets pharma certification

Sept 13, 2016: Lufthansa Cargo has been awarded the CEIV certification by The International Air Transport Association (IATA).

Over recent months, as part of a complex procedure, independent specialists have reviewed the airline’s processes when transporting pharmaceuticals using the Cool/td Active and Cool/td Passive products and have assessed Lufthansa Cargo as exhibiting superior reliability and expertise.

The German airline is now one of only six airlines worldwide to have received this certification for processes throughout the global route network.

The Lufthansa Cargo Cool Center in Frankfurt was also successfully certified. With the 4500 sq. metre building, Lufthansa Cargo ensures that pharmaceutical shipments are handled reliably and quickly at its home airport.

“Pharmaceutical shipments are extremely challenging and demand maximum reliability from airlines. Adhering to the required temperature is crucial to ensure medication can be used as planned following shipping,” comments Alexis von Hoensbroech, Board Member Product and Sales at Lufthansa Cargo.

With CEIV Pharma (Center of Excellence for Independent Validators in Pharmaceutical Logistics), the IATA airline association has developed a global standard for pharmaceutical transport for the very first time.

“CEIV certification by IATA – combined with further innovations and product improvements – will help make us an even more attractive proposition to our customers from the pharmaceutical industry. That’s why we will continue to invest in our infrastructure and processes.”

Together with Dokasch, the company even developed the Opticooler – a refrigerated container, which functions exceptionally reliably due to compressor technology (with no need for dry ice).

The Lufthansa Cargo Cool Center, which opened in 2011 offering direct access onto the apron, is one of the most innovative hubs for handling temperature-sensitive cargo across the world. Four cold-storage rooms kept at different temperatures as well as a deep-freeze room ensure that the required temperature is guaranteed for each and every piece of cargo.

“We continue to see good growth opportunities in pharmaceutical shipping,” clarifies von Hoensbroech.

FROM MAGAZINE: IATA’s CEIV validation is a game changer for pharma transportation

With 1100 people trained, nearly 80 entities to be certified and 119 entities to be assessed by the end of the year under IATA’s Center of Excellence for Independent Validators (CEIV) programme, this validation is slowly becoming the industry standard for pharmaceutical transportation.

Surya Kannoth

As the pharmaceutical industry moves from ‘blockbuster’ products to personalised medicine, expensive medications with low volume and high value has become the shipping norm. To add to the complexities of the product, logistical nightmares such as temperature excursions, customs delays, packaging breakdowns, incorrect shipping, and packing choice are all risks inherent to pharma shipments.

To confront such international failures in air transport of pharmaceuticals, IATA, which has helped develop several important airline and airport safety standards, launched the Center of Excellence for Independent Validators (CEIV) Pharma Logistics program in 2014. Its goal is to develop global standards for air transport of pharmaceuticals, but also to certify compliant companies, and train airport, airline, product handling, and freight forward personnel in the basics of current good manufacturing practices (cGMPs) that are required to ensure pharmaceutical safety and efficacy during shipping.

The fact that there is no global certification for handling of pharmaceutical products, the CEIV initiative has gained significant traction within the cargo fraternity since its inception.

Belgium has a large cluster of pharmaceutical production facilities. These local pharma shippers have supported Brussels Airport (BRU) in the implementation of the CEIV pharma certification by endorsing the program and providing assistance in optimising the IATA checklists. As a result of this active involvement, they have experienced the added value of working with CEIV pharma certified companies. Today, they use the certification as an extra selection criterion for supplier selection. Some of the big pharma shippers have decided to consolidate their European shipments in BRU, generating additional volumes for the airport.

Liege Airport is yet another important player in Belgium, which along with its three handlers Aaxpportater, LACHS, Swissport and cargo operator CAL Cargo Airlines, have been audited and certified in 2015. However, for Liege, the decision to participate was made much later.

“As we are a full cargo airport with a quite strong cooperation between actors and a close-to-zero turn around time for sensitive products, the overall complaints of the industry towards handling at airports was less applicable to us. What we observe now, however is based on becoming a sort of minimum level requirement, and therefore, as an airport community we decided to participate. We now have three handling companies, an airline and a trucking company offering CEIV-certified services, and therefore being able to respond to this requirement when it is required,” said Bert Selis, Cargo & Logistics Manager, Liege Airport.

Miami International Airport (MIA) became the first airport in the United States, and the second in the world, behind Brussels, to adopt a community approach to CEIV certification. So why did Miami choose the CEIV programme?

“A couple of years ago, we noticed that the value of pharmaceutical products passing through our airport was significantly increasing – by 62 per cent from 2010 to 2015. We realised the opportunity for our local cargo logistics community and created our MIA Pharma Hub initiative to advance pharma transport through MIA. The cornerstone of our initiative was IATA to engage the local cargo community in the CEIV Program. Because of our efforts, IATA last year recognized MIA as the first IATA designated pharma hub airport in the U.S. for bringing together six members of the local community of pharmaceutical logistics stakeholders. We are also working in other ways to advance our initiative,” said Chris Mangos, Director – Marketing Division Miami International Airport.

This year (in February and March) Miami International Airport organised two informative pharma seminars for the local cargo community. While these efforts were primarily focused on a local effort, it has been working on this approach at the state and regional level, not to mention at the international level in both India and Belgium.

“There is so much more planned as we enter the new year and next phases of our overall pharma program,” he added.

IATA’s endeavor

IATA has been active in this area for some time with a time and temperature task force made of pharma shippers, freight forward companies, ground handlers, airlines, and airports that focuses on cold chain issues. IATA started its efforts back in 2007 with the publication of its ‘Perishable Cargo Regulations,’ followed by Chapter 17, which updated guidelines for handling temperature-sensitive pharmaceuticals. It then started with the placing of special labels on temperature-sensitive pharmaceuticals, the use of which has been mandatory since 2012.

So far, 1100 people have been trained in IATA’s Center of Excellence for Independent Validators (CEIV) program, said Ronald Schaeffer, project lead, CEIV Pharma, IATA. By the end of the year, Schaefer said he expects 60-80 entities to be certified and 119 entities assessed by the end of the year.

IATA has been engaging pharma shippers for their suggestions, given complex, varying global regulations and the number of stakeholders involved. Those in the industry agree that having standards will be crucial in the future.

Given the comprehensive nature of the process, it can take an organisation anywhere from two to eight months to receive CEIV validation. As part of the certification process, during the assessment stage, IATA’s independent validators provide additional guidance, clarity requirements, offer recommendations for change and identify opportunities for improvement based on their own knowledge and experiences of global best practices having themselves conducted many certifications worldwide. This provides an additional layer of practical (and not theoretical) knowledge which is invaluable in the provision of safe and reliable transport of pharmaceuticals, explains Ronald Schaeffer, Project Head, IATA CIEV.

“We have spent the first two years of the program working alongside regulators and our own industry stakeholders reviewing and constantly enhancing the program in order to ensure we provide a comprehensive solution to address industry wide problems and at the same time achieve the universality that pharmaceutical companies seek. Now that the CEIV Pharma program is in its robust 3rd edition, we are augmenting our efforts to reach out to shippers and involve them more and more in our activities,” Schaeffer added.

The cargo community at Brussels Airport was the first in the world to obtain the CEIV pharma certification, and has until today the largest number of certified companies collaborating at an airport.

“The program has helped us in aligning and standardising processes, offering a guaranteed cool chain through the airport. It was a powerful tool to build our pharma community, serving as a stepping stone for further pharma related projects. Examples of successful innovations are the airside pharma transport dolly and the pharma quality dashboard,” said Nathan de Valk, Cargo & Product Development Manager, Sales & Marketing, Brussels Airport Company.

Setting an industry standard

Finnair Cargo was the first airline in the world to gain the IATA Pharma CEIV certification in June 2015. Speaking of the validation process, Fredrik Widgrube, Global Head of Sales, Finnair Cargo, said, "We see the IATA CEIV Pharma as a major milestone for air cargo as it ensures a uniform approach within the air cargo industry, and increases transparency of the air cargo logistic chain to the pharmaceutical industry. In addition, it gives customers the confidence that airlines and other stakeholders with CEIV certificate know how to handle pharmaceuticals in high quality fashion."

Lufthansa Cargo, yet another frontrunner in receiving the certification is convinced that the CEIV approach driven by IATA will become the industry standard for pharmaceutical products. "In contrast to some local initiatives that already exist in some parts of the world, CEIV is the only global approach with clearly defined criteria. It will certainly help certified companies to prove the capability of top quality transport of pharma shipments. Lufthansa Cargo is very excited and proud that we are one of the frontrunners in the industry and have just completed the certification process successfully," said Michael Goentgens, Communications Director, Lufthansa Cargo.

Compared to other forms of transport, the air freight process involves more players. This means that the cold chain can be broken at many different points. The community approach by IATA helps to get all stakeholders under the same umbrella. And it is this very reason that a number of players in the air cargo fraternity choose to get validated under CEIV. "By passing the training together and discussing single process steps in detail, all the companies at FDA could develop the supply chain together and discover synergies. Being the biggest pharma hub in Europe and offering a wide and unique range of services in this field, an international validation definitely helps us to underline our position," said Dirk Schusdziarra, SVP Cargo, Fraport.

But it is always the best to get first-hand experience of the processes. Hence, Fraport regularly organises on-site visits for pharmaceutical companies. "The visit FDA Pharma program offers guided tours to various cargo facilities at Frankfurt Airport. Discussing processes live in the warehouses showed to be the most effective way to get into an exchange with the pharma industry. So far, we could convince and delight most of our guests," Schusdziarra added.

With more and more players from the air cargo supply chain having achieved or decided to apply for the IATA CEIV Pharma certification, there is an increasing overall awareness for the role each company plays when it comes to improving the connectivity of the pharma supply chain, and therefore supporting the development of the pharma industry as a whole. "To my opinion, it is most important to continuously evaluate and further upgrade existing warning systems throughout the pharma supply chain as a basis for ensuring seamless transportation and warehousing processes. Having satisfied the IATA CEIV Pharma regulations, our new Cool Center was the first one of its kind in mainland China to fully comply with all the relevant standards expected by pharmaceutical manufacturers," said Lutz Grzegorczyk, Vice President, PACTL.

In pursuit of CEIV certification

Changi Airport is aiming to become the first airport in Asia to attain the CEIV certification. The six companies in the pioneer batch of the Changi Community are: SIA Cargo (freight carrier), dnata Singapore (airport ground handler), as well as CEVA Logistics Singapore, Expeditors Singapore, Global Airfreight International and Schenker Singapore. The other ground handler at Changi Airport - SATS - had already attained its CEIV Pharma certification in 2014.

Under the community approach, the companies benefit from the opportunity to share on their experiences and challenges during the training modules as well as during assessment and validation.

With this approach, there is greater synergy among the companies involved. "Through the sharing and discussions, shippers have a greater appreciation of the certification as well as what Changi Airport has to offer in terms of cold chain handling capabilities and our extensive connectivity, especially in Asia. Companies undergoing certification are also appreciative of the training provided by IATA and cognizant that the IATA CEIV will not only be compliant to the major standards in handling of pharmaceuticals, but also go beyond the standards to adhere to the industry’s best practice for pharmaceutical handling," explained Phau Mui Moon, Assistant Vice President, Cargo & Logistics Development Division, Changi Airport Group.

While Swiss WorldCargo, as an airline, is on its way to be CEIV certified, its hub which has already received IATA’s stamp is GDP compliant, is moving towards creating “quality corridors”. "We have already started the CEIV certification process for Swiss WorldCargo, not only focusing on infrastructure and sub-contractor management, but also looking at the people part and ensuring that our teams worldwide work according to the requirements of the pharma industry," said Alain Guerin, Head of Cargo Marketing, Swiss WorldCargo.

"With our Pharma compliant ground handling agent in SIN (SATS), we have created a pharma quality corridor between SIN and ZRH where the same passion for quality is shared and delivered. Sub-contractor management is also a crucial part in delivering excellence: we need to make sure that all partners in the supply chain deliver the same level of excellence," he added.

As the momentum within the industry continues, CEIV Pharma will continue to evolve in order to fully address the industry's need for more safety, security, compliance and efficiency to create a globally consistent and recognised pharmaceutical product handling certification.

By promoting supply chain partner collaboration on pharmaceutical handling standards, the programme will warrant seamless integration of pharmaceutical cargo movement throughout the whole process. By ensuring open communication, trust will be built regarding product integrity based on the guarantee that temperature-sensitive pharmaceuticals will be consistently managed in the same way every time. Once that trust is built, the industry as a whole will be able to move forward.

Turkish Cargo gains pharma certification

Turkish Cargo has become the latest airline to be awarded IATA’s Center of Excellence for Independent Validators (CEIV) certificate for its pharmaceutical operations.

The airline was awarded the CEIV certificate after meeting IATA’s CEIV standards.

Turkish Cargo has a storage area totalling 3,000sq m and covering four different temperature ranges (from -20 °C to +25 °C) in a total Indoor area of 43,000sq m.

“The healthcare products are stored in a dedicated area of 1,030sq m,” the airline said. “All storage and handling processes are carried out as specified in the relevant regulations.

“Temperatures are monitored with a telemetry system, and all cargo movements are tracked with COMIS, Turkish Cargo's IT software in real time. For the special cargo operations, a dedicated team ensures smooth continuation of the process.”

Turkish Cargo said it hoped the certification would not only help to increase its pharmaceutical market share, but showed that it was aware of the importance of pharma shipments to human health, considers the producers' concerns, and that it adopts this approach in all the processes involved in such shipments.

“All personnel are made aware of the severity and importance of the possible problems that could occur,” the airline added.

“During the transportation of consignments that are extremely important for health and extremely temperature- and time-critical, such as pharmaceuticals, vaccines, biotechnological products, diagnostic samples, precision healthcare devices, organs, tissues, etc., Turkish Cargo acts extremely cautiously to preserve the integrity of the cold chain and the products, and gives the utmost priority to this issue.”

Turkish Cargo said in order to achieve the IATA CEIV Pharma certificate, its operations needed to meet the requirements of the international Good Distribution Practice guides, IATA Perishable Cargo Regulations Section 17 and Temperature Control Regulations.

(Istanbul Exclusive) News that Turkish Cargo was awarded IATA’s Center of Excellence for Independent Validators (CEIV) certificate for its pharmaceutical operations comes as positive news following a summer of challenges for the fast-rising carrier.

Here in an exclusive conversation with Mr. Halit Anlatan, Vice President Cargo, FlyingTypers learned that the beat of growth and global cargo service has continued unabated for Turkish Air Cargo. As September begins, the carrier is ready to reach for new horizons.

“Turkish Cargo has made huge investments in service quality just in the past year and a half,” Mr. Halit said.

“Firstly, we have built and operationalized our next generation cargo handling facility at IST, including our new storage system that is equipped with the latest technological advancements for management and control of ever growing domestic and international shipments.

“Turkish Cargo has also created a software system that will carry us to the future, which will be integrated it into our global cargo operations worldwide.

“At the same time have enlarged our cargo network and started serving multiple new destinations. As these great steps are being taken, we also have been able to control all possible challenges while maintaining our growth.

“Turkish Cargo will continue to innovate and release new features that will make our customers’ businesses easier in the upcoming quarter as Autumn 2016 progresses into 2017.

“Our customers and shipping partners know that Turkish Cargo has their back, no excuses, every step of the way!” said Halit Anlatan.
Turkish Airlines’ Istanbul cargo hub awarded CEIV certification

Turkish Airlines’ Istanbul Atatürk Airport cargo hub has been awarded the International Air Transport Association’s (IATA) Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV-Pharma) certification. Turkish Airlines Cargo hopes to leverage its CEIV certification to compete in a crowded cargo market. Turkish Cargo tonnage carried in the first half of 2016 rose 12 percent to 389,000 tonnes, however revenue fell by US$1 million, year-over-year, to $464 million.

Turkish Cargo has 3,000 square meters of specialized storage space at Istanbul’s busiest airport, dedicated to four different temperature ranges (from -20°C to +25°C), with healthcare products stored in a dedicated 1,030-square-meter space. Specialized spaces are housed within a 43,000-square-meter indoor cargo area. The Turkish Cargo facility sits on the carrier’s 71,000-square-meter footprint at the airport.

Turkish Cargo is also planning to commission “Thermal Dollies” services and deploy them for the temperature- and time-critical consignments in the near future. The Thermal Dolly is a temperature-controlled, wheeled cart that protects shipments from excessive heat on tarmacs that are used in climates with extreme, and sometimes moderate, temperatures.

The carrier explained that its CEIV certification certified Turkish to handle specialized shipments, including those of “pharmaceuticals, vaccines, biotechnological products, diagnostic samples, precision healthcare devices, organs and tissues.”
Manufacturing and Distribution Boundaries Blur

Airlines, airports, freight forwarders, and other cold-cha partners are taking a crash course in pharma cGMPs.

Pharmaceutical distribution was once considered separately, as a simple handoff. Manufacturers made product, then had it shipped (by a reputable company and its partners) to its destination. This approach ignored the nodes and modes, numerous product transfers, and players involved in the logistics process. It also predated biotech, and a clear understanding of just how sensitive biopharmaceuticals can be to the slightest changes in temperature, pressure, humidity, or other conditions. Today, logistics providers and pharmaceutical manufacturers agree, simple handoffs no longer work.

Good distribution practices (GDPs), which focus on optimizing conditions for product storage, have set a baseline for maintaining pharmaceutical quality and safety during shipment, transportation, and delivery. They may all be somewhat similar and share the same goals, but every country’s GDPs are different. In the United States, the US Pharmaceutical Convention’s (USP’s) guidelines are used, but the World Health Organization (WHO) has its GDPs, as does the European Union (EU), which updated its GDPs in 2013 (1).

For those cold-chain service providers farthest away from the product (i.e., airlines, airports, and freight forward and courier companies), understanding and applying pharma GDPs can be confusing (see Sidebar 9). Such understanding is crucial, however, especially for air cargo shipment. Temperature excursions account for 92.5-12.5 billion of pharmaceutical product loss each year, according to the International Air Transport Association (IATA), the Montreal-based trade group that represents airlines (2).

Air cargo transportation is often the riskiest portion of the product’s journey, as sensitive materials may be left waiting between flights or in various parts of airports, pending customs inspections or regulatory assessments. “Traditionally, shippers have tried to mitigate the impact of airport delays by incorporating special features into packaging, but now we are at a point where airlines need to shore up that part of the supply chain,” says Dan Bell, Marken’s vice-president, Regulatory Compliance and Technical Affairs,

Long customs and regulatory inspection delays are still typical

One of Bell’s Big Pharma clients recently noted that Brazil’s average airport inspection time had gone down, from 70 to 60 days. But still, Bell says, “No packaging in the world can maintain product for that length of time. Airlines may need to plug in an active container or move product into cold storage or an air-conditioned room. There’s a more active part for airports to play in such scenarios,” Bell says.

There is also a strong business reason for airports to become more directly involved. Between 2000 and 2013, pharmaceuticals dropped from 17% of all air cargo shipment business to 11%, according to data developed by Pharmaceutical Commerce (2), with some pharma manufacturing centers opting for sea transport instead.

Recognizing the need for standards relevant to air shipping, IATA, which had helped develop several important airline and airport safety standards, launched the Center of Excellence for Independent Validators (CEIV) Pharma Logistics program in 2014. Its goal is to develop global standards for air transportation of pharmaceuticals, but also to certify compliant companies and train airport, airline, product handling, and freight personnel in the basics of current good manufacturing practices (cGMPs) that are required to ensure pharmaceutical safety and efficacy during shipping.

IATA has been active in this area for some time, explains CEIV Pharma Logistics project lead Ronald Schaefer, with a time and temperature task force made of pharma shippers, freight forward companies, ground handlers, airlines, and airports that focuses on cold chain issues and meets twice a year. IATA’s efforts started in 2007 with the publication of its “Perishable Cargo Regulations” (PCR) (3), followed by Chapter 7, which updated guidelines for handling temperature-sensitive pharmaceuticals (4). Its next effort was to place special labels on temperature-sensitive pharmaceuticals, the use of which has been mandatory since 2012.

IATA has been engaging pharma shippers for their suggestions, given complex, varying global regulations and the number of stakeholders involved. Those in the industry agree that having standards will be crucial in the future.

In drafting a standard, IATA’s first step was studying, and adapting, the global GDPs. It focused on WHO’s and the EU GDPs as well as the EU Annex 5, but also took the best of each regional GDP and its own PCR to create one robust standard for pharma transport. The standard is designed to apply to anyone, whether they are a trucking company, ground handler, or freight forward company, says Schaefer (5).

IATA also developed two training programs, one on the operational side on how to handle pharmaceuticals, and the other on audit quality training management, a five-day classroom course. In order to receive CEIV-Pharma certification, a company must first be assessed by an independent validator who identifies areas of compliance and noncompliance and generates a gap analysis report. The company is given a chance to close the gaps, and, when it is ready, a formal audit is done, with particular emphasis on the gaps that had previously been noted. It generally takes each company about six months to become ready for certification, Schaefer says.

Training in operations and audits

In addition to the audit, companies need to complete the training requirement, by sending two people from each of its locations to the course. Certification is valid for three years, after which recertification is needed, Schaefer says.

Companies can be certified individually or collectively via a “community” approach, in which a number of different companies undergo certification together at one airport. This approach, which was first used at Brussels Airport, can be more economical, and allows different stakeholders (e.g., airlines versus shoppers) to better understand each other’s challenges and needs. Since the program was launched, 34 companies have been certified. Schaefer says, and he is aiming for 60 by end of year.

Daniel says the initiative has strong precedents. After all, he asks, didn’t cGMPs result from industry-wide stakeholder agreement? “CEIV-Pharma ... is an important part of the pharmaceutical industry’s development, in establishing widespread and well-known standards for GDP, especially for entities in the distribution chain that have not developed quality systems that address GMP concerns,” he says. There will also be financial incentives for getting certification, notes Bell, because airlines, airports, and freight companies will be able to charge a premium if they can offer documentation showing improved training and quality performance.

Turkish Cargo recognized as Pharma CEIV

ISTANBUL: August 26, 2016. Turkish Cargo has been awarded an IATA CEIV (Center of Excellence for Independent Validators) Pharma certificate for its Istanbul hub.

Turkey joins other airports including Brussels, Miami, Singapore and Zurich as IATA-recognized independent validators.

The airline says the recognition follows it successfully meeting the requirements of the international GDP guides (EU and WHO), IATA PCR (Perishable Cargo Regulations) Section 17 and TCR (Temperature Control Regulations), and targeting excellence in air cargo transportation and cargo handling services.

IATA says air cargo’s share of the global pharma transport declined from 17 percent in 2000 to 11 percent by 2013 due to a lack of compliance, standardization, accountability and transparency. As a result it created a CEIV for pharma logistics to meet the growing requirements of shippers and manufacturers.

According to the Cool Chain Association, the total value of the pharmaceutical market is estimated at US$1.6 trillion by 2020 with India expected to be the largest pharma manufacturer in the world in less than 15 years. Another source says global pharma sales reached US$1 trillion in 2014 and expects the number to rise to US$1.3 trillion by 2018.

As the pharma market continues to grow, Turkish Cargo says while it is trying to increase market share, its first priority is the concerns of manufacturers and their focus on the importance of human health.

With this in mind, the Turkish Cargo terminal at Ataturk airport, Istanbul has 3,000 sq.m. of specialized storage covering four different temperature ranges from -20 °C to +25 °C with healthcare products occupying a dedicated area of over 1,00 sq.m.

In addition to thermal blankets and active container services to help customers, the airline says it is planning to introduce a temperature-controlled dolly service to protect critical shipments from extreme heat or cold during handling.

Virgin taking on pharma shipments without CEIV

Virgin Atlantic is muscling into the pharma air cargo business, but they are forging their own path, and opting to forego CEIV certification. In less than two years, the carrier has already doubled its share of the pharma market between the U.K. and North America, suggesting that its in-house Cool Chain product has the reputation to stand on its own.

Darren Sherlock, manager, products and partnerships said that the carrier is opting instead for a Wholesale Distribution Authority (WDA) license. “This demonstrates compliance with GDP guideline, he explained, “so we are not currently considering IATA CEIV.”

Virgin’s push reflects an ongoing effort by carriers to court what is projected to be an increasingly important source of revenue in the years ahead. According to data compiled by Statista, the global pharmaceutical market is expected to grow from US$1.07 trillion in 2015 to 1.4 trillion in 2020. Virgin’s senior vice president of cargo John Lloyd expects U.S. to U.K. pharma to play a role, with that specific market forecast to grow by 7% a year through 2020.

Virgin Atlantic's Cool Chain product supports passive shipments in the 15-25°C and 2-8°C ranges, and categorized shipments as ‘Just Ride’ and ‘Must Ride.’ Must Ride pharma shipments have priority access to capacity and a 100% money back guarantee. The carrier is also approved to carry temperature-controlled active cargo containers from CSafe and Envirotainer.

John Lloyd, senior vice president of cargo at Virgin Atlantic, emphasized that “pharmaceutical traffic is a fast-growing part of Virgin’s business.” He pointed out that the world’s largest global pharma market is transatlantic. With Virgin controlling 27 percent of cargo capacity to and from the US, Lloyd said, the airline is in a strong position to “give our customers the capacity, frequencies and service they need.”
Swiss WorldCargo and partners create temperature controlled air cargo corridor

Swiss WorldCargo, together with Swiss handler Cargologic and Asian gateway services provider SATS, have created a secure temperature-controlled, quality corridor between Singapore and Zurich.

The partners say they have synchronised their cargo handling facilities and procedures between the two airports.

This in turn makes for more accurate and reliable handling on the ground and in the air, along with fully paperless cargo acceptance processes to enhance visibility and transparency for shippers.

Temperature-sensitive pharma freight is the primary target for the initiative, with its need for certified temperature integrity and tracking.

Cargologic and SATS are certified under IATA’s Centre of Excellence for Independent Validators (CEIV) in pharmaceutical handling, comply with Good Distribution Practice (GDP) regulations and employ a trained team of cold-chain handling specialists.

Cargologic managing director Marco Gredig explained: “We believe this gives a clear signal to the pharmaceutical industry to use Cargologic and SATS in Zurich and Singapore respectively. Together with our partner SATS we will improve all processes to a very high quality level to fulfil the needs of our customer Swiss WorldCargo.”

SATS president and chief executive, Alex Hungate, pledged “to innovate new solutions to meet the changing needs of our customers while Swiss head of cargo, Ashwin Bhat, said: “Together with our partners, we can deliver excellence and provide quality leadership, especially in the temperature-controlled transport management.”

Pharma Aero launched to improve cool-chain handling

An alliance officially launched today between Miami International Airport (MIA) and Brussels Airport (BRU) establishes an international pharmaceutical air-hub alliance that will allow the two airports, and future members, to more effectively share strategy and expertise in the movement and handling of pharma products. The organization aims to build a network of airports dedicated to growing the global pharma industry, which the World Health Organization projects will increase in value from US$300 billion to $400 billion within the next three years.

The new organization, called “Pharma Aero,” will focus on airport communities that support certified airports under IATA’s Center of Excellence for Independent Validators (CEIV) program for pharmaceuticals. Both BRU and MIA have earned their CEIV-Pharma designations.

Miami Airport director Emilio Gonzalez explained that the move was an opportunity to leverage the airport’s, “strength as a pharma hub by collaborating with other airports around the world who share a common goal of strengthening pharma certified trade lanes and extending pharma cold supply chains to reach new international markets.” The new organization will focus on three primary activities — networking and events, establishing industry standards and creating a “network of excellence” for its members.

Having spent the last four years working with pharma companies to develop and implement the IATA CEIV Program at Brussels, Steven Polmans, head of cargo sales and marketing at BRU explained that, “there still is a lot of work to be done before we can be considered a true and reliable transport partner for them. We now want to continue strengthening our approach by bringing it to a global level and create end-to-end solutions for the pharma industry. The organization will be very much content-focused, developing solutions and creating transparency in very close cooperation with MIA and the pharma industry.”

Airport gets pharma handling unit

Sharjah International Airport has commissioned a new pharma and healthcare handling facility as part of its freight centre. This has been certified by Iata’s Center of Excellence for Independant Validators (CEIV).

Sharjah Aviation Services is now certified by Iata to be the first GDP-compliant airfreight handler in the Middle East and Africa.

The certificate was handed over to Ali Salim Al Midfa, chairman of Sharjah Airport Authority, by Ronald Schaefer, project lead, Centre of Excellence for Pharma Logistics at Iata.
Frankfurt May Become Europe’s Largest Certified Pharma Hub

Apr 29, 2016 By Pharmaceutical Technology Editors
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In an April 25, 2016 press announcement, Air Cargo Community Frankfurt said Frankfurt is becoming Europe’s largest certified pharmaceutical hub. According to the press announcement, numerous companies are pursuing the IATA CEIV Pharma certification with the common goal of making Frankfurt the largest certified pharmaceutical gateway in Europe.

The Air Cargo Community Frankfurt said they intend to have each step of the process certified to ensure a high degree of reliability and security throughout the process. According to a press announcement, the Community is coordinating special training for the employees of participating companies to ensure the success of the certification process.

The Perishable Center GmbH & Co. Betriebs KG, Frankfurt and Bolloré Logistics Germany GmbH in Frankfurt have successfully completed the IATA CEIV Pharma certification at this time. Beyond that, additional companies are already in the process or are starting the nine-month certification process on location. Among them are:

- Celebi Cargo GmbH
- FCS Frankfurt Cargo Services GmbH
- Fraport AG (Ground Handling Services)
- Lufthansa Cargo AG (airline operations as well as Lufthansa Cargo Cool Center)
- LUG aircargo handling GmbH
- Swissport Cargo Services Deutschland GmbH.

“We are offering a wide range of services based on the IATA CEIV Pharma-Standards as soon as the certification of these companies has been completed,” said Joachim von Winning, executive director Air Cargo Community Frankfurt. “For instance, more than 95% of the freight handling companies and approximately 85% of those providing apron transportation and loading services at Frankfurt Airport will then be certified.”

In addition to IATA CEIV Pharma Certification, the Air Cargo Community Frankfurt is working with pharmaceutical companies to ensure products and services on locations meet all requirements. The Community is also developing shared products for temperature-controlled transport.

http://www.pharmtech.com/frankfurt-may-become-europe-s-largest-certified-pharma-hub
Brussels is Panalpina’s first CEIV station

Panalpina has achieved IATA CEIV (Centre of Excellence for Independent Validators) certification for pharma traffic at its Brussels operation, following a strenuous validation process.

It is the forwarder’s first station to obtain the certificate, which is becoming the benchmark for air freight related cross-dock operations for healthcare products.

Panalpina’s Belgium head of quality, health, safety and environment, Frank Raeckelboom, said: “Unlike the recent shattering news that came from Brussels International Airport Zaventem, this is good news. The certification is yet another proof of our excellent handling capabilities for pharmaceuticals and medical products here in Brussels.”

The fully GDP (Good Distribution Practice) compliant and TAPA-A (Transported Asset Protection Association) certified facility includes 940sq m of rack-storage with a capacity of 328 Euro pallets and 450 pallets of floor storage and is dedicated to cargo that has to be kept at ‘controlled room temperature’ between 15°C and 25°C. Cargo that needs to be kept at a temperature between 2°C and 8°C can be stored in a cold cell of 32sq m with a capacity of 25 pallets.

Corporate healthcare quality assurance and regulatory manager, Jaime Aznar, added: “Our customers can rely on our own trained and very experienced staff on-site. They oversee all operations and immediately intervene if necessary. Our processes are tried and tested.”

As well as IATA, Belgium’s Federal Agency of Medical and Health Products (FAMHP) has now certified Panalpina Brussels, where GDP compliant operations commenced in August 2012.

“Our certifications give our healthcare customers assurance that we can safely handle their valuable and sensitive products, be it human or veterinarian finished products, active pharmaceutical ingredients or medical devices, in a manner that is fully compliant with the highest standards,” concluded Raeckelboom.

Many international pharmaceutical companies have head offices, production sites or research and development centers in or close to Brussels. They have told Panalpina that the recent events will not have any impact on the strategic importance of Brussels as a pharmaceutical hub.

No cargo infrastructure at Zaventem Airport was affected by the attacks in March, but operations were temporarily disrupted. Mark Guiliams, Panalpina’s business unit manager for Brussels explained: “We rerouted cargo to our Antwerp facility during the initial lock-down of the airport. By now operations have almost returned to normal, even though some airlines have yet to reach full capacity.”

Frankfurt plans to become largest certified Pharma-Hub in Europe

Air Cargo Community Frankfurt has reinforced its ambitions for Frankfurt Airport to become the largest certified pharma-hub in Europe.

Frankfurt, the airfreight hub, has emphasised its ideal conditions for the rapid, safe and reliable delivery of temperature and time sensitive goods, specifically pharmaceutical shipments such as vaccines or medicine. Together with the support of the Air Cargo Community Frankfurt, a number of companies aim to achieve IATA CEIV Pharma certification. The actions of all parties form a common goal: Frankfurt becomes the largest certified pharmaceutical gateway in Europe.

“With comprehensive certification of the entire process chain we will have independent confirmation and can recommend Frankfurt as the Pharma-Gateway for Europe.”

Frankfurt Pharma-Hub: 100,000 tons of pharmaceutical freight a year

Glyn Hughes, IATA Global Head of Cargo: “We are very pleased to have Frankfurt, as one of the major pharmaceutical hubs. The collective approach to certify across corporate boundaries and for every relevant part of the process chain cannot be stressed enough.”

Community actively supports the certification process

The comprehensive and collaborative approach of Air Cargo Community Frankfurt intends to have each step of the process certified. This way it ensures a high degree of reliability and security throughout the process especially for the consignor. The Community is coordinating special training for the employees of participating companies in order to ensure the success of the certification process. It also provides them with a valuable platform for cooperation on shared processes as well as the exchange of experiences and ideas across corporate boundaries.

First Companies already certified in accordance with IATA CEIV Pharma

The Perishable Center GmbH & Co. Betriebs KG, Frankfurt and Bullford Logistics Germany GmbH in Frankfurt have successfully completed the IATA CEIV Pharma certification. Additional companies are already in the process or are starting the 9-month certification process. Among them are:

- Celebi Cargo GmbH
- FCS Frankfurt Cargo Services GmbH
- Fraport AG (Ground Handling Services)
- Lufthansa Cargo AG (airline operations as well as Lufthansa Cargo Cool Center)
- LUG aircargo handling GmbH
- Swissport Cargo Services Deutschland GmbH

Joachim von Winning continues. “We are offering a wide range of services based on the IATA CEIV Pharma Standards as soon as the certification of these companies has been completed. For instance more than 95 percent of the freight handling companies and approximately 85 percent of those providing apron transportation and loading services at Frankfurt Airport will then be certified.”

In addition to this, numerous international airlines with key stations in Frankfurt as well as major freight forwarders are also becoming certified in accordance with IATA CEIV Pharma.

The Community’s commitment

Frankfurt currently handles more than 100,000 tons of pharmaceutical freight a year making it one of Europe’s top pharma-hubs. However, the IATA CEIV Pharma certification is the only area where the Air Cargo Community Frankfurt is involved with its competence team. As such it is checking each and every step of the process for possible optimisation potential. In addition to this and together with the companies, the Community is developing new shared products, such as the “Cool Dolly”. This complements the fleet of the thermally air-conditioned vans in use, making it a cost-effective solution for temperature-controlled pharmaceutical shipments on the apron.

In addition, the Community engages in a close exchange with consignors and representatives of the pharmaceutical industry to make certain that the products and services on location, optimally meet the needed requirements. One part of this is the programme “Visit FRA pharma”, where representatives of pharmaceutical companies visit the location in order to be informed about the high level of performance and the many possibilities.

“The pharmaceutical part is a prime example of a lived community spirit within the Community”, says Joachim von Winning. “Working closely together and across corporate boundaries is implemented, for and with our customers, at the entire location. This distinguishes the work and the success of the Air Cargo Community Frankfurt.”

The new cool chain infrastructure at Shanghai Pudong International Airport Cargo Terminal Co., Ltd. (PACTL) has completed the validation process to obtain IATA’s Center of Excellence for Independent Validators (CEIV) in Pharmaceutical Logistics. PACTL’s is the first Chinese air cargo terminal that has obtained CEIV certification.

PACTL is the largest provider of air cargo handling services at its base at Shanghai Pudong International Airport (PVG). It offers its handling services to airlines and forwarders transporting domestic and international air freight via Pudong. The Sino-German joint venture is based at PVG.

PACTL proved capable of providing seamless cool chain transportation.

“Having satisfied the IATA CEIV pharma regulations, our new cool center now fully complies with all the relevant standards expected by pharmaceutical manufacturers,” said Lutz Grzegorz, vice president of PACTL. “This further helps Shanghai Pudong International Airport move towards becoming the number one pharmaceutical gateway to China.”

IATA established the Center of Excellence for Independent Validators (CEIV) in pharmaceutical logistics to help companies from the entire air cargo supply chain achieve excellence in their pharmaceutical handling operations. CEIV Pharma covers, or even supersedes, many of the existing pharmaceutical standards and guidelines, such as the IATA Temperature Control Regulations (TCR), the European Union Good Distribution Practices (EU GDP), the World Health Organization Annex 5 and the United States Pharmacopeia Standards.

PACTL employs more than 2,200 people and serves 52 permanent customers and several charter operators. PACTL handled nearly 1.6 million tons of air freight in 2015.
IJS Global GEFCO Netherlands gets pharma GDP certificate

April 19, 2016: IJS Global GEFCO Netherlands (NL) has been awarded a Good Distribution Practice (GDP) certificate by the Dutch Ministry of Health, with immediate effect.

The internationally-recognised certificate shows that the company fulfils the requirements of the European Commission ‘Guidelines on Good Distribution Practice of Medicinal Products for Human Use’ and of World Health Organisation (WHO) guidelines.

“This is a prestigious certificate that is only granted to freight forwarders who can demonstrate that storage and distribution of medicinal products take place strictly according to GDP guidelines,” said Sarina Waldin, Compliance Manager, IJS Global GEFCO.

“This certificate proves that we comply with European Union guidelines and can therefore be considered a very reliable and quality-driven business partner for handling medicinal products.”

The GDP certification plays a key role in assuring the quality and integrity of the transport and distribution of Medicinal Products for Human Use. It focuses on the use of specialised equipment, well-established pharmaceutical working procedures, and continuously improving pharma handling expertise. In 2014, IJS Global GEFCO NL received its Wholesale Distribution Authorisation (WDA), which enables the company to store medicinal products.

The logistics specialist is also involved in the International Air Transport Association (IATA)’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) project. Along with the CEIV project, both certifications will allow IJS Global GEFCO NL to expand its reach in the Life Sciences and Healthcare industry.

Last year IJS Global GEFCO opened a 24-hour Life Sciences and Healthcare warehouse facility at Frankfurt Airport in Germany.

IJS Global GEFCO also recently opened a new temperature controlled facility at Heathrow Airport in London, UK, as part of ongoing plans to strengthen its Life Sciences and Healthcare offering.

Frankfurt Aims to be Europe’s Biggest Pharma-Hub

Frankfurt Airport’s Air Cargo Community (ACC) has been busy during the past months in trying to attract more attention to what they see are the potential benefits for airlines and shippers to choose the Rhine-Main airport for their business.

Pushing the CEIV Certification

In a press release issued today the ACC states that in cooperation with the airport they are being successful in enabling various companies register and certify themselves for the IATA CEIV certification for pharmaceutical products.

The aim is to make FRA the most desired location for the handling of pharma products in Europe.

A certified “Pharma Gateway” - that’s the aim of the ACC managers. Joachim von Winning is confident that FRA will reach its aim very soon.

The airport he says already has a reputation as being one of the best and that the certification and optimization of the CEIV throughout the entire supply chain is a must and of utmost importance for the industry.

To this effect the Air Cargo Community is actively supporting the certification process and offering companies who wish to gain the now much coveted CEIV stamp, all the help they can.

This entails building and coordinating a common operating platform for all companies involved.

The first IATA CEIV certifications are now done

Frankfurt’s Perishable Centre as well as Bolloré Logistics Germany have both been fully CEIV certified. Other companies are in the final stages of the nine-month process of gaining their CEIV stamp. These are: FCS Frankfurt Cargo Services, Celebi Cargo GmbH, Fraport AG (Ground Services), Lufthansa Cargo, LUG air cargo handling and Swissport Cargo Services.

Mr von Winning states that once these companies are fully certified then almost 95 percent of FRA’s cargo handling and 85 percent of its ramp handling services will be CEIV covered.

The airport handles more than 100,000 tons of pharmaceutical products each year and claims to be Europe’s number one pharma-hub.

The IATA CEIV process got off to a slow start a couple of years ago with Brussels Airport having taken the lead and being the first certified CEIV airport.

In the meantime, many have joined the club and FRA will still have pretty much competition out there in the future if they want to gain the title of Pharma Gateway in Europe.

CNS 2016: CEIV boosts shipper confidence eroded by modal shift

NASHVILLE – At present 28 certifications have been completed and 850 people have been trained in IATA’s Center of Excellence for Independent Validator’s (CEIV) program, said Ronald Schaefer, project lead, CEIV Pharma IATA, during Tuesday’s session at the CNS Partnership Conference. By the end of the year, Schaefer said he expects 80 entities in 34 locations to be certified—“with the number growing on a daily basis.”

Schaefer reiterated that the program was not simply a new symbol that could be bought, but rather an effort to regain shipper confidence. “If we do not jointly create our own standards as an industry, somebody else will. We still have a chance to say we have understood the message, and that we understand that harmonization and standardization are key.”

In an overview of the program, Schaefer said the justification was to counteract the modal shift that had eroded airfreight’s share of valuable pharmaceutical cargo in recent years. From 2000 to 2013, airfreight’s market share of the burgeoning market fell from 17 percent to 11 percent. In an effort to secure the logistics supply chain from the incidence of temperature excursions — fluctuations that can destroy the cargo during the handling process — CEIV strives to target and resolve issues with pharma handling with a global standard and certification program to solidify shipper confidence in airfreight pharma handling.

Schaefer said the program is IATA’s response to handlers calling for a standard. With competing global and regional standards ranging from the World Health Organization’s Appendix 5, to country-specific GSPs in China and Singapore, the airfreight supply chain lacks a coherent standard as freight moves from one entity to another. Schaefer gave the example of how a single shipment from Brussels to Sydney changed hands 14 times as it was transferred from ground-handler to carrier, back and forth along multiple flight segments through different countries. A single mistake at any milestone during the shipment could have spoiled the precious cargo.

Yet, the ability to properly handle the cargo is in reach of most stakeholders. Most frequently it is not a lack of infrastructure, but rather improper training or practices that leads to the incidence of excursions. The simple aim of the CEIV program is, then, “to prevent sanitary issues for the transport of pharma, by harmonizing standards and elevating staff competence through a consistent global certification program” according to Schaefer.

Given the comprehensive nature of the process, it can take an organization anywhere from two to eight months to receive CEIV validation. Beginning with a facilities audit — which Schaefer described as a “line-by-line comparison” of the new standard with the practices of the organization — a gap analysis report is generated to serve as the basis for improvement.

The concept is very top-down in nature, one global standard, which is the product of existing regulations serves as the pillar for the program’s other elements. It is applicable and comprehensive for all links along the pharma supply chain, ranging from freight forwarders to carriers and the ground handlers and logistics providers in-between. Intensive multi-day trainings focused on temperature controlled cargo operations are then the medium through which the standard is disseminated.

http://aircargoworld.com/cns-2016-pharma-shipper-confidence-eroded-by-modal-shift/
Air France-KLM-Martinair Cargo joins IATA CEIV Pharma certification league

April 27, 2016: Air France-KLM-Martinair Cargo recently obtained IATA CEIV Pharma certification. The airline group organised two special customer events, in Paris-Charles de Gaulle and Amsterdam Airport Schiphol, to highlight the achieved certification.

With their two hub operations and respective operating carriers being IATA CEIV Pharma certified, they will be able to concentrate even more on executing lane assessments to identify risks and implement the appropriate mitigations in services and processes. This will result in further enhancement of their global pharma network capabilities.

Marcel de Nooijer, executive vice president KLM Cargo & managing director, Martinair Cargo “Standardisation is a prerequisite to jointly raise the bar as supply chain partners to better support the Pharmaceutical & Healthcare industry in conducting their business. The robust IATA CEIV Pharma program is exactly that: a standard for alignment of the pharmaceutical logistic supply chain. In this view we embrace the initiative of ACN, the industry association for air freight in the Netherlands, and Amsterdam Airport Schiphol to join as Schiphol cargo community the IATA CEIV Pharma program.”

“Given our group's longstanding experience in this segment and our ongoing ambition to transport pharmaceuticals successfully in the future, continuous improvement and innovation are a necessity to safeguard the quality of time and temperature sensitive shipments from end-to-end. Therefore, in close concert with our suppliers, we continue to invest in our global pharma network. Our new 15 -25°C cool rooms in Nairobi and Toronto and our ‘KOLD KART’ technology to guarantee cool chain protection for ramp handling in Mexico are a few recent examples that form the proof of our determination,” stated Alain Malka, executive vice president, Air France Cargo.

Frankfurt aims to be Europe’s largest certified pharma hub

Frankfurt Airport is offering excellent conditions for the rapid, safe and reliable delivery of temperature and time-sensitive goods, specifically pharmaceutical shipments such as vaccines or medicine. Currently numerous companies at the hub are pursuing IATA CEIV Pharma certification. The goal is for Frankfurt to become the largest certified pharmaceutical gateway in Europe.
Airfreight: Frankfurt is becoming Europe’s largest certified Pharma-Hub

Air Cargo Community Frankfurt organizes structured certification on a broad scale and of all the process steps in accordance with IATA CEIV Pharma

Frankfurt, the airfreight hub, is offering excellent conditions for the rapid, safe and reliable delivery of temperature and time sensitive goods, specifically pharmaceutical shipments such as vaccines or medicine. Currently numerous companies are pursuing the IATA CEIV Pharma certification with the strong support of the Air Cargo Community Frankfurt. Their common goal: Frankfurt becomes the largest certified pharmaceutical gateway in Europe.

“The products and services related to the transport of pharmaceutical shipments have always been world class in Frankfurt and serve as a role model for many”, says Joachim von Winning, Executive Director of Air Cargo Community Frankfurt. “With comprehensive certification of the entire process chain we will have independent confirmation and can recommend Frankfurt as the Pharma-Gateway for Europe. At the same time we also see the certification process as an opportunity to optimize services and processes. In doing so we want to respond even better to the needs and requirements of freight forwarders and pharmaceutical companies. IATA CEIV Pharma provides the perfect setting and implementation should be completed by early 2017 at the latest, with some companies even earlier:”

Glyn Hughes, IATA Global Head of Cargo: “We are very pleased to have Frankfurt, as one of the major pharmaceutical hubs, recognize the obvious benefits of the IATA CEIV Pharma-Standards. The collective approach to certify across corporate boundaries and for every relevant part of the process chain cannot be stressed enough.”

Community actively supports the certification process

The comprehensive and collaborative approach of Air Cargo Community Frankfurt intends to have each step of the process certified. This way ensures a high degree of reliability and security throughout the process and in particular documented for the consignor. The Community is coordinating special training for the employees of participating companies in order to ensure the success of the certification process. It also provides them with a valuable platform for cooperation on shared processes as well as the exchange of experiences and ideas across corporate boundaries.

First Companies already certified in accordance with IATA CEIV Pharma

The Perishable Center GmbH & Co. Betriebs KG, Frankfurt and Bolloré Logistics Germany GmbH in Frankfurt have successfully completed the IATA CEIV Pharma certification at this time. Beyond that additional companies are already in the process or are starting the 9-month certification process on location. Among them are:

- Celebi Cargo GmbH
- FCS Frankfurt Cargo Services GmbH
- Fraport AG (Ground Handling Services)
- Lufthansa Cargo AG (airline operations as well as Lufthansa Cargo Cool Center)
- LUG aircargo handling GmbH
- Swissport Cargo Services Deutschland GmbH

Joachim von Winning: “We are offering a wide range of services based on the IATA CEIV Pharma-Standards as soon as the certification of these companies has been completed. For instance more than 95 percent of the freight handling companies and approximately 85 percent of those providing apron transportation and loading services at Frankfurt Airport will then be certified.”

In addition to this, numerous international airlines with key stations in Frankfurt as well as major freight forwarders are also becoming certified in accordance with IATA CEIV Pharma.

**The Community’s commitment above and beyond the certification process**

The more than 100,000 tons of pharmaceutical freight a year make Frankfurt Europe’s number one pharma-hub. However, the IATA CEIV Pharma certification is only one area where the Air Cargo Community Frankfurt is involved with its competence team “Temperature Controlled Transport – Pharma” for the transport of pharmaceutical products via Frankfurt. As such it is checking each and every step of the process for possible optimization potential. In addition to this and together with the companies, the Community is developing new shared products, such as the “Cool Dolly”. This complements the fleet of the thermally air-conditioned vans in use, making it a cost-effective solution for temperature-controlled pharmaceutical shipments on the apron.

In addition, the Community engages in a close exchange with consignors and representatives of the pharmaceutical industry to make certain that the products and services on location, optimally meet the needed requirements. One part of this is the program “visit FRA pharma”, where representatives of pharmaceutical companies visit the location in order to be informed about the high level of performance and the many possibilities.

“The pharmaceutical part is a prime example of a lived community spirit within the Community”, says Joachim von Winning. “Working closely together and across corporate boundaries is implemented, for and with our customers, at the entire location. This distinguishes the work and the success of the Air Cargo Community Frankfurt.”

CAG support for cargo partners seeking pharma certification

CHANGI Airport Group (CAG) is lending support to six cargo partners to get the global certification required to boost their pharmaceutical cargo handling capabilities in Singapore.

These companies, from different parts of the air cargo supply chain, will seek the International Air Transport Association’s (Iata) Center of Excellence for Independent Validators on Pharmaceutical Handling (CEIV Pharma) certification, CAG said in a statement.

The companies are SIA Cargo, dnata Singapore, Global Airfreight International, Expeditors Singapore, CEVA Logistics Singapore and Schenker Singapore.

CAG will extend support towards funding the costs and coordinating the training sessions. The companies will also have access to assistance grants from the Civil Aviation Authority of Singapore and Singapore Workforce Development Agency.

Yam Kum Weng, executive vice-president, air hub & development, Changi Airport Group, highlighted pharmaceutical cargo as one of the fastest-growing cargo segments at Changi Airport.

"Through the IATA CEIV Pharma certification programme, CAG and our partners go one step further by taking a proactive approach in enhancing our cold chain handling capabilities to better serve the pharmaceuticals industry, further strengthening Changi’s position as a major cargo hub in the world," he explained.

The Iata CEIV Pharma is a standardised global certification programme that helps companies comply with existing global pharmaceutical guidelines. Companies undergoing this certification process will have to maintain a cargo hold temperature setting of between 10 and 25 degrees Celsius and ensure appropriate handling from tarmac to loading and unloading.

Under the programme, companies will have to undergo training, as well as an assessment of their facilities and processes by independent, Iata-certified auditors to satisfy the strict requirements on pharmaceutical handling before receiving the certification.

SATS Coolport, a major cargo player at Changi, was the first facility in the world to attain the Iata CEIV Pharma certification in 2014.

A leading cargo hub in Asia and among the top 10 in the world, Changi handled 1.85 million tonnes of cargo in 2015. Pharmaceuticals are one of the best-performing cargo segments, growing a robust 45 per cent year on year in 2015.
PHARMACEUTICALS SUPPLY CHAIN ENHANCEMENTS PROMISED BY CHANGI INITIATIVE

AIRPORT IS LAUNCHING FIRST COMMUNITY IN ASIA TO PURSUE CERTIFICATION UNDER IATA CEIV PHARMA

**SHARELINES**

**Changi Airport Group (CAG)** will be the first airport in Asia to launch a community of cargo partners who will strengthen Changi’s capabilities to handle pharmaceutical cargo.

The initiative involves pursuing certification of the International Air Transport Association’s (IATA) Center of Excellence for Independent Validators on Pharmaceutical Handling (CEIV Pharma).

CAG will be supporting six companies from different parts of the air cargo supply chain to undergo this certification program, through cost support measures and the coordination of training sessions. The Civil Aviation Authority of Singapore (CAAS) and Singapore Workforce Development Agency (WDA) will also co-fund the costs for these companies through the provision of assistance grants. The pioneer group of companies in the Changi CEIV Community consists of SIA Cargo, a freighter carrier; dnata Singapore, an airport ground handler; Global Airfreight International; Expeditors Singapore; CEVA Logistics Singapore; and Schenker Singapore, a freight forwarder. SATS Coolport, a major cargo player at Changi Airport, was the first facility in the world to attain the IATA CEIV Pharma certification in 2014. CAG will progressively work with more cargo partners to attain this certification.

“**Pharmaceutical cargo** is one of the fastest growing cargo segments in Changi Airport, and one that CAG is actively promoting,” said Yam Kum Weng, Executive Vice President, Air Hub & Development, Changi Airport Group. “Transporting high-value, temperature-sensitive pharmaceutical cargo can be complex due to the multiple requirements. Today, with dedicated cold chain handling facilities by key cargo partners at Changi, coupled with our excellent connectivity, Changi is well-positioned to be a leading pharmaceutical and biotechnology hub in Asia.”

“The air cargo value chain has an important role in the transportation of life-saving pharmaceutical products and medicines to markets where they are needed, while ensuring the integrity of these pharmaceutical products,” said Conrad Clifford, IATA’s Regional Vice President, Asia Pacific. “Last year, the global pharmaceutical industry spent over $10 billion on cold chain logistics, with the amount expected to exceed $13 billion by 2019.”

A leading cargo hub in Asia and among the top 10 in the world, Changi handled 1.85 million tons of cargo in 2015. Pharmaceuticals are one of the best performing cargo segments, growing a robust 45 percent year-on-year in 2015.

Düsseldorf becomes first German Airport to receive CEIV-Pharma certification

Mar 18, 2016: Düsseldorf Airport Cargo GmbH (FDCG) has been given the official CEIV-Pharma certification by International Air Transport Association (IATA) for its safe and professional handling of pharmaceutical products – the first for a German company.

To ensure safe handling and optimal storage of pharma products, which are usually highly sensitive, FDCG started operating the DUS Pharma Center (DPC) around August 2015.

The DPC offers a total of 23 temperature controlled cold rooms which allow individual settings between 2 and 25 degrees Celsius.

“IATA’s standards, which are set for high-quality transport of pharmaceutical products, will become the global model in the long run,” Gerton Hulsman, CEO of the airport’s freight subsidiary, is convinced.

“That’s why there was no question that we would put those guidelines directly into practice. After all, an optimal transportation route is our top priority – for the benefit of our clients and their products. The CEIV-Certificate, which we now hold as the first airport in Germany, attests to it. CEIV stands for IATA’s Center of Excellence of Independent Validators,” added Hulsman.

FDCG handles about 100,000 tonnes of airfreight each year. The share of pharmaceutical products – from basic ingredients of pharmaceuticals (often import) to ready-made medications such as insulin (usually export) – has grown steadily since 2008.

DPC, in which Düsseldorf Airport Cargo has invested about 3 million euros, has created 12 new jobs. In total, FDCG has 190 employees.
CAG support for cargo partners seeking pharma certification

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Schiphol to offer pharma manufacturers new levels of transparency

Mar 18, 2016: At the IATA World Cargo Symposium in Berlin, the Amsterdam Airport Schiphol logistics community announced to launch a closed pharma chain programme that will be IATA CEIV Pharma-certified, and will offer pharma manufacturers new levels of transparency.

The initiative is the brain-child of Schiphol’s Pharma Task Force, launched in July 2015 by Air Cargo Netherlands, the Dutch Air Cargo Industry Association, and supported by a number of organisations at the airport.

The new pharma chain has been branded “Pharma Gateway Amsterdam – Qualified & Transparent”.

Its objective is to create a ‘closed’ pharma chain at the airport, further developing Schiphol’s pharma proposition. Schiphol is already one of Europe’s largest gateways for pharma traffic.

Pharma Gateway Amsterdam aims to support a certified track from the shipper, all the way to the consignee; it will achieve this locally by involving airlines, handlers, hauliers and logistics service providers – all of which will be certified to the IATA CEIV Pharma standard.

By the time of its unveiling at IATA WCS, Pharma Gateway Amsterdam had already recruited WFS, DNATA, Swisssport, Air France KLM Martinair Cargo, De Jong Special Services, D.J. Middelkoop & Zn., Jan de Rijk Logistics, IJS Global/GEFCO, VCK Logistics, Yusen Logistics and Cyberfreight as members; more companies are expected to join in the near future.

Driving force behind the Pharma Gateway Amsterdam programme is Ferry van der Ent of Air Cargo Netherlands, who says, “We are targeting quality and transparency by closely linking all service providers, and setting uniform standards and procedures. At the same time, we’ll continue to offer shippers and their forwarders a choice of partners in their new, closed supply chain.”

“We have adopted CEIV as our base, as it’s the only truly worldwide standard today. Slowly but surely, more logistics partners are choosing CEIV, driven by shipper demand. And, although it’s not mandatory yet, it may be in the future. We cannot rule out the adoption of even higher standards in due course,” he continues.

WCS 2016: CEIV certifications projected to hit 80 by year end

BERLIN -- IATA’s Center of Excellence for Independent Validator's (CEIV) program has been around since August 2013, but still remains a mystery to many in the industry.

But that mystery is dissolving as the number of CEIV certified entities -- a certification that the enterprise adheres to the highest standard of excellence for the handling of pharmaceuticals -- begin to accumulate.

At Monday’s workshop at the 2015 World Cargo Symposium, Ronald Schaeffer, project lead, CEIV Pharma, IATA, said that at present 28 companies are certified, 55 are in progress and more than 99 are in discussion. He said to expect 80 entities in 29 locations to be certified by the end of this year.

That is quite impressive, since, as Fabrizio Iacobacci, vice president of ground handling company BCUBE said, “CEIV is not a diploma hung on the wall. Everyday variables change, so you need to continually reassess your risks.” Fellow ground handler, Barbara Col, marketing and communications manager with ALHA Group at Malpensa and Fumicino Airports in Italy, said the validation process is tough, but since ALHA completed certification in September 2015 the company has grown 15 percent in exports and 42 percent in imports. “We consider ourselves a local hero in Italy,” she said.

Andrea Gruber, senior manager, special cargo for IATA, said CEIV was initially targeted at ground handlers but it’s evolved to include companies dealing with storage, transport and all of the links in the supply chain. All of these entities need to comply with required regulations, such as the EU’s Good Distribution Practices (GDP), regardless whether or not they achieved CEIV certification. Compliance depends on the activity of the company, whether it be national, international or global. There are some authorities that do not endorse CEIV she said, mainly for political reasons. But in Singapore, where six companies at Changi Airport are going through CEIV certification, the country’s regulator for health products is open to endorse CEIV and will be observing the CEIV training.

The workshop also shed light on just who these independent validators are. Celine Cahay is a project lead and independent validator for IATA. To become one she said it helps to have auditing and/or pharmaceutical experience, attend training, and to not have had a commercial relationship with any company in the industry for 12 months prior to the engagement. She said the scope of CEIV is much wider than the EU’s GDP, Warehousing, lane validation, supplier management and freight forwarding are all in the CEIV scope.

Airport communities are springing up as well, that are rallying companies to gain certification. Miami-Dade airport created a community that was CEIV certified late last year. Joe Napoli, chief of staff for Miami Dade Aviation Department, said one out of four jobs in Miami depends on the airport. As the No. 1 airport in the U.S. for international cargo and the largest gateway to Latin America and the Caribbean, as well as an area with a large pharma base, it made sense. Napoli said the certification brought great interest to the airport, which was the point. Diego Sandoval of LAN Cargo said it is also in the process of CEIV certification since it is based in Miami. Likewise for Lufthansa, which is pursuing verification for both its Lufthansa Cargo and Cool Center hub in Frankfurt.

CAL Cargo Airlines’ Navot Hirschhorn said 65 percent of the cargo it carries is special cargo, so CAL became the first certified all-cargo airline worldwide to be certified across the entire chain – its hub, airline and road feeder service are all certified. He said it has minimized and controlled tarmac time and increased pharma awareness and the result has been a return on the investment, which was the goal. Air France/KLM is certified at CDG and Schiphol Airports, as are Air France and KLM both. Bert Allard Jorritsma, a manager at AF/KLM, said it sets a standard for the chain. The benefits, he said, are transparent quality service standards, alignment in the pharma supply chain and improved training for all AF/KLM operations.

Back to the “not just a diploma on the wall” comment, Gruber said it’s all about quality. Once a company receives certification, there are frequent compliance checks, and after three years a re-validation is required, so it’s not as though a company can relax once it is certified.

CEIV could become even more critical. CEIV may soon become mandatory, or at least the baseline for handling pharmaceuticals transported by air, and that might lead to more systemic changes in the industry.

http://aircargoworld.com/wcs-2016-ceiv-certifications-projected-to-hit-80-by-yearend/
More CEIV certifications awarded as air cargo players attempt to protect pharma volumes from ocean freight

IATA’s CEIV initiative is gaining momentum as the air cargo industry attempts to plug the flow of pharma shippers switching to ocean freight.

At last week’s World Cargo Symposium in Berlin, the air cargo community at Schiphol announced its participation in the scheme, while Frankfurt is also gaining certification. IATA has said the accreditation is ‘urgently required to stop the alarming decline of air cargo’s market share of global pharmaceutical product transport’.

There has been some distrust of CEIV, with some players claiming it is simply a money-making opportunity for IATA, and others saying it was nothing but a marketing and sales tool for participants. But IATA has denied the accusation, saying it does not make significant sums. And a source at one airport, which was against the idea last year, told The Coolstar recently that although he remained uncertain of the benefits, “if we don’t do it, we would be at a competitive disadvantage now”.

In Singapore, Changi Airport Group (CAG) is launching a “community of cargo partners” it will support to gain CEIV certification, following a similar announcement by Miami Airport last year. The six recipients of CAG funding and training support are: SIA Cargo, Dania Singapore, Global Airfreight International, Expeditors Singapore, CEVA Logistics Singapore, and Schenker Singapore.

CAG’s executive vice-president Yum Kurn Weng said pharma is one of the fastest growing cargo segments in Changi Airport.

“Transporting high-value, temperature-sensitive pharmaceutical cargo can be complex due to the multiple requirements. Today, with dedicated cold chain handling facilities by key cargo partners at Changi, coupled with our excellent connectivity, Changi is well-positioned to be a leading pharmaceutical and biotechnology hub in Asia,” he said.

IATA’s regional vice-president Conrad Clifford added: “Last year, the global pharmaceutical industry spent over $10bn on cold chain logistics, with the amount expected to exceed $13bn by 2019. The establishment of a CEIV-Pharma Certified community will position Changi Airport and Singapore as a regional leader at the forefront of this fast growing segment.”

Elsewhere, Shanghai Pudong International Airport Cargo Terminal (PACTL) is the first facility in China to gain CEIV certification.

“Having satisfied the IATA CEIV Pharma regulations, our new cool centre now fully complies with all the relevant standards expected by pharmaceutical manufacturers,” said Lutz Grzegorz, vice-president of PACTL.

The PACTL Cool Center measures 3,500sq metres and is designed to handle 100,000 tonnes of temperature-sensitive freight every year.

CEIV was created by IATA to improve competency, create consistent quality standards and assure product integrity for pharma cold chain handling.

The initiative is much-needed, considering AstraZeneca’s recent air cargo experiences. As previously reported by The Coolstar, the pharma multinational now sees ocean freight as its mode of choice for temperature-controlled shipments.

Julian Wann, AstraZeneca’s global category leader for freight and logistics, said it had consistently experienced air transport delays, with 80% of shipments suffering temperature excursions, compared with just 10% for ocean freight. Mr Wann said AstraZeneca plans to move 70% of its global freight by ocean, a major shift from 90% air freight five years ago.

This is a trend IATA will hope to halt with CEIV. The initiative has had a slow start, but it seems a breakthrough has been made over the past year with some major players giving it their backing.

Last month, Air France KLM Martinair Cargo was awarded CEIV certification at its hub operations in Amsterdam and Paris, while SwissWorld Cargo said it aims to roll out CEIV at all of its stations globally.

They are joined by a group of twelve companies based at Amsterdam Schiphol, while Düsseldorf Airport Cargo’s DUS Pharma Center has become certified, a first for Germany.

Gerton Hulsman, Düsseldorf Airport Cargo chief executive, is convinced IATA’s standards will “become the global model in the long run”.

http://theloadstar.co.uk/coolstar/more-ceiv-certifications-awarded-as-air-cargo-players-attempt-to-protect-pharma-volumes-from-ocean-freight/
CEIV Pharma community expands at Changi and Schiphol

The Center of Excellence for Independent Validators on Pharmaceutical Handling (CEIV) Pharma community is expanding on both sides of the world with new groups at Amsterdam Airport Schiphol and Changi Airport.

At the European and Asian airports, the organizations involved number 21 and vary from local government bodies, to airlines, ground handlers, freight forwarders and logistics firms.

The IATA CEIV Pharma is a standardised global certification programme that helps companies comply with existing global pharmaceutical guidelines. With these guidelines, shippers can be confident that medicines that are temperature and handling sensitive can reach patients in good condition, writes Rob Coppinger.

For instance, certification requires companies to maintain a cargo hold temperature of between 10-25 degrees Celsius and ensure appropriate handling from tarmac to loading and unloading.

Last year, the global pharmaceutical industry spent more than $10 billion on cold chain logistics, with the amount expected to exceed $13 billion by 2019. IATA is involved in the Schiphol airport community. IATA’s European Regional Vice President, Rafael Schwartzman, said: “A single mistake can destroy an entire batch of medicines. It is therefore essential to establish harmonized handling procedures, strong accountability and cooperation between all parties.”

Twelve of the 21 are at Schiphol. As well as IATA, they are, WFS, dnata, Swissport, Air France-KLM-Martinair Cargo, De Jong Special Services, D.J. Middelkoop & Zn., Jan de Rijk Logistics, IJS Global/GEFCO, VCK Logistics, Yusen Logistics and Cyberfreight.

Based at Changi, there are six and they include, Singapore Airlines, Global Airfreight International, Expeditors Singapore, CEVA Logistics Singapore, freight forwarders Schenker Singapore, and the the airport itself which will also help the companies.

The 20th and 21st organizations involved are, the Civil Aviation Authority of Singapore and Singapore Workforce Development Agency which will co-fund the costs for certification.

Yam Kum Weng, Executive Vice President, Air Hub & Development, Changi Airport Group (CAG), said, “Through the IATA CEIV Pharma certification programme, CAG and our partners go one step further by taking a proactive approach in enhancing our cold chain handling capabilities to better serve the pharmaceuticals industry.”

In another development, Dusseldorf Airport Cargo has become the first company in Germany to be CEIV Pharma certified.

Changi launches initiative to improve handling of pharmaceutical cargo

The airport will provide six companies from different parts of the air cargo supply chain with funding and coordination to obtain certification on handling pharmaceutical cargo, it said.

SINGAPORE: Changi Airport Group (CAG) is launching an initiative to strengthen its capabilities to handle pharmaceutical cargo. It announced on Thursday (Mar 10).

Under this initiative, CAG will provide six companies from different parts of the air cargo supply chain with funding and coordination for the International Air Transport Association’s (IATA) Center of Excellence for Independent Validators on Pharmaceutical Handling certification programme, it said.

The certification programme aims to help companies comply with existing global pharmaceutical guidelines, including the temperature of holding cargo and cargo handling procedures. The airport is the first in Asia to support a community of cargo partners in pursuing the certification, it said.

The pioneer group of companies supported under Changi Airport’s initiative are freighter carrier SIA Cargo (freighter carrier), airport ground handler dnata Singapore, and freight forwarders Global Airfreight International, Expeditors Singapore, CEVA Logistics Singapore and Schenker Singapore.

The Civil Aviation Authority of Singapore and Singapore Workforce Development Agency will also co-fund the costs for these companies through the provision of assistance grants.

CAG Executive Vice President of Air Hub and Development Yam Kum Weng said transporting high-value, temperature-sensitive pharmaceutical cargo can be complex.

IATA Regional Vice President of Asia-Pacific Conrad Clifford added: "The air cargo value chain has an important role in the transportation of life-saving pharmaceutical products and medicines to markets where they are needed, while ensuring the integrity of these pharmaceutical products."

Last year, the global pharmaceutical industry spent more than US$10 billion on cold chain logistics, with the amount expected to exceed US$13 billion by 2019, he added.

According to CAG, pharmaceuticals were one of its best performing cargo segments in 2015, growing 45 per cent year-on-year. It will progressively work with more cargo partners to attain this certification, it said.
Exclusive - Healthcare Shippers Need Certified Air Cargo Supply Chain

The air cargo industry will have to keep pace with the explosive growth of the healthcare industry. The healthcare industry is going through an impressive expansion which has a direct impact on the supply chains needed. The second day of an event at Liege Airport looked into the chances of the air cargo industry as a preferred logistics partner.

The term 'pharma logistics' is somewhat deceptive, as the biopharma industry also involves biotech products, biosimilar medical devices and a range of other products having a direct impact on healthcare and wellbeing. The evolution of the market was outlined by Franck Toussaint, Managing Director of Biolog Europe. This non-profit organisation is a vehicle set up by 'Logistics in Wallonia', a cluster of more than 300 companies promoting Wallonia as a logistics hub.

He named time and stability as the main criteria shippers of the healthcare industry deploy when determining a transport mode. “When the value does not play a role, ocean freight will prevail due to the lower price. The higher the value, the more air cargo is chosen. In the end, however, it is all about risk management.”

Sky-high growth
The growth of the trade balance for pharma etc. is twice the rate of the other industries. It is estimated at US$1,250 billion in 2018, of which US$300 billion account for cold chain products. India will be the largest pharma manufacturer in the world by 2030. Global trends reveal a tremendous emergence of biosimilars (officially approved versions of original ‘innovator’ products, and can be manufactured when the original products patent expires, MS), 3D-printedprophoresis and human tissue, personal medicine, cell therapy, medical devices and diagnostics.

Population growth will create the necessity to set up manufacturing plants in Africa. The total value of the pharmaceutical market is estimated at incredible US$1.6 trillion by 2020. Contract manufacturing will increase, as will tussions and mergers. “All those aspects will have an impact on the supply chain, which will have to find a new role and step into this evolution”, said Franck.

Risk management
He re-stated that risk management is the industry’s main concern. “In the U.S., there were 1,200 product recalls in 2015. The Eli Lilly Enfamil case, a notorious heist seizing US$700 million worth of medicines from a U.S. warehouse and the recent French scandal due to a failed experiment are but a few of the problems the industry tries to steer away from.”

“The actors in the supply chain will have to become increasingly aware of challenges like new technology, traceability, home healthcare, crisis management (anticipation as well as risk management), counterfeiting, cold chain management and hygiene. Certification is a must!”

IATA decided to act
Andrea Gruber, Senior Manager Special Cargo, IATA, admitted that the aviation industry had to act. She reminded the audience of the set-up of the ‘Time & Temperature Task Force’ (TTTF) in 2007. “Even then, we were reproached on losing pharma traffic to the sea mode. We realised that a supply chain approach was needed.”

IATA, too, looked into the growth of the market in question and evaluated the shippers’ needs. “We identified issues like the concern on the integrity of the products, the regulations and temperature excursions while the products are still in the hands of the supply chain partners. Time for improvement, so we came up with our concept of CEIV – Centre of Excellence for Independent Validators.”

CEIV is the way forward
“At IATA we feel that the shift from air to ocean should be based on business models and not on the choice between a ‘good’ or a ‘bad’ mode. CEIV is built on the importance of partnerships. We would like to take this concept into global certified trade lanes. To date we have 25 certifications in place worldwide, with another 57 in progress.”

Certification is, however, only the first step. Andrea said: “The air cargo industry must transform itself into a lean, adaptive and innovative industry, centred on increasingly sophisticated customer demands.”

To this audience different from the day before, Cargo Development manager Bert Selis of Liege Airport repeated his presentation on the advantages of the airport and its community. He then gave the floor to representatives of three handling companies, involved in pharma handling: Aviapartner, LACHS, owned by Israeli carrier CAL Cargo Air Lines, and Swissport. They are all CEIV-certified, even if the certification may be exclusive for stations where it is actually needed.
CHANGI AIRPORT CONTINUES TO EXPLORE WAYS TO WORK WITH THE AIR CARGO COMMUNITY TO ENHANCE THEIR CARGO HANDLING CAPABILITIES AND INCREASE PRODUCTIVITY

Changi Airport Group (CAG) works closely with its partners to raise the ground handling standards in Changi Airport to strengthen CAG’s status as the preferred cargo hub for handling various types of cargo. Changi Airport Group (IAG) sees the vertical integration of cargo services as a strategy to enhance the overall cargo handling capabilities and productivity.

New growth is seen as opportunities in the air cargo sector of Changi from the new markets. Can we see a trend of SINGAPORE as a cargo hub?

Air cargo demand is likely to be affected by macroeconomic factors such as the slowdown in Europe and China. However, we remain optimistic that air cargo volumes will recover by the end of the year. In addition, each cargo segment such as express and pharmaceuticals continues to outperform general cargo. Over the past five years, the express segment has been recording the fastest growth.

What do you think the key issues are?

Some issues include increasing fuel costs and the impact of new environmental regulations. However, we believe that the industry is well-prepared to face these challenges.

What do you think the key drivers of growth are?

The key drivers of growth are the expansion of the airport’s cargo facilities, the introduction of new cargo routes, and the increasing demand for air cargo services.

What are the challenges that cargo handlers face in handling various types of cargo?

The challenges include handling diverse cargo types, ensuring compliance with regulations, and dealing with the increasing demand for same-day and expedited services.

How do you see the role of technology in air cargo operations?

Technology plays a crucial role in improving efficiency and reducing costs. We are focusing on implementing advanced cargo tracking systems and improving our cargo handling processes.

What are the emerging trends in the air cargo industry?

The emerging trends in the air cargo industry include the rise of e-commerce, the increasing importance of sustainable practices, and the development of new cargo services.

What are the opportunities for cargo handlers in the future?

The opportunities for cargo handlers in the future include expanding their service offerings, leveraging technology to improve efficiency, and focusing on niche markets.

What are the key lessons learned from the past?

The key lessons learned from the past include the importance of flexibility, the need for continuous improvement, and the value of partnerships.

What do you think the future holds for the air cargo industry?

The future holds promise for the air cargo industry, with increased demand for air cargo services expected as the global economy continues to grow.

What are the biggest challenges facing cargo handlers today?

The biggest challenges facing cargo handlers today include the increasing competitiveness of the air cargo market, the need for compliance with regulations, and the impact of new technologies on the industry.
Changi Airport to go for CEIV certification

Singapore’s Changi Airport and six companies who are active in pharmaceutical handling are planning to work toward attaining IATA’s Center of Excellence for Independent Validator’s (CEIV) certification according to the Singapore Business Review. This is the first initiative of its kind in Asia.

The CEIV program was created to improve the operational and preparedness procedures when dealing with pharmaceuticals, and also to counter the decline of air cargo’s market share of pharma transport. Changi Airport Group (CAG) will provide cost support measures and coordinate training sessions for the group of companies in the Changi CEIV Community: SIA Cargo, dnata Singapore, CEVA Logistics Singapore, Expeditors Singapore, Global Airfreight International and Schenker Singapore.

Coolport@Changi was the first facility in the world to attain CEIV Pharma certification in 2014. CAG plans to work progressively with more cargo partners to bring them into the fold and attain more CEIV certified businesses at the airport.

http://aircargoworld.com/changi-airport-to-go-for-ceiv-certification/
Exclusive - DUS Cargo to Join Club of Supreme Pharma Handlers

The CEIV Pharma certification program launched by IATA is rapidly gaining speed. Following the licensing of Brussels Airport Cargo, Liege and Milan, AF-KL Cargo and Changi Airport, Dusseldorf Cargo has apparently also become a Center of Excellence for Independent Validators on Pharmaceutical Handling certification (CEIV Pharma). The successful achievement of this aim will be made official at the WCS meeting being held in Berlin.

As people close to the case revealed to CargoForwarder Global, DUS Cargo has been audited successfully by external experts last week and will therefore join the exclusive CEIV Pharma club once the DUS management at the WCS confirms the result of the thorough inspection. It is noteworthy that the air freight arm of Dusseldorf Airport will become the first CEIV Pharma applicant in Germany that’s been awarded the certification, with Rhine-Main operator Fraport and LH Cargo standing in line and whose qualification program is currently under way.

DUS is surrounded by pharma firms

By joining the exclusive CEIV certified circle, DUS Cargo can expect to capture larger parts of pharma shipments produced more or less next door in the State of North-Rhine Westphalia where Dusseldorf is the capital city. Up to now, most of these locally produced consignments are trucked to AMS or other major hubs where they are consolidated and flown out, thus circumventing nearby DUS. These flows might change direction now due to Dusseldorf’s extensive route network, meanwhile encompassing 190 destinations worldwide and foremost because of the CEIV Pharma certification of the airport cargo arm. In addition, local sources point out that North-Rhine Westphalia is home of a burgeoning pharmaceutical industry, that accounts for 10-plus percent of all pharma exports leaving Germany and 12 percent of imports. In total, 16 percent of all pharmaceutical companies doing business in the country are based in the highly industrialized western German state with Bayer Leverkusen being the most prominent.

High damages caused by lack of knowledge

IATA created CEIV Pharma was set up to improve the level of competency together with operational and technical preparedness to stop mishandling of shipments through ignorance or lack of special knowledge and stop the alarming decline of air cargo’s market share of global pharmaceutical product transport. It was launched in view of repeated cases of wrongly handled shipments by ground staff at airports or warehouses or falsely documented consignments through lack of knowledge causing damages running into the millions. A second reason for IATA’s initiative to set up their Pharma excellence program was the modal shift from air to ocean, which hurt the entire air freight industry. According to Pharmaceutical Commerce Magazine, the pharmaceutical cold chain logistics industry will surpass the $10-bilion mark in 2018. Traditionally, this industry has relied heavily on air transport due to its speed and efficiency. However, over the past decade, air cargo’s share of the overall global pharmaceutical product transport has been continuously declining. The use of air transportation is reconsidered given the current amount of annual product losses in air transport (up to US$12.5 billion) and the current trend towards improved reliability in ocean freight.

Aiming at pharmaceutical handling excellence

The industry identified a need to build a network of certified pharmaceutical trade lanes that meet consistent standards and assure product integrity. As a result, IATA has taken an active role in supporting the air transport industry to comply with pharmaceutical manufacturers’ requirements. By pushing ahead the Center of Excellence for Independent Validators in Pharmaceutical Logistics, IATA intends to help organizations and the entire air cargo supply chain get on the right track to achieve pharmaceutical handling excellence. Under the program, applicants have to undergo training, as well as an assessment of their facilities and operational processes. By independent, IATA-certified auditors to ensure their compliance with IATA-set requirements on pharmaceutical handling before being admitted to the club.

The program aims at safeguarding product integrity while addressing specific air cargo needs. It encompasses standards and guidelines such as packaging requirements of shipments, the provision of sufficient cool rooms at warehouses, appropriate qualification of the handling personnel at warehouses, airlines or freight forwards involved in the pharma and healthcare supply chain together with other specifics. “The more ground handlers and forwards become CEIV Pharma certified at one location, the better for our business,” stated head of cargo Steven Polmans of Brussels Airport when receiving the certificate in 2014. The overall goal is to elevate the industry know-how and achieve global standardization, states IATA.

SwissWorld Cargo eyes roll-out of CEIV certification across its hubs

SwissWorld Cargo is looking at rolling out its new certification processes at its stations around the world – something of a validation for IATA’s CEIV quality standard.

The airline announced last month that its Zurich hub handler, Cargologic, had completed CEIV in addition to its Good Distribution Practice (GDP) certification (the standard set by the pharma industry). It now wants to ask its other handlers to do the same.

“Zurich was just the beginning for us,” said Ashwin Bhat, the recently appointed head of Swiss World Cargo. “We are looking into certifying our network, monitoring and closely analysing it and which stations are right for more certification.

“We need to offer a higher level of service, and one way is certification to give our stations a higher level of quality.”

Swiss said it was looking for a way to differentiate itself and ensure high-end service to customers.

CEIV has had a mixed reception from the market; some players think it is a move entirely devoted to marketing, and that many pharmaceutical customers do not even know what it is and are happy with their own GDP standards. Others claim the training and procedures involved bring far higher standards and that GDP, which is not designed specifically for air cargo, can vary widely in different stations across the world.

“Yes, the pharma industry follows GDP,” agreed Mr Bhat, “but in the end it’s about quality standards. There are certain standards that need to be met to manage life sciences – and this is one to go through.

“Cargologic has done both. We are now going through our stations, and we will talk to our handling agents and find out the best way to do it.

“Cargologic has done both. We are now going through our stations, and we will talk to our handling agents and find out the best way to do it.

“The product is as good as the people. So we are looking into the whole training aspect for our staff.”

The airline is also rebuilding its ‘pharma house’. “We are in a good position, but we are looking at what more can we do, what added services there are. The fight is on the commodity side.”

SwissWorld Cargo is also looking at how pharmaceutical industries might use e-commerce. “There is a potential new customer base in e-commerce – and that will be in pharma too. The pharma industry is evolving.”

Mr Bhat, who has just celebrated 100 days in the top job, was speaking on the eve of the arrival of the airline’s first 777, which has two temperature-controlled bellyhold compartments. Together with Edelweiss, for which Swiss manages belly capacity and which will be taking two of Swiss’s A330s, capacity will rise 15% this year, with double-digit growth next year too.

“I’m looking forward to it. But success isn’t getting the aircraft, its utilising them. I have a strategy, say in Hong Kong, to fill 18 or 16 tonnes. But I can’t have the same strategy for 25 tonnes. I need to change it, with a new portfolio of products and services, and new customers.”

He laughed. “It’s a teenage company, so I am expecting it to be like a teenager. We are moving on to the next generation.”

http://theloadstar.co.uk/coolstar/pharma-logistics-benefits-from-uniform-supply-chain-via-iata-ceiv-programme/
AF-KLM-Martinair Cargo achieves CEIV certification

Air France-KLM-Martinair has become the first airline group to achieve IATA’s Center of Excellence for Independent Validators (CEIV) certification for pharmaceutical handling at two different hubs simultaneously. The group met this achievement at Paris-Charles de Gaulle (CDG) Airport and Amsterdam Airport Schiphol (AMS), and also for its respective airline processes.

Bram Gräber, executive vice president of AF-KLM, said that, in an increasingly demanding environment for time-and temperature-sensitive shipments, the CEIV certification confirms the group’s commitment to offering the highest possible standards for its customers.

The CEIV program was developed to improve the operational and preparedness procedures when dealing with pharmaceuticals, and also to counter the decline of air cargo’s market share of global pharmaceutical product transport.

AF-KLM added that it decided to pursue the standards set under CEIV-Pharma, rather than the European Union’s Good Distribution Practice (GDP) program, because IATA’s process provided an “excellent translation of industry regulations into air transport practice.”

Amsterdam Adopts Brussels Pharma Concept

The cargo division of Schiphol Airport and the umbrella organisation Air Cargo Netherlands (ACN) intend to develop Amsterdam Airport as a preferred pharma hub for shippers. The introduction of the IATA CEIV model, already in place at Brussels Airport, is seen as the way forward.

Both the airport authority and ACN recognise that pharma logistics – in fact logistics of life sciences and health products - is a booming business. The further development of this commodity fits well into ACN’s strategy of developing niche markets. In July 2015, ACN brought together the air cargo community at the ‘ACN Pharma Day’.

Positive market response to the initiative

Interested stakeholders set up a ‘Task Force Pharma’ and have made considerable progress since. The initiative they have launched is made up of three spearheads:

- Promoting and branding Schiphol as an excellent pharma hub for shippers both on the national and the international level
- Consolidating this branding on ‘hard’ facts, among which the present and projected facilities (on 1st, 2nd and 3rd line) and ensuing processes
- Independent certification, preferably by the IATA-supported ‘Centre of Excellence for Independent Validators’ (CEIV).

Ten parties have already expressed their interest to go along with this concept.

Brussels applauds Schiphol’s step

The Pharma CEIV was co-designed and first introduced at Brussels Airport and is supported by over 20 companies. Not surprisingly, Brussels was the first location to be visited by an ACN delegation. The second visit was to Frankfurt, where ACN was given a tour of the Lufthansa Cargo Cool Center.

Steven Polmans, Head of Cargo at Brussels Airport Company, says that the Amsterdam initiative clearly demonstrates that Brussels has made the right choices in the past and is doing the right thing. “The trust we have been able to build, is reinforced within the market. Anyway, we are writing our own story, without looking at the competition too much. Both in our IT story and our Cloud project we see that Amsterdam is going in the same direction. This may offer a perspective of collaboration, provided it would lead to an improvement of our industry as a whole.”

AF-KLM Cargo received CEIV certification

The Franco-Dutch freight carrier has been awarded IATA’s CEIV certificate for its hub operations in Amsterdam and Paris in combination with the Air France and KLM airline processes. Bram Graeber, executive vice president of AF-KLM Cargo said: “Pharma is a top priority for our airline group. In an increasingly demanding environment for time and temperature sensitive shipments, this certification reconfirms our commitment to offering the highest possible quality standards in support of our customers’ business activities.”

Renate de Waale, AFKLM’s product market group director for Pharmaceutical Logistics speaks of a milestone achieved by her airline: the CEIV certificate “confirms our position as an industry leader for air transportation within the pharmaceutical logistics chain,” she stated.

AFKL is the first airline group to complete this process at two different hubs at the same time. “From its state-of-the-art facilities, excellent quality management system, well-trained workforce, and certifications, AFKL has certainly raised the bar high for the rest to follow. We congratulate them on this achievement,” said Glyn Hughes, IATA’s Head of Cargo.

First agents join Schiphol’s pharma initiative

Today, (17 February) CargoForwarder Global has been informed that ground handler World Wide Flight Services (WFS) and freight forwarder Cyberfreight are the first companies to subscribe to Schiphol’s Pharma Logistics Program. The program was recently launched following an initiative from Schiphol Group and the umbrella organisation Air Cargo Netherlands.
BUSINESS LEADERS GATHER AT MIA TO DISCUSS GROWTH OF LOCAL PHARMA INDUSTRY

(MIAMI, February 3, 2016) – On the heels of Miami International Airport being designated the first pharmaceuticals (pharma) freight hub in the Western Hemisphere last November, the airport hosted a seminar in conjunction with The Beacon Council and the Health Technologies and Distribution Alliance (HTDA) for more than 100 manufacturers, cargo logistics companies and other pharma stakeholders to discuss the state of the local industry. Pharma experts gave presentations on MIA’s pharma hub designation, best practices for transporting sensitive pharma products, current and projected demand for bio-pharmaceuticals, and the future impact on local business. Representatives from MIA, The Beacon Council, HTDA, the International Air Transport Association (IATA), American Airlines Cargo, Brink’s Global Services, LAN Cargo and the University of Miami Health System were among the presenters.

“This workshop was a great opportunity to educate the community about our booming pharmaceuticals freight business,” said Miami-Dade Aviation Director Emilio T. González. “As the busiest U.S. airport for international freight, perishable imports and temperature-controlled products, MIA has been at the epicenter of this developing trend and is poised for even more growth.”

“MIA’s designation as a pharmaceutical freight hub will be the catalyst for growing pharma manufacturing and distribution in Miami-Dade County,” said The Beacon Council President and CEO Larry K. Williams. “Our ability to safely and securely transport pharma products to market underscores Miami’s competitive advantage with our trade and logistics infrastructure, foreign trade zone network and strong life sciences and aviation sectors.”

In 2015, IATA designated MIA as the first pharmaceuticals freight hub in the U.S. and only the second in the world, after Brussels Airport. The designation underscores MIA’s leading role as a safe and efficient global logistics hub for high-value, temperature-sensitive drugs and medicines. The total value of pharma products transported through MIA has increased by 79 percent since 2010 to $3.3 billion in 2014.

“Collaborative efforts like this workshop are beneficial to raise awareness of all important requirements, competencies, and factors related to pharmaceutical research development and distribution,” remarked Leandro Moreira, Brink’s Global Services Director of Life Sciences and HTDA Chairman. “It is clear that key stakeholders are taking a very disciplined and focused approach towards supporting pharmaceutical business development in the region. We are proud to partner with the Aviation Department and The Beacon Council to promote the growth of the local pharma industry.”
MIA recently became the first airport in the U.S. and only the second in the world to be certified by the Geneva-based International Air Transport Association (IATA) as a pharmaceutical freight hub. This certification brands the airport to pharmaceutical manufacturers as a trusted industry leader that transports their products in accordance with global best practices. The designation also highlights MIA’s leadership as a safe and efficient logistics hub for these high-value, temperature-sensitive and often life-saving drugs and medicines. With MIA already ranked as the busiest airport in the country for international freight and perishable imports, its certification as a pharma hub is expected to significantly increase the $3.3 billion in pharma traffic it currently handles and position it among the top pharma markets across the U.S.
MIAMI INTERNATIONAL AIRPORT
PHARMA HUB
2015 - 2016

MIA PHARMA HUB
Gateway to the Americas

Miami International Airport (MIA) provides unequalled access, superb infrastructure, and a well-established network for optimal transport of pharmaceutical products throughout the Americas. Together with our airlines and supply chain partners, we stand ready and committed to offering fast, reliable, safe and secure transport of pharmaceutical products to market.

Unparalleled Access to Markets in the Hemisphere

Miami-Dade County serves as an international business center for the Western Hemisphere, a vital hub for trade, commerce and finance in the Americas.

A lineup of more than 100 airlines supports the year-round two-way cargo traffic between MIA and the Americas, directly linking that vast region with the high growth markets of Asia, Europe, the Middle East/Gulf Region and beyond. Exceptional cargo infrastructure and facilitation, new runway capacity with no slot restrictions or delays, and room for growth, form just part of MIA’s outstanding attributes.

The leader in the Americas for international freight and the world’s largest gateway to Latin America and the Caribbean, MIA controls the north-south cargo flows in the Western Hemisphere. MIA handles a remarkable 84% of all air imports and 81% of all air exports from the Latin American/Caribbean region, serving as the go-to hub for distribution of perishable products, including high-value pharmaceuticals.

With more nonstop destinations in Latin America and the Caribbean than any other U.S. airport, MIA is uniquely poised to maintain the quality of pharmaceutical products during transport while keeping costs down.
A Strong and Growing Pharma Hub

**MIA's Top 10 Freight Partners - Pharmaceuticals**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Partner</th>
<th>Exports (in US Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BRAZIL</td>
<td>$85,512,971</td>
</tr>
<tr>
<td>2</td>
<td>ITALY</td>
<td>$41,904,715</td>
</tr>
<tr>
<td>3</td>
<td>CHILE</td>
<td>$197,461,497</td>
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<tr>
<td>4</td>
<td>ARGENTINA</td>
<td>$183,750,212</td>
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<tr>
<td>5</td>
<td>VENEZUELA</td>
<td>$141,931,708</td>
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<tr>
<td>6</td>
<td>MEXICO</td>
<td>$110,806,023</td>
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<tr>
<td>7</td>
<td>SWITZERLAND</td>
<td>$54,869,199</td>
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<tr>
<td>8</td>
<td>SPAIN</td>
<td>$47,770,597</td>
</tr>
<tr>
<td>9</td>
<td>BRAZIL</td>
<td>$43,322,042</td>
</tr>
</tbody>
</table>

**Total Trade - Top 10** $2,132,394,946

**Total MIA Pharmaceuticals Trade** $2,423,296,252

**MIA Cargo Facilities:**

**MIA Trade Community** - An expansive and impressive mix of people and services surrounds MIA, including nearly 1,400 licensed Customs Brokers and Freight Forwarders and numerous local and multinational companies specializing in international trade and logistics, trade law and advocacy, finance, importing and exporting. There are also more than 100 consulates, foreign trade offices and bilateral chambers of commerce in the Greater Miami area.

**MIA Cargo Clearance Center** - A 24/7 air-on-ground operations center processes the functions of Customs and Border Protection (CBP), providing for trade documentation processing.

**MIA Cargo Facilities** - MIA has 3.4 million square feet of warehouse, office and support space, including more than 300,000 square feet of refrigerated warehouse space for temperature-controlled products.

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**Keeping MIA Competitive for the Pharma Industry**

**New Air Route Development** - MIA’s 100 plus airlines offer service to approximately 150 cities on four continents, including dedicated freighter service to 99 global destinations. The airport’s cargo route development program aims to stimulate overall cargo traffic and enhance trade connectivity between MIA and new global markets. This includes further development of European and Asian routes and the establishment of new trade routes to Africa and the Middle East/Gulf Region. Separately, MIA conducts business expansion and on-going promotional efforts throughout its stronghold markets in the Latin American/Caribbean region to assure balance of both product and route offering, as well as ensuring that connectivity and synergy within MIA’s air cargo industry remain constant.

**MIA Pharma Committee** - MIA has formed a committee of Pharma stakeholders to promote the airport’s growing trade in perishable pharmaceuticals. The group serves as a forum for addressing and resolving issues directly impacting MIA’s multi-billion dollar perishables trade. Committee involvement includes maintaining and further developing MIA’s facilities and infrastructure for handling pharmaceuticals, trade legislation impact and community involvement, and compliance with federal agencies.

**Foreign Trade Zone Designation** - To expedite and encourage foreign commerce, MIA, surrounding warehouse districts and municipalities, along with PortMiami, are all under a new, comprehensive free trade zone designation, Foreign Trade Zone No. 281. For inquiries: FTZ281@miamidade.gov.

Minutes from MIA, the privately owned and operated Miami Free Zone is an international business center, turnkey Foreign Trade Zone, and wholesale marketplace providing office, showroom, and warehouse spaces. In business for more than 35 years, the facility handles merchandise from more than 70 countries and re-exports to more than 85 countries world-wide. For inquiries: www.miamifreezone.com

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**Pharma - Five Year Trend Through MIA**

The total value of Pharma products transported through MIA increased by 79% over a 4-year period ($1.825 billion in 2010 to $3.283 billion in 2014) not including in-transit cargo.
Dear Ms. Seebach,

Transporting pharmaceutical and biotech products means caring for human lives. The supply chain is growing ever more complex due to the tighter regulations and compliance demands, and the increasing need for customized solutions that are vital for consumers' safety. At Swiss WorldCargo, we excel in mastering this complexity and thus deliver consistently best-in-class air cargo services.

**Hub excellence: the case of ZRH**
Together with our partners, we have developed logistics solutions that are carefully tailored to meet your changing needs. We recently further invested in the quality of the infrastructure and handling at our Zurich hub, in cooperation with our partner Cargologic. Our hub – which has the specific advantage of being small and flexible, with short tarmac transit times – is now one of the world’s leading hubs in pharmaceutical handling.

**State-of-the-art temperature-controlled facilities**
Our cold-storage facilities have also been expanded to cater for the increasing volumes of pharmaceutical and biotech shipments that are being handled at Zurich Airport. Earlier this year, we added 120 europallet spaces for +2 °C to +8 °C storage, and we can now cover all your temperature-sensitive-shipment needs, from keep-frozen to controlled-ambient.

The Swiss WorldCargo hub: both GDP-compliant and CEN-certified
In 2014, our hub handling facilities at Zurich Airport were among the first in Europe to be declared GDP-compliant by a national regulator – in our case Swissmedic, the Swiss authority responsible for the authorization and supervision of medicines. In September 2015, our Zurich hub also obtained its "Center of Excellence for Independent Validators" (CEN) certification from IATA for the handling of pharmaceutical products. This unique status of being both GDP-compliant and CEN-certified makes Swiss WorldCargo the most reliable partner for your temperature-sensitive supply chain needs.

**Let’s work together!**
Further enhancing our storage and handling facilities was our latest achievement resulting in compliance and certification. And maintaining an open dialogue and partnership with you, our customers, is as crucial to us as ever. Because it’s only by working together that we can – and will – engineer the best solutions for the future.

For more information and booking requests, please contact your local Swiss WorldCargo office. They will be happy to assist you!

We care for your cargo.

Best regards,

Alain Guern
Head of Marketing
Swiss WorldCargo

Visit SWISSWORLDCARGO.COM
Responding to cold chain complexity

Susanne Wellauer, Vertical Industry Manager Pharmaceutical & Healthcare at Swiss WorldCargo

The pharmaceutical supply chain is becoming more and more complex due to the increasing need for customized transportation solutions and the tighter regulatory issues and compliance required at every point of the chain. Such complexity is a challenge for all the air freight players, including carriers. How does Swiss WorldCargo cope?

The latest developments in the pharmaceutical and biotech industry are calling for increasingly customized transportation solutions: Think of the growth of newly developed drugs, especially biopharmaceuticals as well as all the clinical trials that have to be transported right across the globe, from one site to the other. Or Personalized Medicine, which is calling for more and more personalized and even “patient-centric” logistics solutions.

At the same time, understanding all the requirements coming from national and international regulatory bodies has become a real challenge for all the players in the industry; not only is the regulatory framework extremely complex, it is also adapted at a very fast pace, which, in turn, has an impact on infrastructure, handling and transportation processes and training.

In view of the fact that the pharmaceutical industry is one of the key driving forces of the Swiss economy (contributing as much as 30% to the Swiss export flows), Swiss WorldCargo has put a special focus on the pharmaceutical and healthcare segment, which accounts for 25% of its entire business (in tonnage).

To meet the ever changing needs and requirements emerging from the market, Swiss WorldCargo adopted a Vertical Industry approach. A year ago, a dedicated team based in Zurich was established to acquire the industry knowledge and expertise and steer suitable solution offers.

Two important aspects of the Vertical Industry approach are the creation of a pharma mind-set throughout our organization, especially through training, and establishing a closer communication and cooperation not only with forwarders but with shippers, too.

Only this way we can really understand the shippers’ needs and try and design our transportation solution around them; to do so, another key aspect is the selection of the right logistics partners.

For instance, the latest industry developments have raised the demand for more diversified temperature ranges, which requires
partnering with cutting-edge providers of temperature-controlled containers solutions. Shippers’ focus is also on transparency and visibility, which require the use of more and more sophisticated real-time tracking devices that monitor temperature throughout the cool chain.

Recently, Swiss WorldCargo, in cooperation with ground handling partner Cargologic, focused heavily in infrastructure quality and handling standards at Zurich hub. Zurich Airport – which has the great advantage of being small and flexible, with short tarmac which are definitely a USP in terms of risk assessment – has become one of the world’s leading hubs when it comes to pharma handling.

Cold storage facilities were recently expanded to cater for the increasing volumes of pharmaceutical and biotech shipments and transfer shipments from and through Zurich Airport by offering 120 additional euro pallet spaces for cargo that needs to be stored at between +2°C and +8°C.

Moreover, in 2014, Cargologic handling facilities were among the first in Europe to be rated fully GDP compliant by the Swiss drug registration institution Swissmedic. And just now, our partner also obtained the "Center of Excellence for Independent Validators" (CEIV) certification from IATA for the handling of pharmaceutical products. (More information in the box.)

This is a unique situation that reflects the high quality of our operations in Zurich and that we aim to pass on throughout our network with the establishment of “quality corridors”. As a first step, along with creating awareness throughout the Swiss WorldCargo organization, we announced a “quality alliance” with our handling partner at Singapore Airport, SATS, earlier this year. Our aim being to operate as per the same quality guidelines as in Zurich. The alliance is about exchanging best practices, sharing synergies and knowledge, promoting innovation and providing quality leadership in the temperature-controlled transport management.

With our focus on people and training, cutting-edge partners and infrastructure and, overall, top quality service throughout the network, we believe that at Swiss WorldCargo we have the right industry approach but definitely need to continue developing our service offers to make sure we match the ever-changing market requirements. And with all the initiative we are showing, we will retain our leading role. It’s crucial to remember that, at the end of the day, we are not simply moving valuable and temperature-controlled shipments but pharmaceuticals that are needed by patients at the end of the supply chain.

**GDP – CEIV Pharma**

Good Distribution Practices (GDP) is a quality assurance system for warehouses and distribution centres of medicinal drugs. Internationally recognized pharmaceutical regulations require distributors of pharmaceutical products to align their operations with the GDP standards. The scheme guarantees the presence of a consistent quality management system throughout the supply chain, from the supply of raw materials to the production and the final delivery of finished drugs to the end user.

The new IATA Center of Excellence for Independent Validators (CEIV) on Pharmaceutical Handling can help industry stakeholders, including airlines, ground handlers and forwarders, achieve compliance with international regulations and standards, as well as obtain a larger share of the fast-growing and lucrative global pharmaceutical logistics market. Only eight companies, including Cargologic, have obtained this certification to date.

More information at: ema.europa.eu and iata.org/cargo
Alaire y Air Express Cargo se incorporan al programa CEIV Pharma en Madrid-Barajas

El proceso de certificación de los primeros operadores que se integrarán en España en el programa CEIV Pharma, diseñado para la eficiencia y competitividad de la cadena logística de transporte aéreo de productos farmacéuticos, avanza según los planes previstos y, además, con la incorporación de dos nuevas compañías en Madrid, Alaire y Air Express Cargo, lo que constata la buena acogida de la iniciativa, hasta el punto de que AENA e IATA prevén iniciar un segundo proceso de certificaciones de operadores antes del verano en Barcelona y El Prat.

MIGUEL JIMÉNEZ MADRID

Y como adelanto diario del Puertillo, el primer proceso de certificaciones CEIV Pharma se inició en España a finales de septiembre con la participación en el Aeropuerto de Madrid-Barajas del operador handling WFS, tanto para sus actividades de carga como de carga; el operador handling Swissport; la compañía transfrancony; y la también transfrancony Tiba, perteneciente al grupo Romea.

Por su parte, en el Aeropuerto de Barcelona-El Prat iniciaron la certificación WFS, Swissport y Schenker y, además, las compañías transfrancony Bervic y Airfrance. A todos ellos y dentro de la misma tarea de certificaciones, se han unido en el Aeropuerto de Barajas el operador Alaire, que ha decidido certificar sus procesos como empresa de handling, y la compañía transfrancony Air Express Cargo. Todas ellas, según fuentes de IATA, ya han desarrollado en las últimas semanas los dos cursos formativos de formación de personal. Por un lado, las empresas han recibido el curso de Operaciones y, por otro, el curso de Calidad, Auditoría y Gestión de Riesgos. Los participantes de las nuevas compañías en proceso de certificación han superado los cursos “con una nota muy alta y un gran aprovechamiento”, cosa que no está siendo habitual con otras compañías en otros países o aeropuertos, asegura IATA.

Por lo demás, tras los cursos en diciembre se inició la fase de auditoría definitiva y otorgar la certificación, que ya está en función de cada operador y de la cantidad de adaptaciones que tengan para hacer de sus sistemas y el tiempo de las mismas. En función de cómo están yendo las pre-auditorías, se espera que hayan operadores que obtengan rápidamente la certificación y otros que no puedan acelerar su progreso. La certificación de soluciones logísticas Madrid-Miami y Paris han llevado a cabo las conexiones entre Europa y Sudamérica. Precisamente, a nivel mundial, el área de LATAM ya está siendo una prioridad a la hora de la expansión del programa CEIV Pharma. Al igual que en España, el proceso de certificación CEIV Pharma, impulsado por IATA, avanza a buen ritmo a nivel mundial.

En estos momentos, según fuentes de IATA, en España se prevé que antes del verano se convierta una segunda tanda de certificaciones en ambos aeropuertos, con también otros tipos de agentes implicados, como empresas de camión aero o GSAs.

Hoy hay que recordar que desde IATA se ha apoyado por el agrupamiento de los procesos de certificación de tal manera que las empresas puedan compartir por ingeniería y de más procesos y así reducir los costes de estas empresas de procesamiento. El grupo que trabaja en conjunto para la certificación de productos farmacéuticos ha superado los cursos “con una nota muy alta y un gran aprovechamiento”, cosa que no está siendo habitual con otras compañías en otros países o aeropuertos, asegura IATA.

Por lo demás, tras los cursos en diciembre se inició la fase de auditoría definitiva y otorgar la certificación, que ya está en función de cada operador y de la cantidad de adaptaciones que tengan para hacer de sus sistemas y el tiempo de las mismas. En función de cómo están yendo las pre-auditorías, se espera que hayan operadores que obtengan rápidamente la certificación y otros que no puedan acelerar su progreso. La certificación de soluciones logísticas Madrid-Miami y Paris han llevado a cabo las conexiones entre Europa y Sudamérica. Precisamente, a nivel mundial, el área de LATAM ya es una prioridad a la hora de la expansión del programa CEIV Pharma. Al igual que en España, el proceso de certificación CEIV Pharma, impulsado por IATA, avanza a buen ritmo a nivel mundial.

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Miami joins CEIV-Pharma community

Until now, Brussels Airport has carried the torch as the only airport hosting an entire cargo community that has been certified under IATA’s Center of Excellence for Independent Validators for Pharmaceutical Handling (CEIV Pharma) program. But that is about to change. At Air Cargo Americas in Miami in early November, IATA announced that Miami International Airport (MIA) has become the first airport in the United States, and only the second in the world, behind Brussels, to adopt a community approach to CEIV certification.

“The CEIV pharma certification program ensures the participants in the air cargo value chain have the tools to operate at the highest standards for the transport of what in many cases are lifesaving drugs and medicines,” said Peter Cerda, regional vice president for the Americas at IATA.

The Miami Dade Aviation Department seems to agree, and has sponsored six of the major cold-chain players at MIA to undergo the extensive training program required to gain certification. As was the case at Brussels, these include not just airlines, but also forwarders and road transport providers. The six companies that have committed to training for CEIV certification in Miami are Amerijet International, Brink’s Global Services, Centurion Cargo, Consolidated Aviation Services, LAN Cargo and Lianzaron Can/US.

Why Miami, and why now? As a major freight hub for goods flowing into and out of the U.S., MIA is an ideal hub for a CEIV program. “Miami is a natural choice because of its vast global connections,” said Leandro Moreira, the life sciences director for Brink’s Global Services. He added that this is only the first round of companies going through the training. “When you look at Brussels, in the second round they had a waiting list,” Moreira said. So, indeed, he expects more companies to recognize the importance of the certification. “It’s all about the patient at the end of the supply chain – it’s a positive for the patients.”

Once the MIA community members earn their CEIV certification, the airport’s entire cargo operation will be able to tell customers that pharmaceutical goods transported through the hub will be handled – at every stage in the process – in accordance with the very best practices. The ability to make this claim could lead to substantial benefits in this rapidly growing field.

The total value of pharma products transported through MIA has increased by 79 percent since 2010, and in 2014 MIA handled pharmaceutical shipments worth US$3.26 billion. This is a significant amount of business, but Miami-Dade Aviation Department director Emilio González said he expects CEIV certification will allow the airport to attract new pharma business from “untapped markets across the globe.”

Two of Moreira’s colleagues at Brinko, Michelle Valsegna, senior manager quality and compliance, and Helcio de Araujo, senior manager network and operations, are IATA instructors for the CEIV program. In parallel to the CEIV certification program at MIA, Brink’s Global Services and individuals from different companies and industries involved in life sciences, spearheaded the formation of a new nonprofit organization called The Health Technologies Distribution Alliance (HTDA). The group was formed in September 2015 to help address the need for increased innovation, standardization, and compliance in the areas of drug development, manufacturing and distribution. Moreira said discussions about forming the HTDA began two years ago, with stakeholders ranging from scientists involved with the initial discovery of medical treatments all the way to the airport operators, shippers, forwarders, ground handlers and airlines that make up the supply chain.

Although HTDA is headquartered in Miami, Moreira said it is a global alliance formed to facilitate safety for the patient, who is ultimately the main beneficiary of all this attention to detail. From clinical trials, to promoting regulatory compliance, identifying needs and emerging markets, HTDA plans to address the needs of people in areas with rapidly growing patient populations. The group recognized that, like Brussels before them, the many links in the pharma chain at MIA all had to work together as a tight-knit community and learn with each link in the chain committed to maintaining temperature and quality protocols.
Dear customer,

As yet another year draws to a close I would like to once again thank you for choosing AIR FRANCE KLM MARTINAIR Cargo this year.

As a global carrier we are constantly searching for innovative and reliable solutions to serve you and the Pharmaceutical & Healthcare industry even better.

Protective Pharmaceutical Logistics
To protect temperature sensitive products and the patients who depend on them, we expanded our product offering greatly this year. We launched a new product portfolio, created more transparency via the pharma network & station capability tool and with the coming of va-Q-tec within our Closed Cool Chain solutions® range we provided you with a wider choice in rental arrangements of active and passive container options.

And as of today we’re proud to offer you an even broader choice with the arrival of DoKaSch another electric active container supplier. Next to the electric containers of Envirotainer and Casafe, you can now also rent with us two types of DoKaSch Opticooleers: RKN3D and RAP3D.

The power of product integrity
Transporting pharmaceuticals safely is one of the top priorities of our airline group. Even more so, since handling temperature controlled pharmaceutical products is a very complex business given the ever-increasing level of regulations globally. It’s vital to ensure that when those products reach the patient, they are just as effective and safe as when they left the production line.

To bolster our responsibility we joined this summer the IATA Centre of Excellence for Independent Validators (CEIV) program. To meet its high standards for air transport practice we have brought our hub operations at Paris-Charles de Gaulle and Amsterdam Airport Schiphol as well as our respective airline operations above and beyond the Good Distribution Practice standards.

This upcoming certification early 2016 underlines our strong commitment to the safe transportation of high-value temperature-sensitive healthcare shipments across our global network.

Thank you again for choosing to work with AIR FRANCE KLM MARTINAIR Cargo, and we look forward to continuing to do business with you in 2016.

Season’s greetings and best wishes for a happy & healthy New Year!

With best regards,

Renate da Walle
Director Product Market Group Pharmaceutical Logistics
AIR FRANCE KLM MARTINAIR Cargo
Ready, Set, GO!

For years, IATA has been collaborating with supply chain stakeholders to understand and define industry-wide standard requirements for temperature sensitive pharmaceutical products via air. Transporting healthcare products by air needs the establishment of complex logistical methods to maintain shipment’s integrity. It requires specific equipment, storage facilities, harmonized handling procedures and, above all, strong cooperation among the cold chain partners.

In this interview, Ronald Schaefer of IATA discusses the newly-created CEIV Pharma program that is aimed at addressing these challenges experienced by airlines, ground handlers and airports, pharmaceutical companies and freight forwarders. The program is a concerted effort to improve the level of competency, operational and technical preparedness, and compliance, among other things...
Swissport Cargo Liège completes CEIV process

Joining its operation in neighboring Brussels Airport, cargo handler Swissport International has completed the validation process for IATA’s Center of Excellence for Independent Validators (CEIV) for Pharmaceuticals at Liège Airport. Swissport Cargo Liège is, after Swissport Cargo Brussels, the second Swissport Cargo station to successfully complete the CEIV-Pharma certification process.

The program, which includes implementation planning, on-site assessment, training and validation, sets the standard in the pharmaceutical logistics industry and raises the benchmark for compliance with the tough industry regulations required to protect the fragile and temperature-sensitive vaccines and other biotech materials.

“This is another important milestone to continue putting Liège Airport on the map as a major logistics platform for the pharmaceutical industry,” said Patrick Minsart, managing director Swissport Cargo Services Belgium.

According to IATA’s Independent Validators online bulletin board, Swissport is one of 14 supply chain companies to have earned the CEIV-Pharma designation, 10 of which operate in Belgium. Swissport is also one of six ground-handling firms to earn the designation.

Swissport International handles about 4.1 million tonnes of cargo a year for 835 clients in the aviation sector...
Brussels Airport creates cool-chain pharma transporter

Brussels Airport, the first airport to be certified with IATA’s Center of Excellence for Independent Validators – Pharmaceutical Handling (CEIV-Pharma), has invented and developed its own clever new cool-chain gadget: the airside pharma transporter.

The refrigerated transporter – a trailer with an insulated cool box installed on top of it – was specifically designed for transporting temperature-sensitive goods from warehouses to the waiting aircraft on the tarmac, a trip that is often considered a weak link in the cool chain that too often leads to excursions. The technology used in the Brussels invention allows the temperature and location of the transporter to be monitored in real time.

The transporter was developed as part of the Flanders Farma Hub, a collaboration between the pharmaceutical and logistics industries, as well as through input from all the partners of BRUCargo, the dedicated cargo community at Brussels Airport. Four transporters have been put into use.

“We are again reinforcing our reputation as an innovative and forward-thinking region,” said Marc Florquin, economy and innovation deputy for Belgium’s province of Flemish Brabant.

SWISSPORT LIÈGE RECEIVES IATA’S CEIV PHARMA CERTIFICATION

Swissport International Ltd., the world’s leading provider of ground and cargo handling services to the aviation industry, is proud to announce that Swissport Cargo at Liège Airport in Belgium has successfully completed the validation process for IATA’s “Center of Excellence for Independent Validators” (CEIV) on Pharmaceutical Logistics. Pharmaceuticals (e.g. vaccines, biotech medicines) are among the most delicate products transported as air cargo, and therefore, it is essential to ensure their transport follows a global standard and strict temperature control guidelines.

In 2014, IATA established the Center of Excellence for Independent Validators (CEIV) on Pharmaceutical Logistics in close cooperation with the pharmaceutical industry, regulators and industry stakeholders. Swissport Cargo Liège is, after Swissport Cargo Brussels, the second Swissport Cargo station to successfully complete the certification process. The certification aims at helping airlines, handlers and forwarders improve their share of the $60 billion a year pharmaceutical logistics market. The program, which includes implementation planning, on-site assessment, training and validation, marks a new standard in the pharmaceutical logistics industry and raises the benchmark for compliance with industry regulation.

The pharmaceutical logistics market is the most regulated and fragile cargo business in the world. As a consequence, the CEIV certification program comprises numerous modules focusing on equipment requirements, storage facilities, pharmaceutical handling procedures and internal pharmaceutical handling know-how. By being compliant with these modules and the strict requirements of IATA’s new industry standard, Swissport Liege is in a position to meet the high standards set by the pharmaceutical industry and legislators globally.

Patrick Minsart, Managing Director Swissport Cargo Services Belgium: “We are proud that Swissport Cargo Liège has successfully completed IATA’s CEIV pharma certification process, as this is another important milestone to continue putting Liège Airport on the map as a major logistics platform for the pharmaceutical industry. We thank Liège Airport for its great cooperation and support for enabling Swissport Cargo in Liège to get this globally recognized and most important certification.”

A new air freight standard for Pharmaceuticals

Freight & Trade Alliance (FTA) and the Commonwealth Bank of Australia, were proud to host the launch of the International Air Transport Association (IATA) CEIV program in Sydney on Monday 7 December 2015.

The global pharmaceutical logistics market, valued at $64 billion in 2013, is the most regulated, expensive and fragile cargo business in the world today. The new IATA’s Center of Excellence for Independent Validators (CEIV) on Pharmaceutical Handling will help airlines, handlers and forwarders to be compliant with international regulations and to get a share of this fast-growing and lucrative market.

With the CEIV in Pharmaceutical Handling program, IATA aims to work closely with industry and regulators to raise the bar and make air freight the modal choice for the transportation of pharmaceutical products. This will help professionals to demonstrate the quality of their services and capture new business.

Please click HERE to view the complete presentation.

For further information on the IATA CEIV Pharma standard, please contact me direct on brooks-garret@FTAacalliance.com.au or 02 9975 1678.

Travis Brooks-Garret - FTA
GVK Chhatrapati Shivaji International Airport (CSIA), in association with its Concessionaire Cargo Service Centre (CSC), on October 29, 2015 organised the “IATA Center of Excellence for Independent Validators (CEIV)” workshop at Hilton Hotel, Mumbai. The event saw an august gathering of pharmaceuticals exporters and importers, with participation from various airlines, freight forwarders, bonded trucking companies, IATA, ACAAI, BCHAA, OPPI and the cargo media fraternity.

IATA CEIV is a global and consistent certification that aims at ensuring the integrity of the pharmaceutical product throughout the supply chain by improving handling of pharmaceutical products and compliance with existing regulations and standards. The program also elevates staff competency through efficient and robust training programs.

The workshop agenda was divided into two sessions. Manoj Singh, Vice-President & Head, Cargo, CSIA highlighted the pharmaceutical industry status, current challenges in its supply chain and Mumbai airport initiatives to effectively handle pharmaceuticals as per logistics requirements. This was followed by a presentation from TusharJani, Chairman, CSC concluding the first session.

The second session started with a speech from Dharmesh Jain, General Manager – Procurement, Reliance Life Sciences on the current bottlenecks in the pharmaceutical supply chain and the industry expectations. This was followed by presentations from Emmanuel Petrequin, Head of Regional Accounts (SDV), Ronald Schaefer, Project Lead-CEIV (IATA) and Nathan De Valck, Cargo and Product Development Manager Sales and Marketing (Brussels Airport) about CEIV certification for excellence in pharmaceutical handling, scope of the project, its importance to the industry, and the need for a collaborative approach.

The day long workshop came to a conclusive end with a significant announcement from CSIA towards formation of a “Pharmaceutical Core Committee” with an objective of creating an unbroken cold chain and ensuring delivery of quality drugs to the end user. To ensure smooth functioning, the core committee will comprise the Airport Operator (CSIA), Concessionaire (CSC), airlines, freight forwarders, OPPI, ACAAI, BCHAA, FFFAI and bonded trucking companies as its active members, informed a release.
MIA launches pharmaceutical transport certification program

MIAMI HERALD
NOVEMBER 2015

Said Jason Sinclair, manager of IATA’s corporate communications for the Americas. “This IATA certification program speaks to its sophistication within the market here, and the sophistication of the companies that work with MIA.”

IATA also is working with companies at 19 other international airports outside the U.S. for certification.

While MIA’s international pharma trade has grown, the global air cargo share of global pharmaceutical product transport declined from 17 percent to 15 percent between 2000 and 2013, according to IATA documents.

This occurred even as the global pharma market for temperature-management services was booming. The decrease was due mainly to a lack of standardization, compliance, accountability and transparency, the airline association said, that resulted in billions of dollars in annual losses. More than 50 percent of all temperature failures occur while pharma products are in the hands or airlines and airports.

The many companies involved in Miami’s air cargo pharmaceutical trade include Consolidated Aviation Services, Brinks, DHL Express, American Airlines Cargo, LAN Cargo, Centurion Cargo, FedEx and UPS.

As of now, five companies have agreed to participate in the certification program: Amerijet, Brinks, Centurion Cargo, Consolidated Aviation Services (CAS), and Liaison CAN/US.

These companies have developed rigorous systems for handling and monitoring delicate pharmaceuticals during shipment, including temperature-controlled cargo planes, warehouses and transit systems. The IATA process seeks to identify any problems in the overall logistics system that could affect pharmaceuticals an Offering training in best practices.

“This IATA certification process allows us to provide a high level of cargo handling for or customers, maintaining the cold chain throughout the entire process and keeping the product at exactly the temperature it requires,” said Miami-based Bill Khoury, vice president of business development in Latin America and the Caribbean at Consolidated Aviation Services, a company that handles, transports and warehouses merchandise, including pharmaceuticals, nationwide. Consolidated’s customers are airlines and freight forwarders who move pharmaceuticals, Khoury said, “but our real customers are you and me, and we need to get these products to customers in perfect condition.”

To confront international failures in air transport of pharmaceuticals, IATA set up its Center for Excellence for Independent Validators in Pharmaceutical Logistics (CEIV) to assess facilities, operations, equipment and staff involved in the pharmaceutical supply chain, and provide training where needed.

CEIV uses the standards set by pharmaceutical manufacturers, U.S. and international regulations on handling pharmaceuticals and best practices to achieve global standardization, according to IATA. CEIV grants its certification to individual companies.

MIA’s international trade community includes nearly 1,400 licensed customs brokers and freight forwarders, as well as local and multinational companies specializing in international trade and logistics, finance, imports and exports and trade law, according to MIA. Greater Miami also has more than 100 consulates, foreign trade offices and binational chambers of commerce.

Van Dievel gecertificeerd voor distributie van geneesmiddelen

Om de kwaliteit van geneesmiddelen te garanderen, is de farmaceutische industrie sterk afhankelijk van kwaliteitsvol vervoer. Een te groot deel van de producten gaat verloren door onvoorzichtigheid of te weinig expertise. Wereldwijd wordt het jaarlijks verlies voor deze markt geschat op US$ 2,5 tot US$ 12,5 miljard.

IATA heeft daarom een Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) opgericht, om globaal luchttransport te kunnen ondersteunen met een netwerk aan transporteurs die de strengste normen handhaven. Dit delicate transport vraagt om specifieke kennis voor handling, adequate infrastructuur, een high-end chauffeursprofiel en permanente controle.

Onlangs werd Van Dievel Transport gevalideerd op basis van deze strenge eisen. Dit certificaat is niet alleen een kwaliteitsnorm voor het vervoer van medicatie – ook voor de andere markten is dit een bevestiging dat het transport aan kwaliteitsnormen voldoet die de standaard ver overstijgen.

http://www.vandievel.eu/nl/artikel/120
Miami named as the first pharma hub in the US

Miami International Airport has been named as the first pharmaceutical freight hub in the US by the International Air Transport Association (IATA).

The gateway was made designated partner in IATA’s Center of Excellence for Independent Validators (CEIV) Pharmaceuticals Certification programme at the Air Cargo America’s conference and exhibition in Miami (US) today.

Miami is the second airport around the globe to be made a partner joining Brussels Airport and to achieve it brought together a pharma community, including cargo airlines, ground handlers and freight forwarders, who will now undergo specialised training through IATA’s CEIV programme.

Miami was recognised for organising its pharma logistics providers to undergo IATA’s initiative, which certifies products are transported in accordance with global best practices.

The designation by IATA also highlights the airport’s leadership as a safe and efficient logistics hub for high-value and temperature-sensitive pharma.

Miami is run by Miami-Dade Aviation department and its director Emilio Gonzalez, says: “As the first designated pharma freight hub in the US, we have the goal and expectation of increasing as well as attracting new pharma business from untapped markets across the globe.”

Gonzalez says last year $3.3 billion worth of pharma products were moved through Miami, and pharma cargo at the hub has risen by 79 per cent since 2010.

Pharma he says, is a $300 billion industry and will be worth $400 billion in the next three years and Miami is aiming to tap into the opportunity the market presents and continue the boom.

“With this designation our expectation we will quickly be the go to airports for pharma products. We can only grow and grow, and this designation brands Miami as the airport of choice for pharma,” Gonzalez adds.

Gonzalez says the airport has been working with IATA on being made a designated pharma hub as wanted to tap into the extensive opportunities in the market, so it can expand its cargo business and not just handle fish, flowers and fruit, which have always been the staple cargo moved through Miami airport.

He explains that the likes of American Airlines Cargo and LAN Cargo are set to be involved in the programme at Miami and says six or seven air cargo operators will be part of the community.

Gonzalez adds Miami is also looking at attracting and specialising in other industries to grow its cargo volumes such as the manufacturing industry.

Miami becomes second pharma hub to form CEIV community

At Air Cargo Americas this week, IATA made the announcement that Miami International Airport (MIA) has become the first airport in the United States and the second in the world to be named a pharmaceuticals hub under the Center of Excellence for Independent Validators for Pharmaceutical Handling (CEIV-Pharma) program. The only other airport to achieve this designation so far is Belgium’s Brussels Airport.

The Health Technologies Distribution Alliance and Miami-Dade Aviation Department partnered to organize a community of MIA cargo airlines, ground handling companies and freight forwarders that will undergo IATA’s training for the CEIV-Pharma certification. Those companies that have agreed to the training so far include Amerijet International, Brinks, Centurion Cargo, Consolidated Aviation Services and Liaison CAN/US.

Once the CEIV certification is earned, the MIA community can tell customers that pharmaceutical goods transported through the hub will be handled in accordance with the very best practices. The total value of pharma products transported through MIA has increased by 79 percent since 2010. Last year alone, MIA handled pharmaceutical shipments worth US$3.28 billion.

“As the first IATA-designated pharma freight hub in the U.S., we have the goal and expectation of increasing as well as attracting new pharma business from untapped markets across the globe,” said Emilio González, Miami-Dade Aviation Department director.

MIA recently became the first airport in the U.S. and only the second in the world to be certified by the Geneva-based International Air Transport Association (IATA) as a pharmaceutical freight hub. This certification brands the airport to pharmaceutical manufacturers as a trusted industry leader that transports their products in accordance with global best practices. The designation also highlights MIA’s leadership as a safe and efficient logistics hub for these high-value, temperature-sensitive and often life-saving drugs and medicines. With MIA already ranked as the busiest airport in the country for international freight and perishable imports, its certification as a pharma hub is expected to significantly increase the $3.3 billion in pharma traffic it currently handles and position it among the top pharma markets across the U.S.

http://www.miami-airport.com/miapharmahub.asp
Miami Airport community targets CEIV certification and global pharma hub ambitions

The air cargo community, led by airports, are taking matters into their own hands to encourage greater use of the mode by pharma shippers.

Yesterday, Miami airport became the second globally, and the first in the Americas, to announce an airport community partnership for CEIV pharma certification. In a noisy press event at Air and Sea Cargo Americas in Miami, the airport noted huge growth in its pharma business and its plans to become a leading global pharma hub.

The state of Florida sponsored the certification, hoping to catch a share of the $300bn pharma market. The airport last year saw $3.3bn-worth of pharma pass through the airport – 80% growth since 2010.

The pharmaceuticals business in Latin America is growing, with new markets developing, in particular in Colombia.

“Cargo was flat globally in 2014, and we grew,” said Emilio Gonzalez, CEC of Miami-Dade Aviation Department. “I think we’ll do just fine this year but we have to move beyond flowers and fish. We have identified the pharma business, and we are turning into the perfect transhipment centre.”

Steven Polmans, cargo head at Brussels Airport, the first to be community-certified, urged more airports to become CEIV certified.

“We didn’t do it for competitive advantage. We want to grow the whole pie,” he said, speaking on the sidelines of the event.

“We see that shippers are getting more involved in the logistics supply chain, including which airline or airport to choose. We want pharma shippers to see that we have a high-quality service for pharmaceuticals to the benefit of the whole air cargo industry.”

Global Distribution Practice certification varies around the world and is mostly intended for warehousing and storage, while CEIV, which is IATA validated, is a standardised programme, focused specifically on air cargo logistics.

“GDP is only legislation for basic requirements. It doesn’t audit the pharmaceutical chain. CEIV has everything GDP requires, but so much more.”

While the necessary training and infrastructure can be costly – making it uneconomic for airports with naturally small pharma flows – those with existing flows and training programmes would find it better value. Re-tests are required every three years.

More CEIV companies are expected to be announced in coming months.

“It started slowly but more large companies are coming on board, and it’s picking up speed. Pharma shippers are pleased with it and it will grow the whole air cargo pie,” added Mr Polmans.

He said cargo volumes at Brussels had shot up since it became certified. “Shippers were tired of air cargo – there was too much mishandling.”

One pharma shipper had found that 63% of its shipments had seen a temperature variation over the summer months. “That’s just gambling,” said Mr Polmans.

IATA’s regional vice president Americas said that pharma shipment damages amounted to $12bn last year.

“This is unacceptable for a $300bn market. CEIV improves the quality and reduces the losses from mishandled goods.”

Mr Polmans added: “We are a very fragmented industry and that’s part of the reason we are not making sufficient progress. I want to be an airport, and a person, that’s acting for the benefit of air cargo. I don’t want to be commenting from the stadium – I want to be the coach, and have some influence over the game.”

http://theloadstar.co.uk/miami-airport-gets-ceiv-certified-ambitions-global-pharma-hub-status/
MIA launches IATA’s CEIV Programme

NOV 4, 2015: Miami International Airport, already a major hub for pharmaceutical imports and exports, became the first U.S. airport to partner with the International Air Transport Association’s global certification program for handling and shipping pharmaceutical products.

To avoid spoilage of sensitive pharmaceutical products and boost international trade, IATA, the international airline trade association representing about 260 air carriers, is providing assessment and training in cold-chain pharmaceutical transportation to certify participants in MIA’s air cargo supply chain, including air cargo carriers, logistics companies, truckers, freight forwarders and warehouses.

Many pharmaceutical products — such as temperature-sensitive drugs, vaccines and blood products — require precise temperature controls from the time they leave a manufacturing facility until the moment they reach their destinations at hospitals, laboratories and research centers in the U.S. and overseas.

The partnership bolsters a growing segment of MIA’s air cargo portfolio. The value of pharmaceutical imports and exports moving through MIA grew by 79 percent between 2010 and 2014, from about $1.8 billion in 2010 to nearly $3.3 billion in 2014, according to figures supplied by MIA. The figure does not include goods passing through the airport in-transit cargo.

MIA was the No. 1 U.S. airport last year in moving international air cargo, and No. 10 worldwide, handling 2.17 million tons of cargo in 2014 valued at $61.6 billion.

“MIA’s pharma freight hub certification by IATA brands the airport to pharmaceutical manufacturers as a trusted industry leader that transports their products in accordance with global best practices,” said Emilio T. González, director and CEO of Miami-Dade Aviation Department. “The designation also highlights our leadership as a safe and efficient logistics hub for these high-value, temperature-sensitive and often life-saving drugs and medicines. With MIA already ranked as the busiest airport in the country for international freight and perishable imports, this prestigious certification is expected to significantly increase the $3.3 billion in pharma traffic we already handle and position us among the top pharma markets in the U.S.”

MIA Named First Pharmaceuticals Freight Hub in the U.S., Second in the World

The Geneva-based International Air Transport Association (IATA), which represents some 260 airlines or 83% of the world’s total air traffic, announced on November 4 that it has designated Miami International Airport as the first pharmaceuticals (pharma) freight hub in the U.S. and only the second in the world. MIA was recognized for organizing its pharma logistics providers to undergo IATA’s Pharma Certification Program, which certifies that pharma products are transported in accordance with global best practices. The announcement was made at the 2015 Air and Sea Cargo Americas Conference, the largest gathering of air and sea cargo executives in the Western Hemisphere.

“This prestigious designation will go a long way toward establishing MIA and Miami-Dade County as one of the world’s leading pharma trade markets,” said Miami-Dade County Mayor Carlos A. Gimenez. “Congratulations to Miami-Dade Aviation Director Emilio T. González and his team for taking our community’s top economic engine to even greater heights.”

“Congratulations to MIA on being the first airport in the United States to be designated as a pharmaceutical air cargo hub,” said Florida Governor Rick Scott. “This recognition from IATA for your ability to properly handle life-saving medicines is evidence of your commitment to help make Florida a global leader in world trade.”

The designation underscores MIA’s leading role as a safe and efficient global logistics hub for high-value, temperature-sensitive drugs and medicines. As the busiest U.S. airport for international freight and perishable imports, MIA is already a booming pharma hub, with the total value of pharma products transported through MIA increasing by 79 percent since 2010 to $3.283 billion in 2014.

“As the first IATA-designated pharma freight hub in the U.S., we have the goal and expectation of increasing as well as attracting new pharma business from untapped markets across the globe,” said Director González. “We deeply appreciate our cargo partners for collaborating with us in this exciting new chapter of MIA’s growth.”

To achieve the designation, the Miami-Dade Aviation Department and Miami’s Health Technologies Distribution Alliance (HTDA) partnered together to organize a group of MIA cargo airlines, ground handling companies and freight forwarders who will undergo specialized training through IATA’s Center of Excellence for Independent Validators (CEIV) Pharma Certification Program.

“The CEIV Pharma certification program ensures the participants in the air cargo value chain have the tools to operate at the highest standards for the transport of what in many cases are life-saving drugs and medicines,” said IATA Regional Vice President for the Americas Peter Cerdá. “And it gives pharmaceutical companies the assurance that their cold-chain logistics requirements are met through an independent certification process. We deeply appreciate the work of the Miami-Dade Aviation Department to bring together its community of pharmaceutical logistics stakeholders to partake in this program.”

For more information, go to http://www.miami-airport.com/miapharmahub.asp

From left to right: Brinks Global Services Life Sciences Director Leandro Moreira, PortMiami Director Juan Kuryla, IATA Regional Vice President Peter Cerdá, Miami-Dade County Mayor Carlos A. Gimenez, Miami-Dade Aviation Department Director Emilio T. González and MDAD Chief of Staff Joseph F. Napoli. Hi-res image available upon request.

Cold Chain: Mitigating risk in a topsy-turvy world

Biomedical, pharmaceuticals, and food lead the list of high-value commodities moving through complex modal networks to both new and well-established markets. But emerging markets are where shippers are seeking the biggest margins—and facing the largest hurdles.

Operational excellence to expedite delivery of “cool” cargoes has been embraced by carriers, shippers, and intermediaries alike as they concentrate their efforts to capture market share in the topsy-turvy world of temperature-controlled transportation.

Nils Markman, global director of operations for World Courier, a London-based research firm specializing in biomedical logistics, notes that the rise of targeted therapies and the globalization of specialty pharmaceutical commercialization present a host of opportunities for manufacturers.

“The foundational premise is clear,” says Markman. “More commercial and clinical trial drugs are being shipped to more patients in more countries than ever before—all while healthcare is becoming more innovative and more accessible at the same time.”

With these opportunities, however, come great challenges. The increase of global clinical trials for high-value cold chain products means that the stakes—and the costs—for each trial have risen dramatically. The distribution of specialty medications to emerging markets means that the total supply chain must be evaluated more stringently.

Today, the industry operates in an environment where there is no “acceptable loss” of product or samples.

And as a result, global manufacturers must constantly evaluate the advances in technology, processes, and resources that keep cold chain products safe. “They must remain vigilant over the growing and diverse risks in the supply chain and understand the need for increased expertise from their partners,” says Markman. “They must now stay focused on continuous improvement across all parts of their supply chain to ensure that drugs are delivered safely and effectively, while risks are mitigated appropriately.”

Risk must be addressed

Variations in temperature can partially or wholly void a shipment and lead to millions of dollars in lost sales for the company, say analysts at Deloitte Consulting.

Furthermore, it’s not uncommon for companies to add multiple linkages to a global supply chain with little thought to the complexity and risk associated with its extension.

“Many companies realize flaws in their cold chain only after it has reached a level of complexity that’s difficult to simplify,” observes Adam Windnagel, a business analyst with Deloitte in London. He adds that talent, market costs, and local market access often drive corporate deployment decisions. “However, as companies grow the ‘interlinkages’ of the cold supply chain are not always given full consideration.”

Windnagel says that growth of activities such as bulk, fill/finish, packaging and distribution add complexity across the network. And given the potential and significant risk to both patient health and fiscal impacts, companies should consider the implications of a location’s access to cold chain infrastructure.

Deloitte analysts note that each company’s business model, global market, and operations infrastructure vary.

However, when evaluating cold chain as a factor in site selection decisions, they advise global logistics managers to consider the following questions:

- How many product movements are necessary?
- Can co-location of operations such as bulk, fill/finish, and packaging reduce number of product movements?
- Do the operations have proximate access to transportation facilities with cold chain capabilities?
- Can the location meet proximate access and global access needs with cold storage capabilities that meet your product needs?
- Is the location of the operation able to readily access growth markets?
- Does the location and its place within the network allow for flexible growth?

“Companies that invest adequate time to understand and answer these questions in advance can often avoid long-term supply chain problems,” says Raj Vohra, a senior manager at Deloitte. “The capital investments in operations along the biopharmaceutical network are significant, and it’s often difficult, expensive, and time consuming to unwind a complex supply chain.”

http://www.logisticsmgmt.com/article/cold_chain_mitigating_risk_in_a_topsy_turvy_world
As a consequence, say analysts, it only benefits companies to strategically factor in considerations for near- and long-term plans along with other relevant operation drivers such as talent, tax, and costs when making site selection decisions for operations throughout their value chain.

**Flying pharmaceuticals**

To overcome many of these challenges, global logistics managers continue to rely on guidelines created by The International Air Transport Association (IATA). This massive Geneva-based sanctioning body recently welcomed the decision of Brussels Airport to become the first European hub for pharmaceutical freight using IATA’s global certification program for shipping cold-chain pharmaceuticals.

Called the IATA Center of Excellence for Independent Validators (CEIV Pharma), the program conducts training and on-site assessments to provide the expertise needed to transport cold chain pharmaceutical products across the world. "The CEIV Pharma program provides shippers with the tools to ensure that they are operating to the highest standards," says Tony Tyler, IATA Director General and CEO. "It will give pharmaceutical companies confidence and assurance that their cold chain logistics requirements are being met through an independent certification process."

Brussels Airport is inviting a group of 10 local stakeholders—ground handlers, freight forwarders, truckers, and airlines—to undergo the CEIV Pharma training, bringing the cargo community together for the common goal of becoming certified. Because the program goes beyond the Good Distribution Practices (GDP) covering air transport requirements, it’s particularly attractive to logistics managers who value the extra confidence this certification brings.

Earlier this year, SATS Coolport (Singapore)—which handled more than 15,200 tons of pharmaceuticals last year—received its CEIV Pharma certification.

“The pharmaceutical industry has relied heavily on the airline industry for its speed and efficiency in transporting high-value, time- and temperature-sensitive cargo,” notes Tyler. “However, until this year, there were no global certification standards that could be internationally recognized and implemented.”

The global pharmaceutical industry will spend $8.36 billion on cold chain logistics in 2015 and is expected to expand to more than $10 billion by 2016. Meanwhile, multinational are developing more complex "biological" based medicines—as opposed to chemical-based medicines—including hormone treatments, vaccines, and complex proteins that require ever more cold chain refinements.

"Brussels Airport is aiming to strengthen its position as a leading gateway for the handling and transportation of pharmaceutical freight in Europe," says Steven Polmans, head of cargo at Brussels Airport.

**Domestic loop**

Along with certification, leading cargo airports in the U.S. are seeing more investment in cold chain infrastructure. Philadelphia’s International Airport, for example, recently welcomed the opening of a $5 million, 25,000-square foot temperature-controlled warehouse facility operated by American Airlines Group Inc.’s cargo division. According to Thomas Grubb, manager of cold chain cargo for American Airlines, this is the first of its kind built by a commercial air cargo company. The facility can store medicines and medical devices at consistent temperatures.

"We are seeing an increased demand to obtain such medications and increasing complexity of the products themselves," says Grubb. "And given our proximity to drug makers located on the eastern seaboard, major pharma companies ship from here to emerging markets in South America and Africa."

Deutsche Post, DHL Group and FedEx have also been ramping up development of cold chain facilities domestically. Shippers using these services include Teva Pharmaceutical Industries, Pfizer, Merck, and GlaxoSmithKline.

Lynden International Logistics has an equally impressive client base in North America and has recently announced its expansion in the Greater Toronto Area (GTA) with the opening of a second location in Milton, Ontario. "The new 65,000-square-foot facility expands our capacity in the GTA and adds to our network of locations in Canada which includes Toronto, Calgary and Vancouver," says Kevin Gillies, vice president and general manager at Lynden.

**Farm-to-fork**

The farm-to-fork movement has also added extra pressure to cold chain demands in food services, says Bob Bieslarfeld, vice president of North American truckload for C.H. Robinson. "Customers in northern regions are coming to expect the availability of fresh tropical fruit all year long," he says. "As the world shrinks, so too does our idea of seasonal produce and regional products."

Bieslarfeld recalls that in 1980 only 33 percent of perishable goods were shipped in refrigerated containers—a number that jumped to 90 percent by 2010 and remains there today. “Temperature controlled products can now withstand longer transit times without spoiling, and consumers around the world can experience exotic foods and goods without leaving their local grocery store.

Pier-Luigi Sigismondi, chief supply chain officer at Uniliver, is the author of Enabling Trade From Farm to Fork, a recent report commissioned by the World Economic Forum. His global take on the issue is somewhat more circumspect. "Transport costs are the most important challenge cited by developing country suppliers in connecting to global value," he says.

According to Sigismondi, initiatives to improve underlying infrastructure are typically government-led, but private-sector involvement is critical in ensuring efficient allocation of resources along key transport corridors. "Regulations affecting transport services should be designed to help enable competition, scale, and standardization," he says.

"Development of technologies to facilitate efficient movement and storage of crops is also important, and must be tailored to the constraints of specific value chains."

Sigismondi says that private ownership can help to overcome the challenges of mobilizing capital for investment in these improved technologies and logistical arrangements. "But logistics managers already have access to the private sector tools and services to achieve most of their distribution strategies," he adds. "New technologies are accelerating the global cold chain trend."
AIR CARGO WEEK

60 Seconds with RONALD SCHAEFER

The International Air Transport Association’s (IATA) Center of Excellence for Independent Validators (CEIV) Pharmaceutical certification is raising the standards of the handling of pharmaceutical air cargo. Air Cargo Week spoke to the programme’s lead, Ronald Schaefer, about its role and how successful the programme has been.

Justin Burns, ACI: What is your role in the IATA CEIV programme?

Schaefer: My role is to develop, design and implement the CEIV Pharma certification programme whose main objective is to improve the industry’s overall level of competency as well as its technical and operational preparedness to ensure compliance and regulatory oversight and validation.

Moreover, the programme’s vision is to move beyond simply filling current industry gaps or reducing costs. Rather, it is to protect the end users of the various pharmaceutical systems and processes being shipped by air for whom health and safety are of primary importance.

Justin Burns, ACI: How many companies are now certified?

Schaefer: There are 16 companies certified and 65 are estimated to complete assessment by the end of the year, with approximately 16 more expected to meet requirements.

Justin Burns, ACI: What differences does CEIV certification make to the pharmaceutical industry?

Schaefer: CEIV Pharma works hard to improve, develop and implement high-quality standards and benefits from a marketable certification that is recognized worldwide. The programme’s credibility with government authorities; the growing number of pharmaceutical companies that are CEIV Pharma certified; and the growing global presence of CEIV Pharma-certified companies are key elements of the programme. CEIV Pharma helps reduce operational costs, increase efficiency, and enhance the safety, security, and regulatory compliance of the pharma supply chain.

Justin Burns, ACI: Can you explain the CEIV program?

Schaefer: CEIV Pharma certification was created alongside IATA industry stakeholders and regulators in order to keep the balance between regulations for the public good and ensuring the industry’s long-term sustainable growth.

Justin Burns, ACI: What feedback has been given by pharma shippers about CEIV certified facilities?

Schaefer: Beginning with our pilot project with SATS in Singapore to the recent certification completed by SCG Air Cargo and CAL Cargo Airlines, the feedback has been extremely positive. Even companies who had already been good distribution practice compliant, mentioned that the programme gave them another push towards improving their standards.

The most important feedback is that the programme achieves what it is designed to do — to improve and eventually solve industry-wide non-compliance gaps through the application of mutual cooperation, honest sharing of data and a strong emphasis on stakeholder teamwork.

Visit www.aircargoweek.com to read other news and features from the airfreight industry.

CFS panel stresses pharma standards, training, equipment

MIAMI – When handling perishable and pharmaceutical goods, the panelists at the Cargo Facts Symposium 2015 all agreed that the best investment they could make is in training its cool-chain handling crews. The panelists at the “Pharma and Perishables Focus” session also called for global standards for efficiency and transparency, as well as the use of equipment designed to protect cool-chain cargo while it waits on the tarmac.

One of the leading, real-world examples of this ideal is Brussels Airport, which has a dedicated cargo zone and a strong focus on perishables and pharmaceuticals throughout the supply chain. Steven Polmans, head of cargo sales and marketing at Brussels, said the airport was one of the first to earn certification in IATA’s Center of Excellence for Independent Validators for Pharmaceuticals (CEIV-Pharma), and is also investing in training knowledgeable people.

Panelist Leandro Moreira, director of life sciences for Brinks Global Services, placed emphasis on patient safety and said that Brinks has a well-trained team dedicated to pharma because “nothing can be done if you lose a patient.” He said the chain of custody is crucial in life sciences.

The panel’s moderator, Sebastiaan Scholte, CEO of Jan de Rijk Logistics and chairman of Europe’s Cool Chain Association, pointed out that the ramp is the weak link in most cool-chain operations. Moreira agreed, saying that 57 percent of problems occur on the tarmac, calling it a “black hole.”

Neel Shah, president of JS Aviation Consulting, also said investment in infrastructure and technologies can help reduce problems with temperature incursions on the tarmac. For example, one of his clients, Able Freight, which focuses on pharmaceuticals and other perishables, has developed the Kold Kart, which is a like a big portable refrigerator to regulate perishables and pharma when they are waiting on the ramp.

Shah also works with Sendum, a wireless, real-time tracking/data logger. The goal is to solve problems with loss, theft or damage, since the device tracks the freight at all times, detecting changes in temperature and location. As far as overall loss goes, for all perishables and pharma, he said large companies still build in 15 to 18 percent for loss. But as carriers step up their game that should improve, he said.

Cargolux Airlines was the first carrier to have A/C thermal analysis and retrofits with temperature loggers, said panelist Stavros Evangelakis, global product manager for Cargolux. It was also the first airline to be GDP-certified. As a result, Cargolux gets a fare share of pharma business, and has invested into training and processes for its people, he said.

All panelists also agreed that there should be some sort of a global standard for efficiency and transparency. Evangelakis agreed but brought up the point that in underdeveloped countries it might take two days on the ground to reach a patient, so an alternative solution is needed in those cases.

Lastly, the panelists brought up the question of modal shift. Evangelakis said a shift to surface modes has always been a reality, but certain goods – vaccines, insulin and the like – have to go by air. Shah said that there are plenty of products that can go by other slower, less-expensive modes, but there are times when speed trumps price. As an example, he cited the McDonald’s fast food chain. When its stories in Europe ran out of French fries last year during the U.S. West Coast port crisis, they hired airfreight charters to ensure there would be no shortages. To this day, he added, the restaurant still uses airfreight more than it did before.

http://aircargoworld.com/cfs-panel-stresses-pharma-standards-training-equipment/
Pharma logistics benefits from uniform supply chain via IATA CEIV programme

IATA’s pharma quality programme, CEIV, has at the very least got the industry talking. Some say it’s very expensive, with IATA trying to recoup its investment fast; others say that it’s purely a marketing initiative.

But pharma logistics companies which have been CEIV certified seem pleased with the process.

That’s certainly the case with Liege Airport and CAL Cargo Airlines, the first to implement it across both airline and handling operations at Liege.

Not only that, but its RFS supplier, Jan de Rijk, also has CEIV certification, giving end-to-end quality in the carrier’s pharma chain.

It’s a complex and pricey process, but has benefits across the board, claim the certified companies.

“We didn’t do this for nothing,” said Eyal Zagagi, CEO of CAL Group. “CEIV provides value to our customers and to the whole industry.”

“If we alone have certification, that’s nice. But it’s only one piece of the chain. It is an advantage that we have our own ground handler, and our network is not too complex, and that Jan de Rijk is also certified. The airport has been putting a lot of focus on it. It’s unique.”

Mr Zagagi added that the feedback from the market had been very positive.

“The programme improved our quality management system dramatically. We have much better tools to evaluate the risk and mitigate it. But the main thing is standardisation. We have the same standards at Tel Aviv and JFK. And it’s improved our staff knowledge dramatically.”

Navot Hirschhorn, CAL’s temperature-controlled & special products manager said it had benefited all the staff.

“It’s made our procedures and facility better, but also it has made our people more focused and attentive – not just one or two – and it’s put the spotlight of the whole company on pharma shipments.”

“It’s now in our company culture. Internally we have a lot more knowledge and everyone is very focused on it. We are now looking at pharma shipments differently.”

The model – for implementing a standardised supply chain for certain verticals across all companies – was called for earlier this month by the European Shippers’ Council.

“Freight forwarders divide their service into verticals. But this is created by the marketing department, not operations,” said Joost van Doesburg, air freight policy advisor.

“Airlines and handlers don’t have the same vertical model – everything arrives the same way into the handler’s care, with the same treatment. So organising in verticals is pointless unless the handler and airline are involved too. Verticals should be created from consignment to consignee.”

Mr van Doesburg said one possible solution would be a true cargo partnership on certain key tradelanes for particular products, whereby a forwarder, airline, airport/handler and trucking service partner offered a seamless delivery for a certain product – which CAL has effectively done.

“Everyone needs to work together as a team, with tripartite agreements, for a perhaps a year, which would bring more stability to the industry.”

Despite the enthusiasm of its participants, CEIV remains somewhat controversial. However, recent industry speculation that IATA would like to see it implemented across the board, has been rebuffed by the association.

“We couldn’t make it mandatory even if we wanted to,” confirmed an IATA spokesman.

http://theloadstar.co.uk/coolstar/pharma-logistics-benefits-from-uniform-supply-chain-via-iata-ceiv-programme/
CAL's double first for CEIV Pharma

CAL has become the first group to implement IATA's Center of Excellence for Independent Validators Pharmaceutical Logistics (CEIV) certification for both its freighter airline and cargo ground handling operations.

The Liege-hubbed group's road feeder services and other ground handlers are also validated by the CEIV, which means it provides "end-to-end pharma capabilities that conform to the highest standards" said CAL.

The group's CEIV Pharma certification covers the group's airline and logistics hub at Liege Airport, including facilities, equipment, operations and staff.

The group's road feeder services are offered through partnership with Jan de Rijk, already CEIV certified for pharma products.

The process assessed the group's cool chain process and facilities, verified compliance with international standards, and trained personnel involved in pharma handling.

CAL, headquartered in Israel, currently has a freighter fleet of two B747s.

Eyal Zagal, chief executive of the CAL Group, said: "CAL has committed to the pharma industry at the highest possible level. CAL has always been an early adopter of industry regulations, and now we’re proud to be one of the first in the industry to earn the CEIV Pharma seal."

"The global pharmaceutical logistics market is valued at over $64bn a year and new regulations and technology have made it essential to define a standard for pharma transportation, in compliance with international regulations. CEIV will define a single standard across the entire pharma logistics chain."

Navot Hirschhorn, CAL's temperature controlled & special products manager, said: "CAL's pharma transport segment is growing rapidly and we want to attract a bigger share of the European and American pharma shippers."

"We are investing in our expertise and infrastructure, and completing the CEIV certification guarantees we maintain the integrity of our customer's products."

CAL, which recently launched freighter services to Atlanta, is looking to add a third B747 freighter to its fleet by the end of 2015.

CEIV Pharma assesses and validates cool-chain processes and provides training to guarantee that industry stakeholders comply with all applicable standards and regulatory requirements.
CAL Group first to be all-around CEIV-Pharma certified

Tel-Aviv-based CAL Group recently became the first logistics group to earn IATA’s Center of Excellence for Independent Validators Pharmaceutical Logistics (CEIV-Pharma) certification for its airline, ground handling and road-feeder operations.

The CEIV-Pharma certification applies to the group’s hub at Liege Airport, including facilities, equipment, operations and staff. CAL’s road-feeder services are through a partnership with Jan de Rijk, which is already CEIV-certified for pharmaceuticals. In order to obtain the certification, the group’s cool-chain process and facilities were verified that they met compliance with international standards, and that personnel involved were trained to handle pharma products.

“The global pharmaceutical logistics market is valued at over US$64 billion a year, and new regulations and technology have made it essential to define a standard for pharma transportation, in compliance with international regulations. CEIV will define a single standard across the entire pharma logistics chain,” said Eyal Zagagi, CEO of the CAL Group.

The CEIV-Pharma program was developed as a new initiative “to help foster air cargo’s competitiveness in this growing segment,” said Glyn Hughes, IATA’s head of cargo. "CAL demonstrated an extremely high level of expertise and was very much ready for the validation.”

http://aircargoworld.com/cal-group-first-to-be-all-around-ceiv-pharma-certified/
CAL Cargo Airlines received IATA’s CEIV Pharma certification

The global pharmaceutical logistics market, valued at $72 billion in 2013, is the most regulated, expensive and fragile cargo business in the world today.

The new IATA’s CEIV on Pharmaceutical Handling will help airlines, handlers and forwarders to be compliant with international regulations and to get a share of this fast-growing and lucrative market.

The CEIV certification has improved the quality and integrity of CAL customer’s product and the industry as a whole.” “We are excited about CAL’s commitment. With the CEIV Pharma program, IATA aims to work closely with industry and regulators to raise the bar and make air freight the mode of choice for the transportation of pharmaceutical products.

This will help companies demonstrate the quality of their services and capture new business,” said Ronald Schaefer, Project Lead, IATA CEIV Pharma.
It may not be the biggest conference on the global agenda, but last week in Basel the “Pharmaceuticals in the Cool Chain” Conference from the Cool Chain Association included some thoughtful discussion.

The two-day event ran October 1 and 2 and featured an on-site visit to the Swissport pharma operation at Basel as well as an exhibition area in which participants could browse and network.

Chairman of the CCA & CEO of Jan de Rijk Logistics Sebastian Scholte welcomed delegates at the opening of this third event in the series.

One of the more interesting sessions included Global Director Sales of Finnair Cargo Pasi Nopanen who spoke of Temperature Sensitive Pharmaceuticals in Air Cargo.

The case study here was even more interesting as it was delivered by the industry’s first airline to receive the IATA Center of Excellence for Independent Validators (CEIV Pharma) in Pharmaceutical Logistics.

“The CEIV helps organizations and the entire air cargo supply chain to get on the right track to achieve pharmaceutical handling excellence,” Pasi said.

In another development, FT learned that Mr. Nopanen is leaving his post at AY toward the end of October 2015.

Winds of Change

Mr. Andreas Gruver of Camelot Management Consultants AG spoke of trends in the Pharmaceutical business.

Earlier, the Fifth Camelot Management Consultants Pharma Management Radar Survey brought forth these points:

“A wind of change is in the air when it comes to logistics in the pharmaceutical industry.

“Although most companies are still quite optimistic with regard to the current business climate, there seems to be a rising awareness of the important role logistics might play in current and future challenges such as price pressure.

“And new service offerings ‘beyond the pill’ could also affect logistics substantially: The majority of industry players are currently executing focus initiatives in various fields of logistics, including organization, process, and network setup.

“At the same time, however, there is still some room for optimization with regard to various strategic changes in logistics to further increase competitiveness.”

Door 2 Door

Mr. Bernard C. Bàrtschi, head of Sales at Sky Cell, a provider of temperature-controlled container solutions, tackled the subject of “How to Establish a ‘Door-2-Door’ Solution by Air from Basel to Emerging Markets.”

Although that topic might cover movement of perishables to and from any destination, Bernard made it interesting.

Speaking of gatherings of this type, Mr. Bàrtschi pointed to content as the main driver rather than event size:

“Mostly, temperature deviations and non-quality costs are the result of human error, reloading at airports with no or only limited availability of cold chambers on site, long clearance waiting times due to discrepancies in clearance paperwork, or the last mile of transportation,” he said.

“These are some of the challenges our customers face every day and which I was aware of from my own personal experiences.

“In light of the major challenges that the pharma industry is already facing, and will continue to face, in development of the emerging markets, I felt it was important to bring to the table my own knowledge and experience of emerging markets as my way of contributing to the growth of the pharmaceutical markets,” Mr. Bàrtschi said.

More: http://coolchain.org/

Geoffrey

http://www.aircargonews.com/1015/FT151005/Too-Cool-For-School.html
New Challenges and Opportunities for Cold Chain: Part I

The increase of global clinical trials for high-value cold chain products means that the stakes—and the costs—for each trial have risen dramatically.

Operational excellence to expedite delivery of “cool” cargoes has been embraced by carriers, shippers and intermediaries alike as they concentrate their efforts to capture market share in the topsy turvy world of temperature-controlled transportation.

Nils Markman, global director of operations for World Courier—a London-based research firm specializing in biomed logistics, notes that the rise of targeted therapies and the globalization of specialty pharmaceutical commercialization present a host of opportunities for manufacturers.

“The foundational premise is clear,” he says. “More commercial and clinical trial drugs are being shipped to more patients in more countries than ever before. Healthcare is becoming more innovative and more accessible at the same time.”

With these opportunities, however, come great challenges. The increase of global clinical trials for high-value cold chain products means that the stakes—and the costs—for each trial have risen dramatically.

The distribution of specialty medications to emerging markets means that the total supply chain must be evaluated more stringently. The industry now operates in an environment where there is no “acceptable loss” of product or samples.

As a result, global manufacturers must constantly evaluate the advances in technology, processes, and resources that keep cold chain products safe.

“They must remain vigilant over the growing and diverse risks in the supply chain and understand the need for increased expertise from their partners,” declares Markman. “They must stay focused on continuous improvement across all parts of their supply chain to ensure that drugs are delivered safely and effectively, while risks are mitigated appropriately.”

Addressing risk

Variations in temperature can partially or wholly void a shipment and lead to millions of dollars in lost sales for the company, note analysts at Deloitte Consulting. Furthermore, it is not uncommon for companies to add multiple linkages to a global supply chain with little thought to the complexity and risk associated with its extension.

“Many companies realize flaws in their cold chain only after it has reached a level of complexity that is difficult to simplify,” observes Adam Windnagel, a business analyst with Deloitte in London. Corporate deployment decisions are often driven by talent, market costs, and local market access. However, as companies grow the interlinkages of the cold supply chain are not always given full consideration.

Growth of activities such as bulk, fill/finish, packaging and distribution add complexity across the network. Given the potential and significant risk to both patient health and fiscal impacts, companies should consider the implications of a location’s access to cold chain infrastructure.

Deloitte analysts note that each company’s business model, global market and operations infrastructure vary. However, when evaluating cold chain as a factor in site selection decisions, they advise global logistics managers to consider the following questions:

• How many product movements are necessary?
• Can co-location of operations such as bulk, fill/finish, and packaging reduce number of product movements?
• Do the operations have proximate access to transportation facilities with cold chain capabilities?
• Can the location meet proximate access (road) and global access (likely air) needs with cold storage capabilities that meet your product needs?
• Is the location of the operation(s) able to readily access growth markets?
• Does the location and its place within the network allow for flexible growth?

“Companies that invest adequate time to understand and answer these questions in advance can often avoid long term supply chain problems,” says Raj Vohra, a senior manager at Deloitte. “The capital investments in operations along the biopharmaceutical supply chain are significant and it is often difficult, expensive and time consuming to unwind a complex supply chain.”

As a consequence, say analysts, it only benefits companies to strategically factor in considerations for near and long term supply chain along with other relevant operation drivers such as talent, tax and costs when making site selection decisions for operations throughout their value chain.
Cold Chain Management Takes Flight: Part II

Part II of a Three-Part Feature on Temperature-Control Pipelines

To overcome many of the new challenges, global logistics managers continue to rely on guidelines created by The International Air Transport Association (IATA). This massive Geneva-based sanctioning body recently welcomed the decision of Brussels Airport to become the first European hub for pharmaceutical freight using IATA’s global certification program for shipping cold-chain pharmaceuticals.

The IATA Center of Excellence for Independent Validators (CEIV Pharma) is a standardized global certification program that trains and conducts onsite assessments to provide the expertise needed adequately to transport cold-chain pharmaceutical products across the world.

“The CEIV Pharma certification program provides participants in the air cargo value chain with the tools to ensure that they are operating to the highest standards for the transport of what in many cases are life-saving drugs and medicines,” says Tony Tyler, IATA Director General and CEO. “And it will give pharmaceutical companies confidence and assurance that their cold-chain logistics requirements are being met through an independent certification process.”

Brussels Airport is inviting a group of ten local stakeholders (ground handlers, freight forwarders, truckers and airlines) to undergo the CEIV Pharma training, bringing the cargo community together for the common goal of becoming certified.

Since the program goes beyond the Good Distribution Practices (GDP) covering air transport requirements, it is particularly attractive to logistics managers who value the extra confidence this certification brings. Earlier this year, SATS Coolport (Singapore) – which handled more than 15,200 tons of pharmaceuticals last year – received its CEIV Pharma certification.

"The pharmaceutical industry has relied heavily on the airline industry for its speed and efficiency in transporting high-value, time- and temperature-sensitive cargo," notes Tyler. "However, until this year, there were no global certification standards that could be internationally recognized and implemented."

The global pharmaceutical industry will spend $8.36 billion on cold chain logistics in 2014 and is expected to expand to more than $10 billion by 2018. Meanwhile, multinationals are developing more complex "biological" based medicines – as opposed to chemical-based medicines – including hormone treatments, vaccines and complex proteins, that require ever more cold chain refinements.

"Brussels Airport is aiming to strengthen its position as a leading gateway for the handling and transportation of pharmaceutical freight in Europe," says Steven Polmans, Head of Cargo at Brussels Airport. "We hope that our example in seeking certification will persuade other airports to do the same."
Cold Chain Management: Part III

Development of technologies to facilitate efficient movement and storage of crops is also important, and must be tailored to the constraints of specific value chains.

Along with certification, leading cargo airports in the States are seeing more investment in cold chain infrastructure. Philadelphia’s International Airport, for example, recently welcomed the opening of a $5 million, 25,000-square foot temperature-controlled warehouse facility operated by American Airlines Group Inc.’s cargo division.

According to Thomas Grubb, manager of cold-chain cargo for American Airlines, this is the first of its kind built by a commercial air-cargo company. The facility can store medicines and medical devices at consistent temperatures of 2 to 8 degrees Celsius.

“We are seeing an increased demand to obtain such medications and increasing complexity of the products themselves. And given our proximity to drug-makers located on the eastern seaboard, major pharma companies ship from here to emerging markets in South America and Africa,” says Grubb.

American Airlines says that Deutsche Post DHL Group and FedEx have also been ramping up development of cold-chain facilities domestically. Other shippers include Teva Pharmaceutical Industries Ltd. Pfizer Inc., Merck & Co., and GlaxoSmithKline PLC.

Lynden International Logistics Co. has an equally impressive client base in North America and has recently announced its expansion in the Greater Toronto Area (GTA) with the opening of a second facility in Milton, Ontario.

“The new 65,000-square-foot facility expands our capacity in the GTA and adds to our network of locations in Canada which includes Toronto, Calgary and Vancouver,” says Kevin Gillies, Vice President and General Manager of Lynden International Logistics Co.

Lynden’s shippers include manufacturers of pharmaceutical and healthcare products for humans and animals.

“We provide warehousing, distribution, order fulfillment, customer service, transportation, order-to-cash and other specialty services,” says Gillies. “The range of offerings has to be pretty wide, given that shippers are demanding cold chain management, ambient storage and/or controlled drug storage.”

Farm-to-fork

The farm-to-fork movement has also added extra pressure to cold chain demands in food services, says Bob Bistesfeld, vice president of North American Truckload for C.H. Robinson Worldwide, Inc.

“Customers in northern regions are coming to expect the availability of fresh tropical fruit all year long,” he says. “As the world shrinks, so too does our idea of ‘seasonal produce’ and ‘regional products.’”

He recalls that in 1980 only 33 percent of perishable goods were shipped in refrigerated containers, and that it jettisoned to 90 percent by 2010, where it remains today.

“Temperature controlled products can now withstand longer transit times without spoiling and consumers around the world can experience exotic foods and goods—perhaps for the first time—without leaving their local grocery store,” he says.

Pier-Luigi Sigismondi, Chief Supply Chain Officer, Unilever, is the author of Enabling Trade From Farm to Fork, a report for the World Economic Forum, in Geneva. His global take on the issue is somewhat more circumspect.

“Transport costs are the most important challenge cited by developing-country suppliers in connecting to global value inherent characteristics such as low value-to-bulk ratios, fragility and perishability,” he says.

According to Sigismondi, initiatives to improve underlying infrastructure are typically government-led, but private-sector involvement is critical in ensuring efficient allocation of resources along key transport corridors.

“Regulations impacting transport services should be designed to help enable competition, scale and standardization,” he says. “Development of technologies to facilitate efficient movement and storage of crops is also important, and must be tailored to the constraints of specific value chains.”

Along with other global thought leaders Sigismondi maintains that “creative ownership models” can help to overcome the challenges of mobilizing capital for investment in these improved technologies and logistical arrangements.

“But supply chain managers already have access to the private-sector tools and services to achieve most of their distribution strategies,” he adds. “Irrespective of mode, new technologies are accelerating the global cold chain trend.”

http://www.scmr.com/article/cold_chain_management_part_iii
CAL Group takes pharma operations to the highest level

CAL Cargo first to receive CEIV Pharma certification for both cargo airline and ground handling operations

October 7, 2015 Tel Aviv, Israel –

The CAL Group announced today that it has completed IATA’s Center of Excellence for Independent Validators Pharmaceutical Logistics (CEIV) certification program. Validating its airline operations as well as its logistics hub at Liege Airport, CAL is the first group to implement the certification across both airline and ground handling operations. Furthermore, CAL’s broader scope of operations, including its road feeder services and other ground handlers, are also validated by CEIV thus CAL provides end-to-end pharma capabilities that conform to the highest standards.

The group’s CEIV Pharma certification covers the group’s airline and logistics hub at Liege Airport, including facilities, equipment, operations and staff. The group’s road feeder services are offered through partnership with Jan de Rijk, already CEIV certified for pharma products. The process assessed the group’s cool chain process and facilities, verified compliance with international standards, and trained personnel involved in pharma handling.

"CAL has committed to the pharma industry at the highest possible level. CAL has always been an early adopter of industry regulations, and now we’re proud to be one of the first in the industry to earn the CEIV Pharma seal," said Eyal Zagagi, CEO of the CAL Group. "The global pharmaceutical logistics market is valued at over $64 billion a year and new regulations and technology have made it essential to define a standard for pharma transportation, in compliance with international regulations. CEIV will define a single standard across the entire pharma logistics chain."

Navot Hirschhom, CAL’s Temperature Controlled & Special Products Manager said, "CAL’s pharma transport segment is growing rapidly and we want to attract a bigger share of the European and American pharma shippers. We are investing in our expertise and infrastructure, and completing the CEIV certification guarantees we maintain the integrity of our customer’s products."

"The Center of Excellence for Independent Validators Pharmaceutical Logistics (CEIV Pharma) program was developed as a new initiative by IATA to help foster air cargo’s competitiveness in this growing segment", said Glyn Hughes, IATA Head of Cargo. "CAL demonstrated an extremely high level of expertise and was very much ready for the validation, the process went smoothly and quickly due to their vast experience in pharma handling. CEIV Pharma assesses and validates cool-chain processes and provides training to guarantee that industry stakeholders comply with all applicable standards and regulatory requirements."

About the CAL Group:
Established in 1976, the CAL Group proudly maintains three areas of expertise: (1) CAL Cargo Airlines- an all-cargo airline; (2) LACHS - Ground handling services in Liege cargo airport; (3) Trucking services throughout Europe and the USA. The CAL Group specializes in unique, complex and time and temperature sensitive cargo requirements such as pharmaceutical and healthcare products (CAL PHARMA), live animals (CAL LIVE), non-standard shipments (CAL BAG), dangerous goods (CAL DG) and perishables (CAL FRESH), valuables (CAL VAL) and engines (CAL ENGINES). Its main hub, located in Liege, (Belgium), provides immediate accessibility to all of Europe. Services include scheduled routes as well as ad-hoc and charter missions. CAL is a private company owned by Mr. Offer Gilboa as the controlling shareholder and Viola Credit Fund as a minority shareholder. It maintains offices worldwide as well as a strong network of GSA’s.

For more information contact yonac@cal-cargo.com or visit www.cal-cargo.com.

About IATA:
The International Air Transport Association (IATA) is the trade association for the world’s airlines, representing some 260 airlines or 83% of total air traffic. We support many areas of aviation activity and help formulate industry policy on critical aviation issues.

http://www.cal-cargo.com/news-events
On October 15, 2015, ALHA achieved CEIV Pharma certification at Milan-Malpensa (MXP). In the first photos you can see a group picture of the entire ALHA team as well as our very own @RIZZUTO Francisco handing over the CEIV Pharma certificate to Mr. Lorenzo Schettini Gherardini, Executive VP of ALHA.
October 1st marked the official kickoff of the CEIV Pharma certification community approach at BCN. Our very own @(SCHAEFER Ronald) participated in the press event alongside representatives from WFS, Swissport, DB Schenker, Ibercondor and Airpharm.
BCUBE gains Malpensa CEIV for pharma

Italy-based airport handler **BCUBE Air Cargo** has received IATA's CEIV certification (Centre of Excellence for Independent Validators) for pharmaceutical handling at its Malpensa Logistica Europa facility.

The Malpensa airport certification follows CEIV accreditation for the company's Fiumicino airport hub in July this year.

BCUBE Air Cargo, part of the Italian logistics group BCUBE, is among the first companies to be certificated under the CEIV Pharma programme.

CEIV, mainly intended for airlines and ground handlers but also for forwarding agents and carriers, aims at defining uniform standards of service in the air transportation of temperature-sensitive pharma products.

https://www.youtube.com/watch?v=WMx85prw_JM

Start video at 6:18
CAL Can Do Atlanta

“Atlanta is a natural expansion for CAL in the USA,” Eyal Zagagi, CAL CEO told FlyingFingers on the eve of starting up all-cargo B747F operations between ATL and LGG this week.

“Based on CAL’s success in JFK, where our relative market share exceeds our size of operations versus all of our competition, CAL is ready to serve a much greater area, offering our unique services and approach that has worked well for us in the greater New York region.

Until now CAL has served ATL as an offline catchment via our JFK operation and has enjoyed solid support from this market.

“Our strategy is to serve not only the big multi-nationals but also to the SMB’s, freight forwarders, and shippers who would benefit from our customer-centric and industry specific approach.

“Atlanta consolidates shipments to the EU from the automotive industry, a growing pharma sector, oil and gas equipment, and more.

“Our services are a good fit for these industries.

“Leveraging the strength of our GSA partner ATC, our reach in this market offers unique options and inventive solutions for shippers in Houston, Dallas, the Carolinas, Florida, and elsewhere.”

Growing Markets & Friendships

“We are noticing growth in pharma, a sector with specific professional requirements, which we can answer.

“In 2015 we invested to have CAL and our GHS CEIV certified [CEIV is the new IATA’s Center of Excellence for Independent Validators].

“We also see growth in transport of large-scale engines and to that end we launched an industry specific product called ‘CAL Engines.’

“So in 2015 CAL now transports hundreds of engines around the world every year and has tremendous experience with every size and type of aircraft engine.

“The benefit of our fleet, which includes two B747Fs, has served us well, allowing for an expanded roster of services offered,” Eyal Zagagi said.

“More freight forwarders are demanding personal care and a reliable and trustworthy partner who will go the extra mile for them.

“This is what we do and who we are,” Mr. Zagagi said.

http://www.aircargonews.com/0915/FT150922/CAL-Can-Do-Atlanta.html
'Hungry' CAL targets pharma market as air cargo service takes off for Atlanta

Freighter airlines seem to have had a relatively good year despite the current slump in demand for air cargo. Benefiting from lower fuel prices in a way that belly cargo carriers don’t, the all-cargo operators are finding new routes for their shipments.

The latest is CAL Cargo Airlines, the Israeli-owned carrier that operates out of Liege. It focuses on products, and has now announced a new route between Liege and Atlanta that it expects will take advantage of its pharma service in particular.

The service will start on September 25, and continue with twice a week services ATL-LGG-ATL, using GSA ATC Aviation.

“We’ve been servicing the Atlanta area via our JFK online station, but there’s been an enough of an increase in demand to justify the online station,” explained spokeswoman Yona Cymerman. “We’re starting two rotations a week – not seasonal – and if needed we will expand.”

Eyal Zagagi, CEO of CAL Group, added: “We found that the Atlanta catchment area has great potential for us, so to improve the service we offer to this market we are adding Atlanta as an additional online station.

“This is another step in our growth strategy, strengthening our US network and foothold and we look forward to increasing our presence throughout the year.”

Speaking to The Loadstar earlier this year, Mr Zagagi admitted that for its current services CAL had too much capacity, with two 747-400Fs.

“We only need 1.2 aircraft for our scheduled services, so we offer charters the rest of the time.” He added that as a small airline, the strategy was to find a “competitive space”.

“We are a small, hungry company and we want a bigger bite,” he said.

Ms Cymerman confirmed that the charter business was going well and the airline expected to see a rise in demand this year over last.

Pharma traffic is particularly significant for the carrier, which expects to complete the IATA CEIV programme “any day now”.

“Liege is ideal for pharma,” said Ms Cymerman. “Our facility’s proximity to the highway means quick turnaround and Liege is strategically located at the heart of the golden triangle (Frankfurt-Paris-Amsterdam) for quick accessibility to most of Europe.”

CAL runs an “aggressive” RFS operation, Europe-wide.

“We move tens of thousands of trucks a year – and 2,500 trucks a month across Europe,” she added.
Brussels’ second wave of CEIV Pharma

Belgian hub Brussels Airport has launched a second pharmaceuticals certification programme for its cool chain community.

BRUcargo last year became the first airport to be awarded IATA’s Center of Excellence for Independent Validators in Pharmaceutical Handling programme (CEIV Pharma).

“With the launch of this second group the majority of all pharma shipments at Brussels Airport will be handled in a fully certified cool chain”, says Nethen De Velck, cargo account manager at Brussels Airport.

“The big interest from our local partners in the BRUcargo community is a clear proof that CEIV Pharma is rapidly gaining acceptance as a universal, independent and comprehensive compliance and training programme.”

Eleven companies covering the entire Brussels cool chain took part in the 2014 programme: three on-line handling agents, two airlines, five forwarding agents and one trucking company.

Steven Polmans, head of cargo at the hub, said: “Brussels Airport is now recognised by the pharma industry as the preferred pharma gateway in our region.

“The fact that we have had so much good feedback from the first group of companies and seen the interest we got from the market to do a second wave, shows the strength of the program for all.”

Continued Polmans: “We are delighted to understand that participating companies are seeing additional business, simplified audits from pharma shippers and increased market visibility.”

Nine BRUcargo based companies have confirmed their commitment to obtain the IATA CEIV pharma certificate, among them: DHL Global Forwarding, Kuehne + Nagel, Geodis Wilson, Hazgo, FB Logistics, NInatans and Van Dievel Transport.

By the end of this year, some twenty BRUcargo-based companies will have obtained the IATA CEIV pharma certification programme.

CEIV pharma takes the binding requirements of the national and international good distribution practice (GDP) regulations that are already in place and harmonises these into a globally valid programme using airfreight-focused, on-site training and an integrated, independent audit capability.

The certification programme aims at improving the handling of pharmaceutical cargo by upgrading, aligning and standardising the pharma handling processes at every location in the world.

Cargo traffic at Brussels Airport grew significantly, up 11.7% on February 2014: “A notable fact is the very strong growth that was recorded in the full-freighter segment,” said an airport spokesman.
Investment in pharma facilities paying off

Air cargo is clawing back lost pharmaceutical business to sea freight as investment in specialist services to handle the changing and complex needs of pharma shippers begins to pay dividends.

Airfreight is going through challenging times due to the instability of the world economy and slowdown in Asia, but one of the bright performing markets in the industry is pharma.

The shift back to air cargo was detailed by the International Air Transport Association’s (IATA) cargo manager for Western Europe, Francisco Rizzuto, in Milan (Italy) on Tuesday 15 September at the Alha group’s unveiling of its new PharmaZone (pictured below) at Milan Malpensa Airport (pictured right).

Rizzuto explains IATA forecasts growth in pharma moved by air will be 12 per cent until 2018, up from the six per cent growth achieved from 2008 to 2013.

The industry’s share of global pharma products transported has plunged since the turn of the century. In the year 2000, air cargo had a 17 per cent share of the market as the pharma industry relied heavily on the industry for its speed and efficiency, but by 2013 it had declined to 11 per cent.

“There was an increasing shift to move pharma by sea due to the challenges of air cargo. The pharma market lost trust and confidence in air cargo. The pharma guys said they were losing a lot of money,” Rizzuto says.

Pharma shippers moved to sea freight as they were unhappy with the costs from lost, scrapped and returned products and the lack of compliance and standardisation across the air cargo supply chain.

Rizzuto explains much of the complaints from pharma manufacturers in his experience were about the cargo handling part of the supply chain.

But things are changing and airlines, cargo handlers and freight forwarders are all ploughing investment into specialist pharma products and services to meet shippers’ needs, backed by IATA’s Centre of Excellence for Independent Validators (CEIV) Pharma certification.

Alha is the latest to invest and unveiled its PharmaZone at Milan Malpensa on Tuesday. The cargo handler was awarded the CEIV certificate for the facility, making it the 15 globally to be CEIV certified.

Alha general manager, Alessandro Cappella, says: “Alha wants to give an effective response to the needs expressed by the various stakeholders in the air cargo market: shippers, forwarding agents, airlines, with the specific intent to offer a more and more relevant service to the needs of airport users (in line with the European and international community standards) for a continuous development of airfreight traffic.

“It is now a concrete fact that air cargo pays particular attention to this type of product (pharma), where more and more frequently, and with greater volumes, aircraft bellies are used for pharma transportation.”

Alha’s PharmaZone covers 600 square metres and can handle products from two to eight degrees Celsius and 15 to 25 degree Celsius. It is part of the 4,000 square metre Alha Cool Centre at Milan Malpensa. The firm’s pharma manager, Nicola Caristo, says it will be a “pharma hub for Southern Europe”.

On July 22nd, pics from the BCUBE CEIV Pharma certification event in Rome (FCO) featuring our very own @(SCHAEFER Ronald) and a very happy BCUBE team.
Finnair Becomes First Carrier to Earn IATA CEIV Pharma Certification

Finnair Cargo has passed IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics program (CEIV Pharma). Finnair joined the program under the successful Brussels Airport CEIV Pharma Community approach, as Brussels is Finnair Cargo’s 2nd hub.

Pharmaceuticals (e.g. vaccines, biotech medicines) are among the most delicate products transported as air cargo, and therefore, it is essential to ensure their transport follows a global standard and strict temperature control guidelines.

"We are committed to be at the forefront in the fast growing Pharma transport segment and provide excellent service to our customers. Therefore, we are honored to be the first carrier in the world to complete the IATA pharmaceutical certification process ", says Mr. Juha Jarvinen, Finnair’s Chief Commercial Officer.

The certificate was presented to Finnair Cargo in conjunction of the laying of the cornerstone of Finnair’s new cargo terminal, the COOL Nordic Cargo (CNO) hub. The new state-of-the-art terminal will feature separate temperature controlled areas for the handling of Pharmaceuticals as well as other perishables foodstuffs.

"We are delighted to recognize Finnair and its HEL station as CEIV Pharma Certified – the first airline to complete this process. From its state-of-the-art facility, excellent quality management system, well-trained workforce, and certifications, Finnair has raised the bar high for the rest to follow. I congratulate Finnair on this achievement", said Mr. Rafael Schwartzman, IATA’s Regional Vice President for Europe.
INSIDE THE CAMPAIGN TO ADVANCE PHARMA CERTIFICATION

By Randy Woods

There is a saying, “you never truly know someone until you’ve walked a mile in their shoes.” That’s the basic idea behind the International Air Transport Association’s ambitious Center of Excellence for Independent Validators program for the handling of pharmaceutical materials. The so-called “CEIV Pharma” certification, as is known, has been created to ensure that every step in the packaging chain for pharmaceutical transport is transparent and that every stakeholder knows exactly what the others are doing at a cold-chain facility.

CEIV Pharma certification has been a much-discussed method to standardize the airfreight industry and gauge excellence in temperature-sensitive cargo. But what actually goes on behind the scenes during the certification process? And what does CEIV Pharma certification mean for the airfreight industry at large?

Some of the first certifications to answer these questions may be the ones awarded to ground handlers, forwarders, airlines, truckers and shippers at Brussels Airport, collectively known as “BRU cargo.” These close-knit affiliations at the Belgian hub is an example of the evolving concept of an airport “cargo community,” where each member of the value chain is symbiotically linked to each other. This unity made Brussels Airport the perfect environment in which IATA could pilot its first CEIV Pharma certification training classes over a six-month period last year.

Still, even with the bonds that had been formed between BRU cargo firms, the CEIV experience was an eye-opener for many. “We found out that a lot of shippers don’t really know how cargo operators work,” said Henrik Leyssens, quality manager at the Belgian office of cargo handler Skyport Cargo Services. “They don’t know the trip the cargo takes and how much time it needed. We can’t just use a catapult to shoot it across the cargo area.”

Such moments are what the CEIV Pharma program was designed to uncover, and eventually solve through mutual cooperation, sharing of data and an emphasis on teamwork. Over a period of several days, spread across a six-month span, participants in CEIV are allowed to address their role in the cold-chain process, discuss potential bottlenecks and break down the barriers between each stakeholder in a non-confrontational manner.

“When you have much together over 11 days – it’s a very informal way of communicating,” Leyssens said. “It really helps build camaraderie. We should be honest about the process times we provide the shippers. It’s all about exchanging best practices and in order to be able to align. We shouldn’t promise what we can’t achieve.”

EGPLINUS UNIUM

In the beginning, the program at Brussels began independently of IATA. Steven Poelmans, head of cargo sales and marketing for airport operator Brussels Airport Company, said that after the airport had launched a dedicated business unit for cargo four years ago, it began pursuing the vibrant, local pharmaceutical industry, which included 184 pharma- or biotech-related companies within a short distance of the Belgian capital. Like IATA, Brussels knew that about US$1 trillion worth of pharmaceutical goods are transported around the globe every year, many of which are medicines and vaccines that have to be kept within a narrow range of low temperatures from the moment they leave the pharma lab to their final delivery at medical facilities. According to Pharmaceutical Commerce magazine, a total of US$15.6 billion was spent on cold-chain logistics and transportation in 2014. While airfreight is the fastest way to get from origin to destination, the industry is slowly losing ground to other slower, cheaper transport modes, such as road freight, due to the industry’s perceived inability to control fluctuations in temperature, known as “excursions.” Alluringly, IATA said that air cargo’s global share of pharma product transport fell from 17 percent in 2000 to just 11 percent by 2013.

Knowing how important these commodities are, Poelmans saw the potential for improvement in pharma transport – in terms of both volume and quality. “We decided to put all efforts possible to improve the segment to become the leading pharma gateway in Brussels.” Working with a consulting group and pharma giant Merck & Co., Brussels began creating regular forums with pharmaceutical shippers, setting up projects and studies through government authorities, and discussing plans to improve cold-chain infrastructure. “During our discussions, we noticed that the main concerns of the shippers was the lack of transparency and consistency in the processes at the airports. So together with the shippers, we created our own standard and auditing format.”

The goal with these internal standards was to ensure that all players in the pharma supply chain at Brussels Airport knew exactly what everyone else was doing, so that shippers could build up trust that forwarders, airlines, ground-handlers and truckers could consistently manage temperature-sensitive pharmaceuticals in the same way, every time.

It was about this time, in 2013, that IATA started doing similar work on the need for global pharmaceutical handling standards. IATA was asked by members of its Time and Temperature Task Force, comprising stakeholders from the supply chain, such as pharma shippers, freight forwarders, ground handlers, airlines and airports – to address the modal shift of pharma from air to seafreight. “Everyone agreed that global standards were necessary instead of the hundreds of local regulations we have now,” said Ronald Schepers, project lead for the CEIV Pharma program.

Using the CEIV concept that had been developed for Europe’s ACOs security regulations, the task force began developing a preliminary checklist, a training program that would teach the basics of the new standards as well as a compliance program with a strong emphasis on transparency. From November 2013 to February 2014, IATA conducted a successful pilot test of the CEIV guidelines at the Singapore Air Cargo Terminal Services (SATS) Coolport facility, involving 60 companies. From that initial test, IATA developed a plan to roll the program out to the rest of the supply chain.

When Brussels got wind of this, executives there decided to join forces with the regulatory organization and make their program not just a regional standard but a global one.” “We learned they [IATA] were doing the same thing as a press release,” BRU cargo’s Poelmans said. “We both soon realized this would have worldwide branding appeal.”

Thus the (IATA CEIV Pharma program was launched, and Brussels became the first full-scale test subject. The combination of the cargo community approach at Brussels and the reputation and worldwide presence of IATA were a natural fit.

Getting them on board

With the plans in place, Brussels Airport and IATA just needed people to show up – a task that was a bit more difficult than expected. The airport’s initial goal was to sign up a minimum of five companies involved in each segment of the pharma supply chain: shippers, forwarders, airlines, handlers and truckers. “We knew the program was robust,”
Swissport Cargo Services was another key participant. "We were hoping to get more into the pharmaceutical market, which is a major export market," Lye says. "We were trying to decide-should we go for CEIV Pharma or wait for Pharma and then go for CEIV Pharma? We could try another standard?" Once Swissport was approached by Brussels Airport, it was quickly convinced to take part.

After the first few conversations signed, "suddenly we were at 5 before we knew it," Polmans said, more than double the airport’s initial estimate. The initial "exercise" included Brussels Airline Cargo, Jan de Rijks, Deltapart International, B.P.L. GmbH, UTi Worldwide, SVL, Worldwide, Flight Services, Airfrance Cargo, and Sviport SA (Australia). "In order to remain objective and neutral, we decided to give all of them the same opportunity and let them all participate in this first wave," he said.

Classes begin

The official kick-off of the training came in June 2014, when each participant flew to Brussels for a three-day training phase to determine the level of training needed. Some companies wanted to receive the full training to showcase their capabilities, while others used it as a guideline to improve their performance standard, Polmans said. After pre-assessment, training was arranged in Brussels for all of the stakeholders during the months of September and October. The instruction was broken into segments, including temperature-controlled cargo handling, temperature-controlled container operations, risk management, and quality assurance, and quality of temperature-controlled cargo. Special emphasis was placed on visibility during the transfer of containers to different parties, which is the point at which temperature excursions often occur. Also discussed was what to do if an aircraft departure was delayed. Should carriers leave the ULBs on the aircraft or bring them inside? An extra 15 minutes either way could be critical, he noted.

"This was not just textbook training," Kleppers said. "We were actively involved with other partners in the supply chain. We had some great discussions on their processes. Just putting a cooler on your truck is not going to be enough."

In one class, regulators from IATA and the Belgian Federal Agency for Medicines and Health Products, who were already taking part in the classes, discussed the important issue of fake pharmaceuticals on the market and the impact on airlines. "Once you told your own business," Lye says. "But this way, we now see how the regulators really work. Now we have an idea about what they do. It is very practical and interesting discussion."

Then each class visited real-world operations, such as a forwarder’s warehouse or a cargo facility’s actual ramp operations. "Forwards learned, live in a very competitive environment," Lye says. "We were really pressed by the pressure that’s placed on them by the shippers."

Polmans said he was impressed with the amount of time spent on risk management, such as the added levels of risk if a company, for instance, did something as seemingly innocuous as allowing a forklift to run on a pallet. The situation that Lye thought the ground handlers about cool warm spot that can go undetected on the main deck of cargo planes. "We also had a very interesting discussion on carbon dioxide. It’s an issue that’s been raised on pharmaceutical goods. I'd like to think the members learned some new things too."

By November, the classroom and workshop portion was complete and each company became subject to an on-site auditing of their own processes. If the final audit was positive and all the training was completed, the company was awarded a CEIV Pharma certificate. A total of 11 participants were successful and given certificate stamps in December.

Learning curve

All told, with the representatives from the 11 companies, plus airport personnel and IATA staff, more than 40 people went through the first wave of training. Because this was the first group to go through it, they were in some sense, guinea pigs for the CEIV Pharma program. Their feedback, Polmans said, has already helped improve the program. The most noteworthy change is the length of time spent in the classroom. Instead of 11 days, the program now consists of three days of operations training, followed by five days for instruction on audits, quality and risk management, followed by three days of follow-up training. "For newcomers, instruction will be very to the point," Lye says. "You will have a general introduction to pharmaceuticals, and the ways to ensure quality and still be more emphatic on actual operations."

Brussels is about to begin its "second wave" of training scheduled for this month, with a greater emphasis on the role of forwarders. Some of the expected CEIV cargo participants for the second class will include Keurina + Nagel, DHL Global Forwarding, Parclinas, GEODIS, Yan Deying Transport, NTVG, and others. The program is a bit different, and training has been updated to be more feedback given by participants, but the first wave was so successful the number of adjustments and the scope have been very limited, Polmans said. "In the second wave, though, we won't be spending as much time convincing them that this is worthwhile."

Training results

This first wave of training and certification showed that Brussels is serious about the issue and so for some participants at BRL cargo, not enough time has passed to see any measurable progress. But other say the effects have been seen in business and sales. Jan de Rijks’ Kleppers, for example, at least partially credited his company’s April extension of three food-freezer services contracts with Virgin Atlantic Cargo to the CEIV Pharma cert.
SDV to be the first to implement the IATA CEIV Pharma certification in 16 major worldwide airports

SDV is a leader in the global supply chain management of pharmaceutical products, a sector that has seen heightened requirements in the area of sanitary controls. Good Distribution Practice (GDP) guidelines set out the quality system to be implemented in order to meet rigorous cold chain management requirements.

SDV unveiled its plan to become the first company in the international transport and logistics industry to implement certified worldwide locations under the IATA CEIV Pharma certification program. The Center of Excellence for Independent Validators (CEIV) Pharma certification program aims to become the globally recognized standard for the handling of pharmaceutical cargo across the following areas: infrastructure improvement, staff training levels and standards of control worldwide.

"Air freight handlers today require specific capabilities to manage pharmaceutical products compared to products from other type of industries. The CEIV Pharma program aims to implement a global standard across the air cargo supply chain by addressing the challenges of each stakeholder, including the latest achievements in pharmaceutical product transportation. This program is proof that the air cargo industry is taking the challenges and concerns of the pharma shippers seriously to ensure that pharmaceutical products get to their destination swiftly and safely," says Glyn Hughes, Head of Cargo at IATA.

SDV provides end-to-end control of the pharmaceutical supply chain. With a high regard for rigorous cold chain management, it was no surprise that SDV was part of the initial wave of eleven companies participating in the 2014 BRU cargo pharma certification program. Based on the good feedback and benefits observed from the community approach at Brussels airport, SDV then decided to certify 16 air stations in Europe, Asia, North America and South Africa.

With a strong history of strict enforcement of cargo safety and security rules to ensure a product's integrity, SDV understands the importance of the CEIV pharma certification.

"The certification will help us demonstrate to clients, and prospects, SDV's strong expertise in handling pharmaceutical products, especially through our quality management system and the rigorous training of our commercial and operational teams. It will increase security across major trade lanes from origin to destination and optimize the cold chain flow," says Brice Bellin, SDV Europe Healthcare Director.

SDV supports the CEIV Pharma Certification program and will continue to work closely with IATA and its industry working group, the Time and Temperature Task Force, to improve, develop, promote and expand the IATA standards and the CEIV Pharma program.
CARGO FACTS

JUNE 2015


PHARMA:
airfreight’s biggest challenge?

Pharma traffic is worth USD213 billion a year to air carriers, but they are also responsible for a part of the industry’s USD12 billion damage-in-transit costs. Martin Rossbuck reports on the challenges facing air carriers in this fast-evolving market.

The global pharmaceutical market is worth USD206 billion per year, and the logistics component alone was put at around USD64 billion in 2013. The high value, and time and temperature sensitivity, of products from tablets and medicines to blood plasma and anaesthetics means that shippers depend heavily on air transport to reach the end-user.

As in most other categories of freight, air’s share is more significant considered in value terms rather than by volume. Consultancy Seabury estimates that 3.3 million tons of pharmaceutical products per year are transported by air, compared with just 500,000 tons by sea.

The value of the air traffic is USD121 billion compared with USD56 billion for sea freight but there is evidence that this modal balance could be shifting.

Leif Krohnell, Global Head of Life Sciences at Agility Global Integrated Logistics, said pharmaceutical companies need to cut transportation costs as government health departments press for price reductions on generic drugs, and he believes ocean freight is winning the trust of more shippers. This trend began with full containers, but freight forwarders are now able to handle less-than-container-load consolidations in dedicated secure storage and loading areas.

“Air-to-ocean was a significant trend in past years. Customers are getting more mature in understanding from a total cost perspective including the risks of ocean liability, issues, shipping, import implications, etc.” said Angelos Orfanios, President of Life Sciences and Healthcare, Customer Solutions & Innovation, DHL. Orfanios expected that some lower-value products will stay with ocean freight, but reported that DHL is growing “twice as fast as our customers’ market” in the life sciences and healthcare sector as more stringent regulatory requirements drive premium services.

“The ‘controlled temperature’ 2-8°C category, increasingly better defined by regulation and regulatory interpretation, is growing strongly,” Orfanios said. “In addition, more of the innovative, high-value products reaching the market require 2-8°C cold chain solutions. We might see additional growth over coming years from so-called ‘bio-similars’, generic biopharmaceuticals.”

Jörg Bodebröder, Director of Lufthansa Cargo’s Temperature Control Competence Center, agreed that while price-sensitive generic drugs are shifting to ocean transport, manufacturers of vaccines and higher-value, delicate products such as insulin will continue with airfreight.

Quality concerns

The downsides of the increasingly global shipment of valuable healthcare cargo, according to Tony Tyler, Director General and CEO, IATA, is that damage in transit eats into the pharma industry up to USD12 billion per year. Not all of this can be laid at the door of the air cargo industry, but Tyler said: “A single mistake can destroy an entire batch. Mishandling is rare, but it is an unfortunate fact that more than 50% of all temperature excursions occur while the package is in the hands of airlines and airports.

Shippers at the recent World Cargo Symposium in Shanghai in March complained of significant communication and quality control issues that can occur along the fragmented airfreight supply chain.

“New regulations are controlling the external business environment, pushing us to try to find the most effective ways to manage quality control and logistics. But when there is a temperature excursion between Europe and China, forwarders say ‘I don’t understand, we don’t have this information’,” said Alex Xu, Associate Supply Chain Director, Lilly Elixir Pharmaceuticals.

The company might only discover when interrogating a shipment after the event that there had been a problem on the truck, in the aircraft or while awaiting loading, Xu said.

Lilly may be forced to reconsider its use of air as major transport as it develops new temperature-sensitive bio-medicals. Xu warned: “We have other modes we can choose, such as shipping, which can provide a more stable temperature.”

Speaking at the same event, Ghina Walsh, Secretary General of the Global Shippers Forum, claimed shippers had told him that air freight forwarders are trying to sell the pharma service without understanding the industry’s unique requirements. Some are now using air freight only as a “distress purchase” and will seek cheaper or more sustainable alternatives where practicable.

“Road and even rail offer total integrity in terms of temperature control. There are gaps in the air cargo supply chain when it goes from the warehouse on to the ramp. That is where you get the product failures,” Walsh said.

The expansion in usage and production of biotechnology-derived drugs and other cold-chain products, especially in emerging markets, has helped make healthcare the most highly regulated transportation sector. Yet there is no global certification system.

In 2013, the European Union introduced the Good Distribution Practice (GDP), quality assurance standard. The World Health Organization, the US Food and Drug Administration, and the UK Medical and Healthcare Products Regulatory Agency each have their own frameworks.

In the last few years, China, Indonesia, Malaysia, Saudi Arabia, Australia, and Canada have all strengthened their requirements.

Bodebroedt said around 135 sets of regulations worldwide now govern the transportation of temperature-sensitive pharmaceuticals.

Regulatory challenge

ATA, through its Time and Temperature Task Force (TTTF), which involves airlines, forwarders, pharma manufacturers, packaging suppliers, and IT providers, is trying to bring these into a coherent package that the whole supply chain can understand.

The TTTF’s ‘time and temperature’ label has now become standard across the industry, helping ensure that high-temperature ranges for sensitive products are known and followed.

It was to further help airines, forwarders, and ‘shippers comply with the multitude of regulations – and to try to reverse the model shift trend’ – that IATA launched its Center of Excellence for Independent Validators (CEIV) on Pharmaceutical Handling.

The association modeled this on its existing cargo security system, training a group of independent validators to assess operations against a standard checklist, improve compliance with standards and regulations, and give pharmaceutical companies and regulators confidence that the air cargo industry is handling products correctly.

The ‘controlled temperature’ 2-8°C category, increasingly better defined by regulation and regulatory interpretation, is growing strongly – Angelos Orfanios

DHL’s Tridemnet service monitors up to 17 milestones using smart sensors.
RIOgaleão Cargo earns CEIV certification

Rio de Janeiro International Airport’s RIOgaleão Cargo will become the first logistics terminal in Latin America to achieve IATA’s CEIV-Pharma certification, for establishing best practices in the transport and storage of temperature-sensitive pharmaceuticals. The airport uses the global program to train ground crews for best cool-chain practices and international operational standards, which include technical audits.

The RIOgaleão Cargo terminal is undergoing a renovation, which started in August 2014. This includes the opening of a new cold-chain facility, which tripled the terminal’s storage capacity. The 11,000-square-meter building will have two environments with different temperatures, and will be the only one in Brazil to use a turret crane, providing a faster operation.

—Linda Ball
Getting pharmaceuticals back in the air

Will CEIV stem the shift of Pharma shipments from air to ocean?

The Center of Excellence for Independent Validators (CEIV) is the odd, and not particularly informative name for a program launched by IATA in 2013, with the aim of upgrading and standardizing the entire pharmaceutical supply chain, an effort to convince the life science and pharmaceutical industries that shipping their products by air is safe, reliable, and transparent.

The move was driven by media coverage of serious dissatisfaction with the air mode expressed by shippers and forwarders at an air cargo handling conference in Lisbon in 2013. The complaints were many, but the common thread running through them was that shippers and forwarders were turning from air freight to sea freight for pharmaceutical shipments, not because of price, but because the air mode was more reliable – because ocean carriers could be trusted to do a better job.

The challenge was laid down in Lisbon by forwarder Kuehne + Nagel, when Senior Vice President Marcel Fujike said: “We need you, IATA, to spearhead the air cargo GDP standard development. It can only be you, and we are waiting for a long time already – way too long, and I don’t know why it is not happening. My question to IATA and the carriers behind IATA is – are you really willing?”

IATA took up the challenge, but quickly realized that the problem didn’t lie specifically with airlines, but rather with every player in the entire supply chain. Many pharmaceutical shipments are so temperature sensitive, that even the briefest moment of inattention can render them useless, so whatever effort IATA and its member carriers put into ensuring that shipments were perfectly handled while in the air would be wasted if every trucker or ground handler or airport or forwarder involved in the shipment didn’t put forth equal effort.

Which, of course, led to a second question: How could any player determine which other players were reliable partners?

IATA’s answer was to work in conjunction with representatives of all links in the supply chain to come up with a set of standards for the handling of pharmaceuticals, and a path that any company could take to gain certification that it had met those standards. To implement the program, IATA created the Center of Excellence for Independent Validators, or CEIV.

Fast forward to 2015, where the first fruits of the program were on display at the CEIV Pharma Workshop on Day 1 of the IATA World Cargo Symposium in Shanghai. Present for a full day of discussion were not just IATA executives, but also executives from some of the first companies to gain CEIV certification, or whose companies were currently going through the certification process, and a room full of all of those whose companies were wondering whether CEIV certification would be worth the time and effort required to gain it.

The answer to that last question, at least from the truckers, handlers, airports and carriers who have been certified, was pretty much an unqualified “Yes.” In their view, the bottom line was well, the bottom line. Achieving CEIV certification, they said, had made them more attractive to existing and potential customers.

With the exception of Singapore-based handler SATS, CEIV certification has so far been achieved by less than a dozen European companies, all of them are members of the Brussels Airport cool chain community. But a supply chain has two ends, and the big question hanging over the CEIV program is: Can it go global? GDP (Good Distribution Practices) programs exist in a variety of locations around the world, but they are often vague about processes and standards, and often not compatible with one another. Participants in the Workshop all agreed that the real value of the CEIV was that it had the potential to create a single global standard. Something that regulators, shippers, and supply chain participants worldwide could use to determine how best to move time- and temperature-sensitive pharmaceutical shipments from any point on the globe to any other point.

But if it is not embraced globally, if only a small number of players from a few developed regions are willing to undergo the training and certification process, then it’s value is reduced. True, knowing that all the cool chain players at, say, Brussels Airport have been CEIV certified will make it more likely that shippers choose to move their shipments to and from Europe via Brussels, but the ultimate goals of making air freight more attractive to the pharmaceutical and life sciences industries, and ensuring the better health of patients worldwide, will only be met if CEIV is accepted worldwide.

Which brings us finally to the concept of Pharmerging. Haven’t heard of pharmerging? No surprise there, because it is a word invented only recently to describe the future of the pharmaceutical industry. Most of the shipments, by value, of pharmaceuticals today are between developed (or almost developed) countries. But demand in the so-called emerging markets is projected to grow so strongly that soon countries in Africa and South America will become major consumers of pharmaceuticals. That is, they are pharmerging. And in order for the supply chain to be safe, reliable, and transparent in those countries, their carriers, airports, handlers, and truckers, as well as their regulatory agencies, must buy in to the CEIV concept in the same way players in the developed world have.

It is IATA’s job to convince them that buying in is both possible and worthwhile for them – surely not an easy task. Is IATA up to the challenge? That remains to be seen, but in answer to Marcel Fujike’s question, “are you really willing?” at the Lisbon conference in 2013, IATA has clearly answered “Yes.”

Finnair to focus on special cargo

Finnair Cargo has become the first airline in the world to complete a certification programme for handling cold-chain pharmaceuticals organised by the International Air Transport Association (IATA) in collaboration with Brussels Airport, the airline announced on Tuesday.

Finnair Cargo is the largest air cargo carrier in the Nordics, transporting roughly 149,000 tonnes of mail and freight a year.

Participation in the certification programme is part of the strategic shift of Finnair Cargo towards the transport of more fragile products. “We want to lead the way in transporting pharmaceutical products. We’re very proud to become the world’s first airline to earn the IATA Pharma certificate,” says Antti Kuusenmäki, a director at Finnair Cargo.

Pharmaceutical products, such as vaccines, pills and medications transported in liquefied form, are among the most delicate products transported as air cargo.

“We transport medications that are very vulnerable to contamination. For example, life-saving vaccines must be stored in a temperature of two to eight degrees throughout the entire transport chain or else they’ll become useless,” Kuusenmäki explains.

The new cargo terminal that is scheduled to open in the first half of 2017 will have separate temperature-controlled handling areas for pharmaceutical products and easily contaminated foodstuffs.

Finnair has revised its strategy in the course of the spring in an attempt to strengthen its position in the highly-contested air cargo sector. Kuusenmäki is confident that the decision to concentrate on special cargo will allow the airline to keep step with development in the sector.

The air cargo sector, however, is susceptible to considerable fluctuations. “We’re a relatively small player globally,” admits Kuusenmäki. “We simply have to take advantage of our strengths, such as the shortest flight times to Asia.”

Finnair has also placed an order for 19 Airbus A350 XWB aircraft. “The new aircraft will enable Finnair to double its cargo capacity by the year 2020,” Kuusenmäki highlights.

http://www.helsinkitimes.fi/business/13428-finnair-to-focus-on-special-cargo.html
Double first for Finnair

There was a double celebration at Finnair Cargo today (30 June) as the airline officially started work on its new cargo terminal at Helsinki Airport - and it became the first airline to receive IATA’s new CEIV pharma certification.

The Finnish carrier marked the start of construction of its new €80m terminal with a cornerstone laying ceremony and by burying a time capsule, containing amongst other things a paper air waybill.

The new terminal, to be named Cool Nordic Cargo Hub and expected to be completed in April 2017, is to be built in line with the arrival of the airline’s order of A350 XWB aircraft which will offer an additional capacity per plane of 16-20%.

The new aircraft will increase the airline’s cargo capacity by 50% when delivery is completed in 2020. It will receive the first of the aircraft later this year.

With more cargo set to arrive at its Helsinki hub, the airline required more cargo capacity than its existing facility is able to offer, vice president and head of cargo Antti Kuusenamki told Air Cargo News.

The new facility, which will comprise 31,000sq m of terminal space and an additional 6,000sq m office block, will offer double the capacity of the existing facility.

In total it will be able to handle 450,000 tonnes of cargo per year and has the option to expand handling capacity by an additional 100,000 tonnes with the addition of an extra 10,000sq m of warehouse space.

It will also offer a 3,000sq m dedicated pharma area and a 3,500sq m perishable cargo area.

The development of these sections, described by Kuusenamki as state-of-the-art, are in line with Finnair’s focus on high-value cargo.

The warehouse will also be automated where possible with an automated ULD and rack system.

Finnair also today became the first airline to gain IATA Center of Excellence for Independent Validators Pharmaceutical Logistics (CEIV) certification.

It was presented with the certificate during today’s ceremony.

Aviation's lead role in delivering life-saving vaccines

Time - and temperature-sensitive pharmaceuticals make a big difference to our world.

Vaccines, for example, are among the most cost-effective health interventions ever developed. According to the Gates Foundation, immunization has led to the eradication of smallpox, a 74% reduction in childhood deaths from measles over the past decade, and the near-eradication of polio.

However, the action being taken is still not enough. The World Health Organisation (WHO) estimates that more than 20 million children are under-vaccinated and remain at risk of being infected by vaccine-preventable diseases.

According to the WHO’s Global Vaccine Action Plan 2011–20, as new vaccines become available and underutilised ones are administered more widely, supply and logistics systems will have an even greater need for innovative solutions.

Airlines—the obvious transportation mode of choice for time- and temperature-sensitive medicines—have taken up this challenge, and continue to invest heavily in new technologies and processes to ensure this need is met.

A case in point is IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma), which provides the air cargo value chain with the requisite tools to support the pharmaceutical industry. CEIV Pharma is a standardized, global certification program that trains people for, and conducts consistent, on-site assessments. At the same time, it provides the expertise needed to cold chain transport pharmaceutical products worldwide. The program also identifies and recognizes the best pharmaceutical shippers by certifying and then registering them on a public website.

Several companies achieved CEIV Pharma certification in 2014, and the number of organizations seeking certification is expected to accelerate in 2015 and beyond.

The aim is to help deliver life-saving vaccines and medicines swiftly to the point of greatest need.

http://airlines.iata.org/agenda/aviations-lead-role-in-delivering-life-saving-vaccines
Pharmaceutical Transportation

How to Increase Air Cargo’s Market Share?

Join us for a webinar regarding IATA’s Center of Excellence for Independent Validators on Pharmaceutical Handling (CEIV Pharma).

The global pharmaceutical logistics market, valued at $64 billion in 2013, is the most regulated, expensive and fragile cargo business in the world today. Despite that this industry is rapidly growing, the air cargo global pharmaceutical share has declined. This may be due to a lack of compliance, standardization, accountability, and transparency across the air transport supply chain.

IATA’s CEIV Pharma program will help airlines, handlers and forwarders be compliant with international regulations and to get a share of this fast-growing and lucrative market.

Webinar Details

Date: Thursday, May 14
Time: 1 P.M. (ET)

Highlights:

- Pharmaceutical business - a growing segment?
- Pharma shippers voice and expectations
- The Freight forwarders voice and expectations
- Center of Excellence for Independent Validators (CEIV) in pharmaceutical handling
- BRU airport CEIV community approach

https://www.youtube.com/watch?v=ZfKhb_WvkxA&feature=youtu.be
CAL Group joins CEIV Pharma program in Liège

Israel-based CAL Group has joined IATA’s Center of Excellence for Independent Validators for Pharmaceutical Logistics program (CEIV Pharma) via its logistics hub at Liège Airport in Belgium.

The certification program, which evaluates best practices for cool-chain handling and provides training for all stakeholders involved in the handling of pharmaceutical transport, will begin this month for CAL Group and is expected to be completed in July. Once the certification is finalized, CAL said it will be the only company with both a CEIV-certified airline (CAL Cargo Airlines) and a certified ground-handling operation (Liege Air Cargo Handling Services).

CAL Group has nearly 40 years of experience handling temperature-sensitive airfreight, said the company’s CEO, Eyal Zagagi. Currently, about 35 percent of the carrier’s cargo business is temperature controlled, he said.

"With the CEIV Pharma program, IATA aims to work closely with industry and regulators to raise the bar and make air freight the mode of choice for the transportation of pharmaceutical products. This will help companies demonstrate the quality of their services and capture new business," said Ronald Schaefer, project lead for the CEIV Pharma program.

Along with CEIV Pharma, IATA also offers similar holistic certification programs for the safe transport of live animals (CEIV Live), oversize shipments (CEIV Big), dangerous goods (CEIV DG) and perishables (CEIV Fresh).

Find opportunities in the Asia-Pacific region, the world’s most dynamic airfreight market, at Cargo Facts Asia, April 21-22 in Hong Kong. Get more information here.

Etihad looks to reassure pharma shippers with certification as volumes soar

Etihad is the latest airline to push for pharmaceutical handling certification from IATA as it looks to build on last year’s significant growth in temperature-controlled pharmaceutical logistics and healthcare traffic.

The Abu Dhabi-based carrier saw passive pharma shipments more than double in 2014, and growth continued at more than 80% in the first quarter of this year. It also started carrying active shipments in January 2014 and saw steady growth through the year. David Kerr, VP of Etihad Cargo, said: “With the current pipeline business, we see a potential for over 80% growth in 2015.”

Middle Eastern carriers have exploited their geographical advantage over the last 10 years to develop trade lanes previously dominated by Asian and European carriers. The likes of Etihad, Emirates and Qatar Airways are especially well placed to help India’s fast-rising pharma producers reach end users in the US, Europe, Africa and Russia, but there are many more potential transhipment opportunities for them to tap into.

“The UK trades strongly with China, Africa and Asia and is seeking to extend those opportunities further,” Kerr commented. “The Benelux countries serve Africa, Australia, the Indian sub-continent and Asia. Italy and Switzerland also have strong trade links with the Indian sub-continent and Asia.”

The principal challenge for Etihad and its Gulf rivals is to minimise the potential exposure of sensitive cargo to temperatures that can rise above 40 °C.

“Products including blood plasma, tablets, medicines and anaesthetics must be kept within different temperature ranges in compliance with industry and regulatory guidelines, to ensure they retain their integrity and are protected from degradation due to exposure to heat and cold during the transportation process,” Kerr explained.

“The current expectation from our clients is that we comply with the Good Distribution Practice (GDP) guidelines set down by the European Commission. We are going through extensive training globally to make sure all our sales agents, ground handling agents and our teams at Abu Dhabi Airport are compliant with the requirements.

“There are gaps in these guidelines, however, as they can be shipper and forwarder-centric. Following IATA’s recently launched its Centre of Excellence for Independent Validators (CEIV) to fill those gaps, we are looking to start the implementation by the end of 2015.”

Etihad has introduced a series of measures under the name TempCheck to ensure the integrity of pharmaceutical and healthcare products throughout their journey.

Many of the procedures and systems, including temperature controlled ULDs and pre-cooled thermo blankets to protect temperature-sensitive cargo in transit, were already in place. But, Mr Kerr explained, that many shippers and forwarders “require an airline to have a branded product”. TempCheck guarantees priority ground handling and loading for pharma shipments to ensure transfer time to and from the aircraft is no more than 40 minutes. Etihad has also refurbished its temperature-controlled storage facilities at Abu Dhabi to bring them up to pharmaceutical specifications, and is adding new capacity.

Pharma shippers have repeatedly raised issues in public forums such as the World Cargo Symposium in Shanghai in March about lack of feedback when their cargo doesn’t fly as planned or required temperatures are not maintained. Some customers have said they are prepared to switch to ocean freight in the search for better value and a more consistent performance.

Mr Kerr said: “TempCheck tracks shipments and follows the standard operating procedures that have been set out with regard to the time taken to move the cargo from aircraft to cool facilities. This allows us to identify quickly where cargo may have been exposed and then put corrective action in place.

“We have also identified a new system that will monitor the temperature of every pharma shipment we carry. Parameters will be set at origin, and the system will alert the Pharma team allowing them to react quickly before a potential temperature deviation occurs.”

He accepted that “there’s always competition in the market” but added: “Pharmaceuticals by their nature are time sensitive, and thus not well suited to the shipping lines. Given their high value, the lines are hesitant to accept full container loads, while small sea shipments do not benefit from the economies of scale available.”

Close coordination between airlines and their supply chain partners – shippers as well as forwarders – is critical to retaining business, Mr Kerr added.

“Shippers are now taking a keen interest in the procedures Etihad Cargo has in place, where we work closely together with the freight forwarders to offer a joint solution, and in some cases provide the shippers with product and route-specific standard operating procedures to make sure their cargo is kept within the parameters they set.

“These conversations also allow us to understand the products we are carrying better and look at the different solutions shippers are using to protect the cargo and the tolerance levels.”

This is a two-way process, he emphasised. “Knowing exactly what we do allows the shippers to re-engineer their processes and solutions, mitigating any potential risks that may arise.”
Swissport Cargo's Brussels Station Receives IATA's First CEIV Pharma Certification

Swissport International Ltd., the world’s leading provider of ground and cargo handling services to the aviation industry, is proud to announce that its station Swissport Cargo in Brussels has successfully completed the validation process for IATA’s “Center of Excellence for Independent Validators” (CEIV) on Pharmaceutical Logistics. The certificate was handed over to Swissport at the World Cargo Symposium in Shanghai in March 2015.

In 2014, IATA established the Center of Excellence for Independent Validators (CEIV) on Pharmaceutical Logistics in close cooperation with the pharmaceutical industry, regulators and industry stakeholders. The certification aims at helping airlines, handlers and forwarders improve their share of the $60 billion a year pharmaceutical logistics market. The program, which includes implementation planning, on-site assessment, training and validation, marks a new standard in the pharmaceutical logistics industry and raises the benchmark for compliance with industry regulation. Swissport Cargo Brussels is among the first handling agents worldwide and the first Swissport Cargo station to successfully complete the new certification process.

The pharmaceutical logistics market is the most regulated and fragile cargo business in the world. As a consequence, the CEIV certification program comprises numerous modules focusing on equipment requirements, storage facilities, pharmaceutical handling procedures and internal pharmaceutical handling know-how. By being compliant with these modules and the strict requirements of IATA’s new industry standard, Swissport Brussels is in a position to meet the high standards set by the pharmaceutical industry and legislators globally.

“We are proud that Swissport Cargo Brussels has successfully completed IATA’s new CEIV pharma certification process. This is an important milestone in the joint project led by the Brussels Airport Company to strengthen the location as a major logistical platform for the pharmaceutical industry”, said Daniel Setz, Senior Vice President and Head of Global Cargo Operations at Swissport. “This further enhancement of our quality service offering goes in line with our constant product development to respond to the need of our customers. The know-how and competence learned in Brussels will support the further roll-out of our quality pharma handling products within our network.”

Aviapartner’s Pharma Hub achieves IATA CEIV Pharma certificate

The continuous growth of the pharmaceutical industry has resulted in an ever-growing emphasis on high quality distribution and storage of its products. Aviapartner’s has set up a warehouse in January 2013 aimed at extending its high service quality to the needs of the booming pharmaceutical industry. Thanks to the company’s continuous efforts to guarantee a high service quality in its pharma warehouse, Aviapartner Brussels was granted the IATA CEIV Pharma certificate.

In January 2013, Aviapartner decided to extend its services by setting up a facility dedicated to temperature-controlled healthcare products. The new warehouse or pharma hub was erected in accordance with the EU Good Distribution Practice (GDP) Guidelines covering space of 1300m², with 1100m² between 15 and 25 degrees Celsius, and 100m² between 2 and 8 degrees Celsius. The appointed staff have been pharma trained and some of the employees have even received the IATA Pharma diploma. All services such as acceptance, handling and delivery of healthcare products are performed according to the rules and regulations of GDP, IATA, Airlines’ Standard Operating Procedures (SOP) and shippers’ requirements. Even a special tarmac SOP is possible, guaranteeing a more controlled tarmac transfer. These different measures all contribute to Aviapartner’s goal of living up to the high standards required to distribute and store pharmaceutical products. Due to the company’s unceasing dedication to improve the pharmaceutical warehouse, Aviapartner Brussels was granted the IATA CEIV Pharma certificate in December 2014.

One step ahead
From the start, Aviapartner has always tried to maintain a leading role in the aviation industry by striving for excellence and exploring new ways of improving its service. Consequently, the company has a longstanding tradition regarding innovation and improvement and these values are well-embedded in its corporate culture. Aviapartner’s innovative attitude has led to various inventive projects of which the warehouse dedicated to temperature-controlled healthcare products is the latest. Aviapartner is currently the only handling agent in Brussels with a facility totally dedicated to temperature-controlled healthcare products. While Aviapartner is striving for continual improvement in their different warehouses, other companies have only recently considered the possibility of setting up a similar facility. The ambition of the Aviapartner network is to get the other cargo facilities in Amsterdam and Liège also IATA CEIV Pharma certified in 2015.

A new dimension of service
Prior to the set-up of the pharma hub at Brussels Airport in 2013, Aviapartner did not have the extended knowledge of the particular requirements related to the distribution of pharmaceutical products it has today. Throughout these two years, the warehouse dedicated to temperature-controlled healthcare products has proven to be a valuable asset to the company. The pharma hub has created a new dimension in the company and also contributed to the entire network. The addition of the pharma warehouse has reaffirmed and reinforced Aviapartner’s leading role at Brussels Airport.

Brussels Airport as pharmaceutical gateway
Steven Polmans, Head of Cargo at Brussels Airport, applauded Aviapartner’s decision to set up a warehouse for temperature-controlled healthcare products. His main goal is to turn Brussels Airport into the leading gateway for temperature sensitive goods such as pharmaceutical products. Brussels was the first airport to be granted an IATA certificate in August 2014. Furthermore the airport will serve as an IATA pilot project in order to spread the IATA standards to other airports worldwide. Aviapartner’s pharma hub has contributed to the reinforcement of Brussels Airport’s position as a leading gateway for the pharmaceutical industry.

From left to right: Ellen Peeters, Elfie Bal, Nathan De Valck (Brussels Airport), Monique De Smet (IATA), Eddy Myngheer en Caroline Drossaert.
Pharmaceuticals: Who Leads – Air or Sea Transport?

Airports around the world are waking up to the fact that they should have a position as “preferred centres” for the consolidating and shipping of pharmaceutical and other temperature controlled products.

But, is the air cargo sector really in danger of giving away a large part of this traffic into the hands of the sea freight carriers? The Centre of Excellence for Independent Validators, in short, CEIV got going in 2013 with the aim of making the complete pharma supply chain more transparent by trying to bring common standards in which would be easily recognized and implemented by all concerned.

The first airport to receive CEIV certification was Brussels who had done a lot of work to put themselves on the map as a “preferred centre for pharma distribution.” Others will follow as many airport managers have seen the future financial benefits to their bottom line once they are in a position to act as the key link in the supply chain.

Why then is there a danger from seafreight? Is there really? The market leaders, among them the shippers or producers of those highly sensitive products, seem to think so.

They put the blame at IATA’s door. Not because IATA is seen to be incompetent. It’s more a case of them thinking that ocean carriers and their supply chain are doing a far better job and are listening to the shippers’ ideas and problems.

Sea freight is indeed still cheaper for pharma products - but this does not seem to be a deciding factor at all.

Is then the CEIV programme really working? It’s early days yet. The programme is still in its infancy stages, but this alone does not appease the shippers who have apparently told IATA that the main problem is not so much with the air transport part of the chain, but mainly has to do with the other players within it. Pharmaceuticals are sensitive products, but that does not mean that all pharma are “same sensitive.” It is with this in mind that the producers are seemingly not convinced that those on the ground are really au-fait with the sensitivity of the goods they are handling.

And - furthermore, who is controlling who within the supply chain to ensure that temperature control is being fully implemented from A to Z?

http://www.cargoforwarder.eu/2015/03/30/pharmaceuticals-who-leads-air-or-sea-transport/
PACTL Becomes Excellence Centre for Pharma Products

The Shanghai-based ground handler is currently building a new perishable centre. The state-of-the-art facility will go online next July.

Once operational, the cool centre will enable the company to provide the market with the entire range of temperature conditions needed for handling perishables and pharma products year round. As did Brussels (BRU Cargo), it will gain IATA's Center of Excellence for Independent Validators (CEIV) Certification for Pharmaceutical Logistics.

According to PACTL, their new perishable centre will meet all the necessary temperature requirements to support continuous cool chains and features a deep freeze area (-18 degrees Centigrade), several cool storage facilities (+4 to +8 degrees Celsius) and an ambient temperature storage zone (+15 to +25 degrees Celsius). It provides an acceptance area with separate X-ray machines and a build-up zone, a 1,600 square meter handling area for quick breakdowns and a specially designated delivery sector.

Growth of Pharma continues

Lutz Grzegorz, Vice President of PACTL comments: "As most of our airline clients are offering and further developing sophisticated perishable and pharmaceutical services, we expect the recent growth in our perishable and pharmaceutical business to continue." Markus Knickmann, Manager of the Strategic Business Development Department at PACTL adds to this: "It's our job to support the efforts of our customers by providing state-of-the-art infrastructure as the basis for competitive products; this will allow them to gain a better position in the relevant markets."

The new perishable centre will cover a total area of more than 3,500 square meters. If needed, a further 500 sqm of storage space can be added to the facility.

http://www.cargoforwarder.eu/2015/03/16/pactl-becomes-excellence-centre-for-pharma-products/
Jan de Rijk earns CEIV Pharma certification

Dutch trucking and logistics firm [Jan de Rijk Logistics](http://aircargoworld.com/jan-de-rijk-earns-ceiv-pharma-certification/) has become one of the first supply chain services companies to earn the new “CEIV Pharma” certification for its ability to handle pharmaceuticals safely.

The certification, awarded by IATA’s Center of Excellence for Independent Validators (CEIV), is used to designate cargo handlers that have demonstrated the best possible protocols to handle temperature sensitive pharmaceutical and life-sciences materials, and that possess adequate equipment, storage facilities and knowledge of the pharma-handling business.

“We are already GDP-certified, and we believe that with this certification we will only strengthen more our pharma capabilities,” said Jan de Rijk CEO [Sebastiaan Scholte](http://aircargoworld.com/jan-de-rijk-earns-ceiv-pharma-certification/), who is also chairman of the [Cool Chain Association (CCA)](http://aircargoworld.com/jan-de-rijk-earns-ceiv-pharma-certification/). “In the CCA, we have advocated the need for common standards for some time now. The shippers want more transparency and common standards. We believe that the CEIV program is a step in the right direction to achieve this. We therefore also hope that more companies will follow soon.”

To earn a CEIV Pharma cert, a company must submit to a series of on-site assessments, implementation planning, training programs and validation. Earlier this year, Brussels Airport became the first CEIV Pharma-certified cargo-handling “community” in this program.

Jan de Rijk Logistics provides transportation, distribution, warehousing and home-delivery services across 15 countries in Europe, operating a fleet 600 vehicles.

Pharma Express connects Brussels, Basel, Doha

Qatar Airways Cargo is introducing a new service this month, dubbed the “Pharma Express,” that will expedite pharmaceutical cargo from Brussels and Basel to Qatar’s network via the carrier’s Doha hub.

The two European cities are established pharmaceutical manufacturing centers, with Brussels Airport becoming the world’s first Center of Excellence for Independent Validators (CEIV Pharma) certified airport last year. Brussels and the surrounding area is home to 146 life sciences and biotechnology companies.

Qatar will link Brussels and Basel – the airline’s first new service city this year – continuing to Doha twice a week. Basel also has a vast pharmaceutical industry as well as chemical industry.

Pharma Express will be serviced by A330Fs. In January 2014, Qatar Airways Cargo launched QR Pharma – an airfreight service for pharmaceutical and healthcare products. QR Pharma offers temperature-controlled containers, designed to maintain a constant temperature throughout the entire transportation chain, keeping the product within a defined temperature band at all stages of the journey.

Changi Airport crosses 54-million passenger mark in 2014

Resilient performance in a challenging year with new airlines and city links

Stable cargo volumes
Changi Airport’s total cargo throughput for 2014 increased 0.3% compared to a year ago, as higher imports and exports offset lower transshipment volumes. Airfreight shipments between Singapore and Japan rose 7.5% on-year, boosted by the commencement of a new Okinawa-Singapore freighter service operated by ANA Cargo. Two of Singapore’s key trade partners – Australia and China – also exhibited positive growth of 5.7% and 1.3% respectively.

During the year, Changi Airport also enhanced its reputation as a trusted transshipment hub for temperature-sensitive cargo when SATS Coolport received the world’s first ‘Centre of Excellence in Pharmaceutical Handling’ certification by IATA.
2014
SDV Belgium successfully GDP certified

By entering the pharma certification program organized by Brussels Airport and IATA (International Air Transport Association), SDV Belgium is now fully equipped to handle and transport all pharmaceutical products that require an unbroken cold chain. This IATA certification demonstrates that SDV Belgium handles all pharmaceutical air freight shipments in accordance with the EU Good Distribution Practices guidelines.

"SDV is proud to announce this GDP certification as part of our company’s strategy to service its growing customer base in the healthcare & life science industry" says Peter Claessens – Sales Director for SDV Benelux. "Healthcare & Life science is one of SDV’s fastest growing business industry verticals, serving pharmaceutical companies, nuclear medicine sector and medical device manufacturers. Participating to the GDP certification program in Brussels has taken us another step forward. Taking pharma handling to the next level.

The global pharmaceutical industry relies on the speed of air cargo for moving this high-value, temperature-sensitive cargo. Key to the whole process of shipping pharmaceuticals is keeping each and every shipment within the defined temperature parameters. Historically, there have been an enormous number of different regionally based regulations for the industry, but no global certification standards. That is why Brussels Airport entered into a partnership with IATA in order to fill the void by offering a global industry certification standard. Committed to take the pharma handling to a next level, SDV welcomed this ambitious initiative and eagerly joined the program.

Partnership within the industry

Thanks to this fruitful partnership, Brussels Airport is now the first airport community in the world where stakeholders are CEIV (Center of Excellence for independents validators) Pharma certified. IATA has worked closely with the pharmaceutical industry and Regulators in the creation of the CEIV Pharma program, which covers all aspects of time-sensitive and temperature-controlled cargo shipping, including effective cool chain management and risk mitigation.

Today, SDV is one of the world’s top supply chain service providers for the healthcare, aid & relief industry and the business accounts for around 8% of the company’s revenues. Thanks to this acknowledgement, Brussels Airport as well as SDV consolidate their prominent position in the world and confirm their level of competence as leading transport hub in Europe.

Schiphol takes first step on CEIV Pharma road - 13 members of ACN expressed their interest...

A CEIV Pharma familiarisation day hosted by Schiphol Cargo in collaboration with EVO (the Dutch Shippers’ Council) and Air Cargo Netherlands has proven to be the first step in creating a CEIV pharma community at Schiphol. Senior executives of airlines, shippers, freight forwarders, hauliers, handlers, associated suppliers and industry associations met to hear IATA’s Cargo Consulting team explain the new programme, how it complements the existing GDP standard, the benefits to participants and their customers, and the costs of participation.

Several ACN members showed their interest after the meeting. Among these are AF-KL Cargo, Cargolux, Air Bridge Cargo, IAS, Panalpina, IJs Global, SDV, Yusen, Viggo, WFS, Rutges Cargo, De Jong Koeriers and Cargo Compliance Company.

Global certification programme

IATA’s CEIV (Center of Excellence for Independent Validators) is a standardized global certification programme that provides training and onsite assessment, with the aim of developing the expertise needed to properly transport cold-chain pharmaceuticals. The program aims to go beyond the scope of Good Distribution Practice (GDP), providing additional assurance for pharmaceutical shippers. CEIV links with current certifications such as ISO, IOSA, ISAGO and GDP. Re-certification is performed every two years.

Highest possible standards in pharma supply chains

The need for the highest possible standards in pharma supply chains was reinforced by speaker Erik van Asselt, Cold Chain Improvement Manager, Vaccines, of pharma giant MSD and Chairman of industry association PDA. Issues he raised included the dramatic effects on temperature stability caused by different packaging. MSD made clear its support of CEIV as a prerequisite for selecting an airport; it says those who have CEIV will be “preferred”. Consultant Kees Baggerman added that cold chain management is no longer the key driver; the future is all about securing the cargo chain to prevent counterfeit drugs entering the market.
Brussels Airport Pharma Certification May Gather a Following

The IATA-supported certification of Brussels Airport as a ‘preferred pharma gateway in Europe’ is a first step in a process still in need of further fine-tuning. Yet, the concept has not gone unnoticed across the border.

Just before the official certification ceremony, the eleven stakeholders met in a working group discussing the possibilities following the certification and the obstacles still to overcome. Invited as observers were the Air Cargo Managers’ Association of Belgium (ACMAB, airlines), the Organization of Traffic Managers (OTM, shippers) and the Belgian Airfreight Institute (BAFI, forwarders). The latter’s director Eddy Van Craen admits that some of the larger forwarders have already made considerable investments to comply with mutual agreements with the participating pharmaceutical companies and also comply with the European guidelines for Good Distribution Practices (GDP).

Standardization needed
On the other hand some forwarders have not yet made this step and do not know very well where to start, says Van Craen. “From the working group we learned that the interest for the system that is being highlighted by Brussels Airport is huge, but so is the need for standardisation and harmonisation.”

On the airlines side, however, the interest is rather modest (Brussels Airlines and Finnair are among the ‘founding’ group), the BAFI director says. “There are some problems with the conclusion of service level agreements (SLA’s) and the different set-up of the airlines impedes the creation of a standard approach on the handling side. The booking information does not reach the handler on time.”

Still some open questions that need to be answered
Other problems still needing to be solved include the sometimes difficult discussion between the stakeholders on key performance indicators (KPI’s), the development of standard packaging and labelling and, above all, the apron and airside transport. “What if the aircraft is or cannot be ready for transport? Suppose it arrives in the summer with a very short turnaround time, so that there is insufficient time to bring the belly hold to the temperature required. This could be overcome by using cool containers, but that would entail an extra investment. And the cost factor as a whole, - who will pay for what - is another problem still to be solved.”

http://www.cargoforwarder.eu/2014/12/01/brussels-airport-pharma-certification-may-gather-a-following/
Brussels Airport Pharma Certification May Gather a Following

Positive testimonials:

SDV
Among the ‘first hour’ companies participating on the CEIV Pharma, was forwarding group SDV. “We wanted to be part of this,” said David Smith, CEO Northern Europe at SDV. “Pharma plays a vital part in the local development of our business in Africa as well as of our strategy as a whole. With this kind of certification, it will be possible for us to make the difference. We have always seen pharma logistics as one of the verticals in our group and in this respect I think we are among the first companies to jump on the train.”

The company’s regional healthcare manager for Europe, Brito Bellin, added that a CEIV certification would enable SDV to manage its intercontinental freight lanes more globally following a similar concept.

He also showed himself to be a strong advocate to have an equally reliable level of certification at destination.

Brussels Airlines Cargo:
As the home carrier at Brussels Airport, Brussels Airlines has always had a steady pharmaceuticals volume, says Head of Cargo Herman Hoornaert. As an example he gives the route between Brussels and Washington, on which regular consignments are carried for a particular shipper. “As we only fly this route during the summer season, we can now use the winter period to approach the shippers and others to demonstrate that we have been doing our homework. I hope that being part of this certified chain will attract more business to our cargo network. But it’s also very important that the shippers are duly informed.”

Jan de Rijk:
For Jan de Rijk Logistics, the only trucking company involved in the concept, the CEIV certification is another step in a niche market already well served, said M.J.P.M. Wijngaards, Deputy Managing Director. “Also in our haulage business we transport a lot of pharmaceuticals and we are very active in health logistics as well. As a showcase I wish to remind you that we have taken over the entire transport business of Baxter. For our land transport activity, we already had a GDP certification and we regard the CEIV label as a logical next step. It is our intention to carry this process further throughout the group as a whole.”

Schiphol alerted
In its latest newsletter Air Cargo Netherlands (ACN), the umbrella organization of the Dutch air cargo community, draws attention to the Brussels certification. ACN reminds its members of the fact that pharma is the fastest growing market segment in the air cargo industry.

“arcent survey on Schiphol Airport has demonstrated that the availability of a chain of certified parties is an important decision motive for shippers. Brussels Airport is making itself known as a pharma hub and Frankfurt Airport is exploring the opportunities.” On Wednesday 17 December ACN, the Dutch shippers’ organisation EVO and Schiphol Cargo are hosting their own CEIV Pharma familiarisation day.

http://www.cargoforwarder.eu/2014/12/01/brussels-airport-pharma-certification-may-gather-a-following/
Brussels Airport: “Centre of Excellence in Pharmaceutical Logistics”
November 25, 2014

1st airport community in the world where stakeholders are CEIV Pharma certified

Brussels Airport stands out internationally for its dedicated infrastructure for the transport and handling of products that require an unbroken cold chain, in particular pharmaceutical and biotech products. Brussels Airport is the first airport in the world where stakeholders of the cargo community in a joint approach will receive the CEIV Pharma certification. Currently 11 companies active at BRUCargo, the cargo site of the airport, are participating in the program.

“This acknowledgement allows Brussels Airport and its cargo community stakeholders to consolidate its prominent position in the world and to confirm its level of competence as leading transport hub in Europe”, says Arnaud Feist, CEO Brussels Airport Company.

Pharmaceuticals and biotech: essential industry for Belgium
The pharmaceutical and biotech industry is in full expansion around the globe (+8% between 2007 and 2013). Belgium is ranking at the top with 150 companies active in the industry in the three regions, which can also boast the presence of universities that are recognised for their competence in these sectors. The industry provides an employment of over 30,000 jobs. Export figures of the pharmaceutical and biotech products manufactured in Belgium amount to 36.53 billion euros*. Its share in the economic development of Belgium is considerable.

Air Transport: preferred means of transport
One of the principal stakes in the pursuit of this development is the transportation of these products to their final destination. The manufacturers have high expectations and specific requirements with regard to maintaining the quality of the products and the properties of the active ingredients throughout the logistics chain. They call on transportation services that, on the one hand, ensure the shortest route to the final customer and, on the other hand, maintain the quality of the product through an unbroken cold chain. For these companies, transport by air remains the best possible solution.

International certification for the largest cargo airport in Belgium
On an international level, air transport until now was not subject to any certification acknowledging the reliability and transparency of the transport chain in order to respect European regulations for the transport of pharmaceutical products. Besides being a hub that connects Belgium to the rest of the world (200 nonstop destinations), Brussels Airport also provides a state-of-the-art infrastructure and has all competencies allowing it to maintain the cold chain for all perishables but also and foremost for biotech and pharmaceutical products.

The International Air Transport Association (IATA), together with Brussels Airport and in collaboration with the competent agencies and the members of the industry concerned, has put into place a certification project for all parties involved in the handling and transportation of pharmaceutical products that require an unbroken cold chain. Brussels Airport’s cargo community is the first airport community in the world where stakeholders will receive the CEIV Pharma certificate.

The Belgian regulator, the federal agency for medicines and health products (famhp) is endorsing the IATA CEIV program. It has been involved in the BRUCargo community certification from the start of the program. famhp Inspectors have also participated in the training sessions and workshops.

Josiane Van der Elst, Director General DG Inspection famhp says “Although this type of IATA certification is not an authority-issued regulatory document, initiatives of structured control on transport are important and welcomed by famhp DG Inspection. The IATA certification gives more confidence that pharmaceutical air freight shipments are handled in accordance with EU GDP guidelines”.

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- http://www.sdvlive.com/SDVNews/Pages/Article.aspx?idArticle=93
Brussels Airport Pharma Certification May Gather a Following

Heiner Siegmund of CargoForwarder Global is interviewing Tony Tyler, Director General & CEO of the International Air Transport Association – IATA, on the occasion of BRU Airport becoming “Center of Excellence in Pharma Handling”

https://www.youtube.com/watch?v=uuYtzkkqMqs
Pharma: Brussels Airport, un pôle clé 25/11/14

Brussels Airport a obtenu le certificat CEIV Pharma, une première mondiale pour un aéroport. Celui-ci, attribué par l'International Air Transport Association (IATA), garantit aux entreprises du secteur pharmaceutique un transport sécurisé de leurs produits.

BRU Becomes Benchmark in Pharma Handling

November 25, 2014 will go down in the annals of BRU’s history. Yesterday, the Belgian airport was knighted by IATA’s Chief Tony Tyler for having developed into a Center of Excellence in handling pharmaceutical and biotech products. BRU is the first airport worldwide to receive the ‘Center of Excellence for Independent Validators Pharma Certification’, dubbed CEIV Pharma.

Pharma and biotech products tend to become something of a new Eldorado for the air freight industry. Why? Because this segment is expanding rapidly, outgrowing most of the other products flown in the holds or main decks of aircraft around the globe. And highly important it pays well since the air freight rates for these very sophisticated and demanded items are high, enabling carriers to make satisfying yields. This all the more since -75 percent of all pharmaceutical products are transported by air,” outlined CEO Arnaud Feist of Brussels Airport at yesterday’s CEIV Pharma event, held at his airport. And music in the ears of the transport industry must also be the fact that pharma and biotech are growing remarkably by 8 percent on average year by year – on a global scale.

Eldorado sends its greetings!

A tremendously growing biz

Meanwhile, the total market value of these specific goods is estimated to reach $300 billion annually, Director General and CEO of IATA, Tony Tyler revealed. But what happens in case shipments are mishandled, falsely stored or otherwise mistreated? Touching this critical topic BRU’s helmsman Feist pointed out that the financial damage can be tremendous. For instance, in case a consignment of vaccines gets overheated or antiretroviral drugs to fight Aids are falsely handled somewhere along the supply chain from origin to destination.

Arnaud also delivered a precise figure to illustrate the annual losses occurring through handling mistakes, operational errors or losses of shipments: they sum up to as much as $12 billion per year, the manager said. So it’s of utmost interest of the pharmaceutical industry to partner with service providers who secure door-door damage of the shipments according to the specific handling needs, providing services without any hiccups. At least since yesterday, it can be assumed that BRU is listed on top position by them.

IATA is supporting the pharma approach

How high valued BRU’s approach is to improve the supply chain of pharmaceutical products was visually demonstrated to the 50-plus participants of the event by IATA’s Chief Tony Tyler who came over from Montreal to join the celebration.

“Congratulations Brussels Airport for being awarded the CEIV certification and ensuring the integrity of this sensitive product by implementing state-of-the-art handling processes,” IATA’s helmsman stated while handing over the certificate to CEO Feist. For the Belgian capital’s gateway it’s the much sought official recognition for their strategy, which dates back to 2010 and gathered momentum last December in order to focus on pharmaceuticals and temperature sensitive items and become CEIV certified.

Four years of hard work

To deliver the service expected by pharma and biotech producers BRU started the preliminary work on the certification program in 2010. Of great support was a 2011 conducted study by the Flemish Institute of Logistics (VIL), in which all quality requirements demanded by the pharma industry for the safe handling of their air shipments were listed. In addition we started our own investigations to find out the deficiencies and gaps within the supply chain for overcoming them and offer the market better solutions,“ recalls Nathan de Vauch, Cargo Account Manager at Brussels Airport. Based on the findings, BRU’s cargo team developed a check list and started grouping the different players together to raise their awareness for setting new standards in managing these kinds of sensitive and valuable products to mutual benefit. “The CEIV certification we now obtained is the result of a multi-year process of research and focus on pharma by BRU Cargo,” Nathan sums up.

Pharma hotspot Belgium

Manager Feist admitted that when kicking off the Pharma Excellence program it was quite a challenge to convince all the different actors, from ground handling agents, forwarders to shippers and airines to pull in one direction for setting this landmark project on track. “But despite their commercial rivalry, at the end our team members of BRU Cargo were able to convince them all that once the mission is accomplished it will be to the benefit of each individual participant and, furthermore, place Brussels Airport on the landscape as center of excellence for pharma handling,” Arnaud stated.

According to charts presented by him, Belgium is a hotspot for the pharma and biotech industry, proven by 32 companies that are located there, among them multinationals like Pfizer, GlaxoSmithKline or Bayer. They secure 32,500 jobs and account for 10.5 percent of Belgium’s total exports.

BRU’s initiative could be a blueprint for other industries

Final remarks from IATA’s Chief Tyler, who is convinced that “the valuable initiative by Brussels Airport will gather pace as time goes on and deliver value to customers and producers.” He went on to say: “We have some other airports in the pipeline to get certified,” without revealing any name. Tony didn’t exclude that BRU’s pharma project might be a model for other industries to join forces for improving the supply chain.

Remarks of Tony Tyler at the CEIV Pharma Brussels Airport Event, Belgium

I am a big fan of the air cargo industry. I spent many years at Cathay Pacific, where cargo plays a hugely important role. I have retained a keen eye on the cargo industry in my time at IATA. And I am very pleased to be here in Brussels today to mark the opening of the first Center of Excellence for Independent Validators (CEIV) Pharma community in Europe. There is a very simple reason behind the development of the CEIV Pharma. Cold chain transportation, particularly of pharmaceutical products, is a growing business opportunity for air cargo. But this sector is facing increasing regulatory burdens which are adding cost and complexity. The CEIV Pharma offers a solution to this issue.

Air cargo is one of the great unsung forces of the global economy. Each year, the industry carries 50 million tonnes of cargo worth $6.8 trillion. That’s equal to about one-third of the value of all traded goods. Without the speed and efficiency of air cargo, global supply chains would seize up, perishable goods wouldn’t be able to reach distant markets, and vital medication or emergency aid would not make it to the most vulnerable.

The pharmaceutical sector transports goods which are highly temperature-sensitive and a single mistake can destroy an entire batch. Mishandling is rare, but it is an unfortunate fact that more than 50% of all temperature excursions occur while the package is in the hands of airlines and airports. It is therefore essential to establish harmonized handling procedures and strong accountability and cooperation between all the partners in the cold chain.

The expansion in both usage and production of biotechnology-derived drugs and other cold chain products in emerging markets has drawn increased regulatory interest in recent years. Both governments and industry have put forward practical guidance for qualifying cold chain transportation processes, sensors and packaging in much the same way as manufacturing processes are qualified as part of Good Manufacturing Practices.

IATA is very active in this area. Many of the standards that already govern the way the industry handles time- and temperature-sensitive products have been created by IATA with the help of our industry partners. The work of the Live Animals and Perishables Board, the development of the Dangerous Goods Regulations, and the Temperature Control Regulations are just some examples. In 2012 the Time and Temperature Task Force created a Time and Temperature label which is now standard across the industry, helping ensure that the temperature range for sensitive products is known and followed. This has already gone a long way towards eliminating errors in transit.

A growing number of countries are issuing their own regulations and guidance. New EU guidelines came into effect a year ago, and in the last few years Australia, Canada, China, Indonesia, Ireland, Malaysia, Saudi Arabia and the United States have all updated cold chain rules.

While the industry welcomes the focus on higher standards, the increasing number of regulations around the world is becoming a problem to manage. Implementation and compliance is complex and airlines, GHAs and forwarders are subjected to multiple audits for handling and transportation. Crucially, there is no global certification for the handling and transportation of pharmaceutical products.

Our customers are demanding a better service. Shippers want to see compliance, standardization, accountability and transparency across the supply chain. They want the confidence that facilities are adequately equipped and operated by properly trained people familiar with the latest regulations, standards and best practices. They want global certification, and a common audit format to maximize efficiency. Finally, they want to easily identify the stakeholders that meet all these requirements.

The CEIV Pharma offers all this and more.

In concept it is similar to our highly successful CEIV Cargo Security, which helped prepare the industry to meet the European ACC3 regulation on secure cargo shipments. A group of independent validators were trained by IATA on an approved course. This gave the air cargo industry as well as the regulators confidence in the quality and consistency of the validations being carried out. Now we are applying the same principles to the cold chain. By validating the quality of the chain from end-to-end, pharmaceutical companies can be confident that their goods will be handled correctly.

The CEIV Pharma is a standardized global certification program that trains and conducts consistent onsite assessments to provide the expertise needed adequately to transport cold chain pharmaceutical products across the world. In partnership with industry stakeholders, IATA has designed a program that

- Has one internationally recognized standard that harmonizes, simplifies and, where possible, reduces the number of audits;
- Improves compliance with standards and regulations by assessing operations against a standard checklist;
- Trains independent validators on these standards and regulations for them to work consistently, and;
- Identifies and recognizes the best suppliers by certifying and then registering them on a public website.

Our aim is to improve the quality of the service offered to pharmaceutical companies by reducing the losses from mishandled goods. At present annual damages to the pharma industry from spoiled goods can be up to $12 billion a year. That is an unacceptably high percentage of a $300 billion-a-year market.

Remarks of Tony Tyler at the CEIV Pharma Brussels Airport Event, Belgium

Moreover, in the coming years much of the growth in temperature-sensitive pharma such as vaccines and blood plasma is expected to be in markets outside North America and Europe. This in turn creates a need for investment in up-to-date cold chain facilities. By 2018 spending on cold chain logistics is likely to be over $10 billion a year. The value of this precious investment must be maximized.

Over the past decade, the shipping of pharmaceutical products has developed to become the fastest growing market segment in the air freight industry. Air carriers, handlers and freight forwarders have responded with branded products and services to grab a share of this lucrative niche market. There is tremendous momentum behind this segment of the industry, and I am sure that is why the response to the development of the CEIV Pharma has been so strong.

So that brings us to today. We are here because Brussels Airport has taken the initiative to invite a group of eleven local stakeholders to undergo the CEIV Pharma training. This will bring the entire local cargo community together for the common goal of becoming certified. Only after successfully undergoing a rigorous training and assessment against national and international standards, in particular IATA’s Temperature Control Regulations, as well as best practices, will we certify these eleven companies. But once officially recognized, these Brussels-based stakeholders will be able to offer pharmaceutical companies the competitive advantage of assuring cold chain integrity to their clients. And they will be the first in Europe to achieve this.

In exchange, I have a request to make of you all. The more stakeholders participate in the CEIV Pharma, the stronger and more effective it will be. I therefore call on you all to promote the CEIV and engage with your business partners wherever you operate in the world. Ultimately we all want to see a network of CEIV trade lanes with participants certified at origin, destination and in transit.

I know that Brussels Airport intend to take a leading role in this promotion – I hope all of you will join us.

I congratulate Brussels Airport and all the stakeholders in Europe’s first CEIV Pharma. I trust that your success will lead to a stronger, more competitive and enhanced air cargo service for this vital sector of the global economy, and our modern way of life.

Thank you.

1. List of companies being certified:
   - Utily
   - Aviapartner
   - World Flight Services
   - SDV
   - BPL
   - Finnair
   - Brussels Airlines
   - Jan de Rijk
   - Expeditors
   - Swissport
   - AD Handling
HEAVY CARGO HANDLING

Tuesday November 19th was a memorable day for Brussels Airport when an AN-124 freighter arriving from India opened its cargo doors. A 47,500 kg heavy generator was unloaded from the belly of the giant aircraft and transported to Zwijndrecht. The transport of the 11 meter long piece with 3 meter width and height was arranged and coordinated by Silvertrans for repair and maintenance by Maintenance Partners.

Eddy Buysse from Maintenance Partners explains: “This is a unique project where we can demonstrate our expertise in the field of electric repairs. In addition to Maintenance Partners, Silvertrans as well as Brussels Airport can show their expertise in handling outsized cargo.”

Thanks to very flexible procedures in place at Brussels Airport, this generator rotor, as any other type of outsized cargo, can smoothly be handled and transported to final destination in no time.

PHARMA GATEWAY

BRUcargo continues to consolidate its position as a preferred pharma gateway. The abundant availability of more than 10,000 m² temperature controlled warehouses at BRUcargo is not the only strong point.

Also the investments that are made by the local community in pharma handling expertise are a clear proof of the pharma commitment. The IATA pharma handling training in BRU was well attended and allowed effective networking between the companies involved in pharma handling. A good controlled cold chain can only be reached by competent partners in the entire supply chain.

Brussels Airport keeps a close eye on the developments in standardization and certification of the pharma handling process, through its participation in the IATA Time and Temperature Taskforce. More developments are due in the next months of which we will keep you updated.

YOUNG FORWARDER CONTEST 2014

In co-operation with the BAFI Young Forwarders Committee and with the support of BAFI, CTC, THE Cargo Training Center at BRUcargo, will organize the “Young Forwarder Contest 2014”.

The aim of this award is to encourage companies to invest in the young rising stars of tomorrow by providing them an opportunity to show their knowledge, ambition and expertise in a particular company project. It hopes to further improve the professionalism in the Belgian air cargo industry, providing participants and their respective employers a platform to demonstrate their efforts in improving the way air cargo forwarding is conducted, both internally within the company or externally towards customers moving cargo via air.

More detailed information can be found on the websites of CTC: www.CargoTrainingCenter.be BAFI: www.bafi.be

www.brucargo.be
Alan Kennedy reports from Italy on an intriguing debate, which draws in pharma, transportation, economics and global politics. Should we be told what to do?

**AK** Supply chain integration is all about collaborative working: parties coming together to resolve issues, increase profitability and raise performance. With the entire industry facing a host of cost pressures, it needs to move towards higher levels of efficiency, particularly in the way it manages its supply chains. The question is, how can we reconcile the conflicting demands of lower costs and higher performance?

**SP** I fully agree that better integration is the key to the industry’s future. When we first started talking about the possibility of what has now become the Centre of Excellence for Independent Validators (CEIV) Certification at Brussels Airport, we knew we needed to get everyone in the logistical chain actively involved if it was going to work, but at the same time, it looked like we were the only ones seeing this. It was really down to us to get the supply chain to understand the benefits of going down this route together.

**TW** In principle, everyone agrees that in the air cargo sector we all need to be working towards meeting any modal shift, particularly when it is based on cost. This will support the entire industry in growing its market share, rather than compete for the same slice of the cake. Driving supply chain collaboration takes time, effort and courage, and there is sometimes a lack of willingness to make the first move. The result is that companies focus on driving internal efficiencies, and we have not reached the stage of sharing costs, revenues and information, and many of the companies in the BDU cargo

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**SE** Yes, we faced the same barriers in Luxembourg when Carlier were seeking Good Distribution Practice (GDP) certification. Stakeholders really agreed to sit around the table, but they were not prepared to share any data. It was not until the Luxembourg government kicked in, to support and streamline the process, that we started to make progress. At the beginning, it was not about sharing anything, it was simply about working towards common GDP standards and procedures.

**EK** Integration has to start with improved co-operation, in order to generate trust. We can’t get to real integration without going through stages of gradually improving co-operation. It’s a step-by-step progression that takes time, and we need to determine how this progression is managed.

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**SP** One of the problems is that we are operating in a highly competitive environment. We have not reached the stage of sharing costs, revenues and information, and many of the companies in the BDU cargo

**SP** We were really surprised by the positive reaction from the shippers. While some of them said they would probably continue to conduct full audits, others said that under a properly controlled certification framework, their inspections could possibly take the form of irregular facility spot checks of a few hours, rather than the 2-3 day audit assessments, which are typically conducted.

**AK** So you can already start to see the scope for cost savings because activities, such as continuous high-level inspections, and the training of professional auditors, involve huge amounts of money.

**MZ** That seems reasonable. By moving the two platforms, existing GDP-certiﬁed players would not be disadvantaged in any way, and will be able to graduate to full CEIV compliance with minimal effort and expense.

**SP** The programme will certainly need to be adapted for each location. With many organisations operating in multiple locations, it should be reasonable to expect a high degree of standardisation, in terms of the procedures and training.

**AK** How important is it to have an ‘Integration Champions’ among the stakeholders in a particular supply chain, an organisation that coordinates and promotes the integration process? It needs a relatively impartial organisation to take the initiative.

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**SE** We are absolutely right about this. At Luxembourg Findel, when it came to the new GDP agenda, it happened because the Luxembourg government brought the stakeholders together and said, ‘If you want to be part of this, you need to sign up to the agenda and participate in the training’. Now, if we are going to work towards more integrated supply chains, we must avoid all unnecessary duplication of effort and be prepared to be strict in enforcing the rules.

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**AK** In this case it may be easier to try and form a cross-sector steering group to oversee and co-ordinate the initiative. By doing this, it will not be perceived as representing a particular vested-interest group, which would be counter-productive to uptake.

**SP** I think there may be a key role for this for the Cool Chain Association, since it is independent, it is representative of all supply chain parties, and the concept of greater supply chain integration is directly in line with the strategic mission to create a seamless cool chain.
New IATA CEIV (Center of Excellence for Independent Validators) certification is promising it will raise awareness amongst all stakeholders in the pharmaceutical supply chain and provide standards for their handling, storage, transport, and distribution. It might even draw some business to air cargo. But IATA should wait for a solid success and then put itself on the hook.

A Broader View
IATA’s self-proclaimed mission is to “represent, lead and serve the airline industry.” While IATA as a whole is far away from being a charitable organization, and while many of IATA’s multilateral activities are about generating revenue, there is one basic insight too often overlooked. Although the funding of some of IATA’s projects has at time driven heavy criticisms from users and stakeholders, one valid question has actually never been answered by even the most outspoken critics. Who else has the resources, the international standing to push initiatives and improvements ahead?
ICAO - as well as other UTI bodies such as the WHO - move in closed circles with most unable for one reason or another or extremely reluctant to interact with anyone but government representatives. National organizations are simply not able to roll out something the industry stakeholders within the air transport industry would be willing to adopt as a whole.
The IATA and individual airlines but also national governments such as the U.S. and China make this point.

The Uni-Ampul Voice
So indeed, it seems that the leadership role IATA claims to in this point in time at least, is not challenged. And while LATA is not a regulator - something they’re ready to admit although at times like to forget for themselves - they are the uniped - and amplified - voice of the air transport industry.

About IATA Manuals
The IATA Restricted Articles Regulations were in place since 1956, long before regulators came up with the idea of regulating the air transport of dangerous goods by means of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air in 1985 1st edition.

While one might have assumed that the ICAO TI should have made the IATA DER redundant, but the not very user friendly format and the non-existing support from the side of ICAO worried the continued unchallenged status of the IATA Dangerous Goods Regulations as the field manual applied to the transport of dangerous goods within the air transport industry.
Gradually, it was IATA who pushed and established standards for other types of cargo, such as Live Animals (by means of the IATA Live Animal Regulations in its current 4th edition), the Airport Handling Manual in its current 3rd Edition, the Perishable Regulations in its current 13th Edition and other rather specific publications, such as the Airport Development Manual.

Manuals Are Big Business
Consider that the IATA manuals are just the outward face of a booming business. Standards mean standardization, and standardization requires training, subsequent further standards for the exchange of data and construction of equipment and, not be most important, seamless implementation and validation of what else, standards!

What Goes Around Comes Around
IATA says CEIV certification scheme “goes beyond the GDP, as all industry stakeholders can decide to undertake the certification whereas traditional GDP are more focused on wholesalers or distributors”, adding that the certification would also “incorporate all the specificities of the air cargo industry whereas the GDP are generic across all modes of transport and to that effect IATA has the expertise.”
Since IATA has applied their traditional requirement (known from dangerous goods, IASA and ISAGO certifications) that CEIV certification will require annual renewal, both uniform high service standards and a secure stream of revenue should result from the CEIV scheme.

Who Else But IATA?
There is nothing wrong in an organization such as IATA taking the lead, filling gaps regulators have left and setting standards which are actually beneficial for everyone – not just the cold chain stakeholders in the traditional sense, but also the ultimate user of various vaccines and medications for whom the fast, secure and unaltered availability of these substances may often prove a matter of life and death.
But we gently suggest that instead of rehashing the world of good IATA is doing all over again, IATA should let the facts speak for themselves. A good product is in it’s own best advertiser, and supposedly this product will meet both industry demand and result in benefits to various stakeholders as well as the consumer.
Finnair Cargo to receive IATA's PHARMA certificate in early 2015

By LoadstarEditorial
09.18.2014 · Posted in Air, Company News

Finnair Cargo takes part in IATA’s Center of Excellence for Independent Validators in Pharmaceutical Handling programme (CEIV Pharma) – a joint pilot project organized by IATA and Brussels Airport, Finnair Cargo’s 2nd hub. This programme provides us with IATA’s Pharma certificate in the beginning of 2015 – as one of the two first airlines in the world.

Pharmaceuticals (e.g. vaccines, biotech medicines) are among the most delicate products transported as air cargo, and therefore, it is essential to ensure their transport in a standardized way, following strict temperature control requirements.

“The Pharma segment is one of the fastest growing segments in the air cargo industry and we are committed to be at the forefront in this fast growing air cargo segment”, says Juha Järvinen, Finnair Cargo Managing Director. Having a pharma route with the starting point (BRU), the transit point (HEL) and the airline operating the flight certified is an important topic for the pharma shippers from a risk management and lane validation point of view.

“Finnair Cargo established its 2nd hub in Brussels in April 2013 and the pharma process development is a natural next step in our cooperation. Finnair Cargo is honored to be one of the first carriers in the world to enter the IATA pharmaceutical certification process”, Järvinen continues.

Further information on the CEIV Pharma program:
http://www.iata.org/whatwedo/cargo/pharma/Pages/index.aspx

http://theloadstar.co.uk/finnair-cargo-receive-iatas-pharma-certificate-early-2015/
Brussels aims for pharma first

Brussels airport has launched its pharmaceutical certification process to assess the BRUcargo air freight community against the checklist of sector standards developed by IATA.

The European hub aims to become the world’s first certificated community in IATA’s Center of Excellence for Independent Validators in Pharmaceutical Handling programme (CEIV Pharma), serving as a pilot project.

At the beginning of this year, Brussels Airport invited the BRUcargo community to join the effort to “upgrade, align and standardise the pharma handling processes” as well as to train industry stakeholders through the entire supply chain on and around the airport.

It has now kicked-off the four month evaluation process for the eleven BRUcargo participating companies, aided an an IATA project team.

“The wide range and diversity of the participants shows the broad interest of the pharma logistics community based at BRUcargo and the commitment to take the pharma handling to a next level,” says Nathan De Valck, Brussels’ pharma and life science logistics expert.

All the different stakeholders involved in the Belgian airport’s cool chain are represented in the pilot group. Airlines: Brussels Airlines Cargo and Finnair Cargo. Handling agents: Aviapartner, Swissport and WFS Forwarders: AD Handling, BPL, Expeditors, UTi and SDV. Truckers: Jan de Rijk.

Steven Polmans, head of cargo at the airport, says: “Brussels Airport is aiming to strengthen its position as a leading gateway for the handling and transportation of pharmaceutical freight in Europe.

“We hope that our leadership in being recognized as a CEIV Pharma certified community will persuade other airports to do the same. It is important that cold-chain pharmaceutical products can be transported in a standardized, sanitary and secure way throughout the world.”

Flying pharma

A YEAR AGO this month, senior air cargo executives drawn from leading companies operating across the supply chain met in Lisbon, Portugal, to discuss the urgent issues facing cool chain transportation.

The picture painted by analysts Seabury was bleak, revealing the industry was in danger of losing more potential air cargo from this sector to “reliable ocean” unless it could offer more qualitative, as well as quantitative services in the near future, writes Thelma Etim, deputy editor.

“First of all, there was a big modal shift from air to sea in perishables – especially in pharmaceuticals and a lot of shippers revealed that this was not only due to the price but was also down the lack of quality and reliability in airfreight services,” states Sebastiaan Scholte, chairman of the Cool Chain Association.

Although he points out one disadvantage with using sea containers for moving products of this type - the size of the risk grows with the size of the container.

“If you ship a lot of pharmaceuticals by sea, it means that if something goes wrong, it goes wrong with a very, very big shipment in contrast with airfreight, where the consignments are smaller and spread out.”

It also became apparent at last year’s event that fragmentation, poor communications and a lack of transparency in the supply chain, coupled with a lack of joined-up thinking – unlike the integrators – has created some weak links, mainly on the tarmac.

Shippers did not pull any punches when it came to revealing what they are not getting from the industry and what they expect from it. “The shippers are paying the bill and they determine what the quality of the service should be,” remarks Scholte. “We heard from shippers that there is a lack of transparency and there is a critical need for standardisation.”

The litany of global problems debated also include low or non-existent standards and procedures; poor skills and training; poor handling facilities (packing, loading and offloading at warehouses); along with bottlenecks at import/export customs clearance areas.

Amid all of these challenges come a plethora of regulations safeguarding the efficacy of pharmaceutical products, which are not only increasing in number but also in complexity. In the space of just 12 months, flying pharma around the world has moved to centre stage as a growing vertical with airlines and airports investing millions of dollars in launching stylish, speedy products and services to lure new customers.

Lufthansa Cargo, Saudia Cargo, Qatar Airways Cargo, Emirates SkyCargo, Cathay Pacific Cargo, Cargolux, AirBridge Cargo, IAG Cargo, Schiphol, Dubai World Central and Hamad International Airport are just a few to have increased their focus on this market.

In the intervening 12 months, has the industry improved in this regard? Scholte believes that overall it has.

“This year has been exceptional because we have made a little more progress, if we look at what we took away from last September’s event,” he views. “For example, a number of handling agents and airports have become GDP (Goods Distribution Practice) certified. This is huge progress, because GDP status is the quality benchmark for such processes.”

Scholte is particularly pleased with developments at Brussels Airport. The European hub has teamed up with the International Air Transport Association (IATA) to launch a GDP-style certification initiative, which will assess the BRUCargo airfreight community.

“It is exactly what the industry needs, because if this is rolled out successfully, it will force standardisation,” predicts Scholte. He goes further, saying the initiative could evolve into the “common standardisation for the air cargo industry regulated and monitored by IATA.”

An independent body auditing, controlling and determining standards in the cool chain is vital, he adds. “If you do hope it will not become cost prohibitive though, because for it to be successful with all the supply chain players jumping on board, you need critical mass.”

Air Cargo News is holding a Life Sciences and Pharmaceuticals Air Cargo Conference, which will take place between 14-16 December 2014, at the Lancaster London Hotel.
IATA and Brussels Airport seek to build a 'certified community' around cold chain regs for air transport
August 28, 2014

Airport will organize client carriers to meet new IATA standards

The International Air Transport Assn. (Montreal) has "welcomed" the Brussels Airport "to become the first to become the first European hub for pharmaceutical freight using IATA’s global certification program for shipping cold-chain pharmaceuticals," according to a statement. Over the past year, IATA, which represents the majority of air transport (passenger and cargo) capacity globally, established a certification specific to pharmaceutical transport, run by its Center of Excellence for Independent Validators (CEIV). Last February, the SATS Coolport in Singapore became the first organization to obtain the CEIV training and certification (SATS Ltd. is a private company that operates a cargo terminal and provides airport gateway services there and elsewhere in the region; the Coolport is a perishable-goods facility there.)

In the case of Brussels, according to IATA, the airport management is inviting 10 local stakeholders including ground handlers, freight forwarders, truckers and airlines, to obtain the CEIV training and certification; presumably, the airport can then present itself to the global pharma industry as a preferred node for air transport. "Brussels Airport is aiming to strengthen its position as a leading gateway for the handling and transportation of pharmaceutical freight in Europe," said Steven Polmans, Head of Cargo at Brussels Airport. "We hope that our leadership in being recognized as a CEIV Pharma certified community will persuade other airports to do the same." Whether all the invited stakeholders will participate, and when certification would be completed, remains to be seen.

IATA notes that its certification "goes beyond" the Good Distribution Practices (GDP) standards established by the European Union last year; those GDP standards apply to all forms of shipping, seeking to solidify the integrity of temperature-controlled shipments including healthcare products.

The EU GDP standards are considered the state of the art by most of the global pharma logistics industry, but there are many other standards—from the US Pharmacopeia, the Parenteral Drug Assn., a European-based voluntary organization, PIC/S (the Pharmaceutical Inspection Cooperation Scheme), national health authorities and even some vendors that come into play. Airport managers putting themselves into a competitive role brings yet another element into the picture.
SATs Wins Best Asian Cargo Terminal Award For 16th Time

SATs Ltd (SATs) today announced that it has won “Best Air Cargo Terminal – Asia” at the 26th annual Asian Freight & Supply Chain Awards (AFSCA). Beating two other finalists in the category, it is the 16th time that SATs has received this award. Based on votes cast by professionals in the logistics and cargo industry, SATs was recognized for its clear communication of set performance standards to customers, ability to offer satisfactory and timely resolution of problems, timely and adequate investment in new terminal infrastructure to cater to future demand and effective and user-friendly IT systems.

“It is an honor to receive this award for the fifth consecutive year, and I would like to thank our customers and partners for the vote of confidence and steadfast support they have shown throughout the years. This award is a testimony of service innovation and excellence, and serves as recognition of the hard work put in by our staff. Being a leader in gateway services, we will continue to strive to value-add and improve connectivity for our customers through our comprehensive offerings across the region,” said Mr Ronald Yeo, Senior Vice President for Cargo Services, SATs.

SATs has continually invested in its facilities and broadened its gateway offerings to better serve its customers. Its on-airport perishable handling facility – SATs Coolport – has recently been certified by IATA as the world’s first Centre of Excellence in Pharmaceutical Handling. With its quality management system, trained workforce and state-of-the-art facility that adheres to Good Distribution Practice guidelines, SATs Coolport has taken a step further to provide airline customers and global shippers the assurance that their pharmaceutical shipments are handled to the most exacting standards.

Being at the forefront of industry developments, SATs was the first Air Cargo Terminal Operator to enhance its IT system and align its cargo acceptance process to support Singapore Customs’ Advanced Export Declaration regime last year. Additionally, in collaboration with Singapore Airlines Cargo, SATs is one of the pioneer industry players to support and comply with Air Cargo Advanced Screening requirements, which enhances security of cargo departing from Singapore to US.

The AFSCA is organized by Cardonews Asia, the region’s leading publication for Asian cargo shippers, to honor organizations for demonstrating leadership as well as consistency in service quality, innovation, customer relationship management and reliability. The 28th AFSCA was held at the Peninsula Shanghai.

Finnair Cargo receives IATA’s PHARMA certificate as the first airline in the world

Finnair Cargo has passed IATA’s Center of Excellence for Independent Validators in Pharmaceutical Logistics program (CEIV Pharma). Finnair had joined the program under the successful Brussels Airport CEIV Pharma Community approach, as Brussels is Finnair Cargo’s 2nd hub.

Pharmaceuticals (e.g. vaccines, biotech medicines) are among the most delicate products transported as air cargo, and therefore, it is essential to ensure their transport in a standardized way, following strict temperature control requirements.

“We are committed to be at the forefront in the fast growing Pharma transport segment and provide excellent service to our customers. Therefore, we are honored to be the first carrier in the world to complete the IATA pharmaceutical certification process “, says Juha Järvinen, Finnair’s Chief Commercial Officer.

The certificate was presented to Finnair Cargo in conjunction of the laying of the cornerstone of Finnair’s new cargo terminal, the COOL Nordic Cargo (CNC) hub. The new state-of-the-art terminal will feature separate temperature controlled areas for the handling of Pharmaceuticals as well as other perishables foodstuffs.

Further information on the CEIV Pharma program: http://www.iata.org/ceiv-pharma

Published June 30, 2015
Brussels Airport is Certifying the Pharma Logistics Chain

Brussels Airport has introduced a dedicated certification program for pharmaceutical logistics as a further step in its ambition to become internationally recognised as a centre of excellence in this niche. “The entire Brucargo community is invited to participate,” says Head of Cargo Steven Polmans.

“The objective of this program is to align and standardize the pharma handling processes as well as to train industry stakeholders through the entire cool chain on and around the airport in order to improve the handling of pharmaceutical cargo,” he says. “The companies are lining up to be certified. We have been forced to limit the number of applicants of the first group to 10.” Steven goes on to say that a substantial number of forwarding agents have already signed up for the program, whereas some others still want to know more specifics before deciding whether or not to jump on the pharma band wagon. I press release to make this project public will be sent out in the course of this week, he announced.

Brussels Airport has developed both a common industry format for the auditing process and a checklist. The auditing format is based on the ‘Good Distribution Practices’ (GDP) as required by the pharma shippers. “The exception between our program and the GDP’s is that the latter only apply to warehousing companies, whereas we want to certify all the stakeholders in the pharma logistics chain: shippers, freight forwarders, ground handling companies, truckers and airlines,” says Polmans. “Moreover, GDP’s tend to differ dependent on the individual companies and the specific countries”

Apart from the economic operators, government authorities e.a. the Belgian customs organization and the Federal Agency for Medicines and Health Products have been involved in the drawing up of the certification proposal. The Brussels Airport cargo team is convinced that this chain-wide certification will put the Belgian airport in pole position as a preferred hub for pharma logistics. In the mid-term run Brussels Airport hopes that the process will be eligible for global recognition. Hopes are high that IATA may offer the necessary support, as a delegation from the organization’s ‘Time and Temperature Task Force’ (TTTF) participated in a dedicated workshop at the airport, as did the Cool Chain Association. “An official recognition from one of the international bodies would provide us with a genuine label,” says Polmans.

Steven Polmans

Marcel Schoeters

http://www.cargoforwarder.eu/2014/06/15/brussels-airport-is-certifying-the-pharma-logistics-chain/
will make Asia Pacific the world’s largest regional e-commerce market in 2014. And yet, it is still a largely untapped market.

As the wealth of the Asian economy grows, so does the desire for an ever-expanding array of items. “Demand from the region is not only for seafood, but also fresh produce such as vegetables, and increasingly, luxury items including Champagne, cheese, luxury European brand-name clothing and accessories such as high quality bags and shoes,” says Järvinen.

CUTENESS POINTS
In May, Finnair Cargo transported a two-year-old Snow Leopard named Jeti from the Ähtäri Zoo in Finland to his new home at the Asian-themed Pairi Daiza garden zoo in Belgium.

“The snow leopard was definitely one of the most exotic animals that Finnair Cargo has transported,” says Järvinen. “The most important thing when transporting animals is their constant care – the same goes for pets, of which we carry a lot. We have to ensure that all the animals who fly with us are continuously cared for, from terminal to tarmac to aircraft,” he says.

PHARMA LEADER
In 2013, Finnair opened a second hub in Brussels owing to the concentration of pharmaceutical production in Europe. “We now fly directly with large aircraft from Brussels to Helsinki and on to Asia. This is also due to the growth and wealth of Asian consumers, who have more money to spend on medicines such as biotech,” says Järvinen. Finnair Cargo, which transported more than 2 million kilos of pharmaceutical products last year, was recently selected as one of the first airlines in the world for IATA’s Pharma certification pilot. (IATA is the airline industry’s global trade association.)

Although the cargo industry faces challenges including slow economic growth in Europe, Järvinen is upbeat. “Finnair is ready for the future. We’re very much focusing on north-eastern Asia-Europe flows, which means we have a very specific product and range. With the new, next-generation A350 aircraft that Finnair has purchased starting to join the fleet next year, we’ll receive an additional 16 to 20 per cent more capacity for cargo. By 2020, we will have 50 per cent more cargo capacity than we have today,” he says.

In addition to the Brussels hubs, Finnair Cargo is evaluating opening additional European hubs to help deliver goods to consumers as quickly – and freshly – as possible. “Twenty per cent of our business already comes from central Europe, and the growth rate last year was 35 per cent between central Europe and Asia. There’s big potential for further growth,” says Järvinen. •

FINNAIRCARGO.COM
SATS Coolport – The World’s First Excellence in Pharmaceutical Handling Award
Polskie Linie Lotnicze LOT z certyfikatem CEIV Pharma Międzynarodowego Stowarzyszenia Transportu Lotniczego IATA

Polskie Linie Lotnicze LOT zostały pierwszym przewoźnikiem w Europie Środkowo-Wschodniej, który otrzymał prestiżowy certyfikat CEIV Pharma Międzynarodowego Stowarzyszenia Transportu Lotniczego IATA. Wielobetapowy audit, rozpoczęty w październiku 2018 roku, potwierdził gotowość LOT Cargo do przewozu leków i wartościowych produktów farmaceutycznych w najwyższym światowym standardzie.

Ostatnio miesiące były bardzo pracowite dla działu cargo PLL LOT. W czasie zawieszenia pasażerskich połączeń lotniczych polskiego przewoźnika uruchomiony projekt #CARGO dla Polski, transportujący z Chiń mały ochronne i sprzęt medyczny niezbędne do walki z pandemią koronawirusa. Od 5 kwietnia do 29 czerwca w ramach 172 transportów do Polski trafiło 23 500 m³ materiałów PPE, które zasiliły szpitale i placówki zdrowia w całym kraju. Dostawy realizowane były głównie z lotniska w Szanghaju, a następnie z Wuhan. Dzięki transportom medycznym samoloty LOT-u wróciły także na lotnisko w Pekinie. Jednocześnie przewoźnik z sukcesem szuka szans w obszarze transportów komercyjnych, uzupełniając siatkę połączeń frachtowych o kolejne kierunki europejskie i transatlantyckie, takie jak Kolumbia czy Delhi.

#CARGO dla Polski zostało zakończone, ale LOT nie zwalnia kroku. 15 lipca przewoźnik pozytywnie zakończył audit Międzynarodowego Stowarzyszenia Transportu Lotniczego IATA i jako pierwsza linia lotnicza w Europie Środkowo-Wschodniej, odebrał prestiżowy certyfikat IATA CEIV Pharma (Centre of Excellence Independent Validators Pharma IATA). Tym samym LOT dołączył do światowej czołówki około 110 firm na świecie, w tym 24 linii lotniczych, posiadających udokumentowany i zatwierdzony System Jakości PIL QMS w zakresie zarządzania obsługą przesyłek farmaceutycznych.

PLL LOT stanął na czele grupy firm zdecydowanych na rozwój produktów w zakresie transportu farmacji w kwietniu 2018 r. Proces ubiegania się o certyfikację IATA CEIV Pharma przez Biuro Cargo i Poczty PLL LOT rozpoczął się formalnie w listopadzie 2018 r. W tym czasie poprzez specjalistyczne szkolenia oraz audyty IATA, wdrażaliśmy w naszej firmie system jakości, bazujący na liczbach procedurach oraz instrukcjach dotyczących obsługi przesyłek temperaturowych, w tym przesyłek farmaceutycznych. Naszym głównym celem było oferowanie polskiemu i zagranicznemu rynkowi farmaceutycznemu niezawodnego produktu pełniącązego wymogi IATA, GDP oraz WHO. Dzięki certyfikatu IATA CEIV Pharma podmioty zajmujące się eksportem oraz importem leków i produktów farmaceutycznych o wartości przekraczającej nieraz jedno milion USD per shipment, mogą powierzyć nam swój towar bez obaw o jego bezpieczeństwo.

W 2019 roku przewieźliśmy ponad 1600 ton produktów temperaturowych, a wśród nich ponad 400 ton leków i produktów farmaceutycznych. Szacujemy, że w 2020 roku osiągniemy podobny wynik – mówi Michał Grochowski, Dyrektor Biura Cargo i Poczty PLL LOT.

Według danych IATA, rynek przewozów farmaceutycznych rok do roku rośnie średnio o 20% i nawet pandemia koronawirusa SARS-CoV-2 nie spowolniła tego trendu. Drogą powierzchniową transportowane są przede wszystkim szczepionki, insulin (polska jest jednym z czołowych producentów tego leku), leki ratujące życie, substancje czynne do produkcji leków (API), suplementy diety, narzędzia czy urządzenia medyczne. Szacuje się, że w roku 2021 w samolotach przewiezionych będzie dużo więcej produktów farmaceutycznych, niż w latach poprzednich. Dla PLL LOT Certyfikat IATA CEIV Pharma oznacza więc otwarcie drzwi do rynku o szacowanej rocznej wartości co najmniej 100 mln zł, pozycję lidera w tym obszarze w regionie CEE oraz szansę na uczynienie z Warszawy hub dla przesyłek PIL na cały świat. Dla około 50 firm farmaceutycznych, zajmujących się importami i eksportem leków oraz produktów farmaceutycznych w Polsce, jest to zaś nieoceniona możliwość korzystania z serwisu w zakresie PIL QMS na światowym poziomie.

JULY 2020

HORECA: BUSINESS CLUB

Jak podkreśla Michał Grochowski, każdy transport PLL LOT realizowany jest z dbałością o najwyższą jakość obsługi, ale farmacja to produkt o szczególnych wymaganiach.

- Produkty farmaceutyczne z natury rzeczy należą do grona towarów najbardziej wartościowych – zarówno pod względem ich ceny per kg, ale przede wszystkim tego, że nierazko są to leki ratujące ludzkie życie. Dostawa takich towarów w jak najkrótszym czasie (wykorzystując rejsy bezpośrednie), przy zachowaniu odpowiednich warunków temperaturowych (stała temperatura pomiędzy 2-8°C), to kluczowe elementy całego łańcucha logistycznego, na końcu którego stoi pacjent. Aby ten mechanizm działał sprawnie, każde z ogniw łańcucha musi spełniać szereg wymogów oraz stosować tożsame przepisy i procedury bezpieczeństwa.

Potwierdzeniem tych kompetencji jest właśnie certyfikat IATA CEIV Pharma, w transporcie lotniczym będący odpowiednikiem Certyfikatu ISO dla działalności handlowej. Jednak jego uzyskanie jest wielokrotnie trudniejsze. Proces certyfikacji opiera się na wieloetapowym, skomplikowanym audycie, który ma na celu przygotowanie każdego podmiotu uczestniczącego w transporcie (linii lotniczej, agenta handlingowego, spedytora lub nadawcy) do obsługi przesyłek farmaceutycznych w oparciu o najwyższe standardy jakości opisane w regulacjach międzynarodowych IATA TCR, WHO i Unii Europejskiej.

- Procesem certyfikacji objęte są wszystkie obszary działalności Biura Cargo i Poczty PLL LOT – od rezervacji i akceptacji, przez audyt i szkolenia, po magazynowanie. Organał odpowiedzialnym za cały proces był Zespół Pharma OPS liczący 4 osoby, ale w procesie przygotowania dokumentacji i systemu brało udział ponad 20 osób. Oprócz tego certyfikacji podlegają jednocześnie partnerzy LOT Cargo, m.in. firmy transportowe obsługujące dowóz i odbiór towarów czy przygotowujące dokumentację. Jakość świadczonych usług jest stale monitorowana, bowiem Certyfikat IATA CEIV Pharma ważny jest przez 36 miesięcy. Po tym czasie konieczne jest jego odświeżenie i poddanie się ponownemu audytowi IATA – tłumaczy Michał Grochowski.

W ramach najbliższych planów LOT-u Dyrektor Biura Cargo i Poczty wymienia przeszkolenie personelu i zaimplementowanie Systemu Jakości PLL QMS. Nowy standard jakości dla przevozów farmaceutycznych dostępny będzie w ramach całej siatki PLL LOT, przy współpracy w kwalifikowanymi podwykonawcami na całym świecie. Usługi LOT Cargo można rezerwować za pośrednictwem rozbudowanej sieci sprzedaży: w biurach LOT Cargo w Polsce i na świecie, za pośrednictwem agentów oraz przez stronę LOT Cargo.

Dünyada taşınan 20 hava kargodan 1'i Turkish Cargodan oldu

Yazar: Meltem Canağan - 17 Temmuz 2020

https://haberota.com/dunyada-tasinan-20-hava-kargodan-1i-turkish-cargodan-oldu/92397/
Global hava kargo markası Turkish Cargo, uluslararası hava kargo bilgi sağlayıcısı olan WACD’nin (World Air Cargo Data) açıkladığı Mayıs ayı verilerine göre koronavirüs nedeniyle global hava kargo pazarının yüzde 28,5 oranında daralma gösterdiği sektörde, pazar payını yüzde 5’e yükselterek, tüm dünyada taşınan her 20 hava kargodan 1’ini taşıdı.

Küresel ölçekte etkileri yoğun şekilde hissedilen salgıların döneminde hava kargo pazarı yoğun şekilde etkilenecek ciddi bir daralma yaşadı ve Ocak-Mayıs ayları arasında yüzde 18 küçüldü. Turkish Cargo ise bir önceki yılın aynı dönemde göre tonaj kaybı yaşamadı ve uluslararası tedarik zincirinin aksamasını adına global bir köprü oldu. Yüksek tonaj kapasiteli kargo uçakları ile direkt kargo destanışyonu olan 90 noktaya hizmet sağlayan Turkish Cargo, bunun yanı sıra ana marka Türk Hava Yolları’nın geniş gövdeli yolcu uçaklarıyla; Londra, Moskova, Oslo, Şanghay, Bangkok, Doha, New York ve Kazablanka olmak üzere 60’dan fazla destinasyona hava kargo operasyonu düzenlerken, bu operasyonlarda 32 adet geniş gövdeli yolcu uçağı kullanıldı.

İLAÇ VE MEDİKAL EKİPMANLAR TÜM DÜNYADA TAŞINDI
Uluslararası Hava Taşımacılığı Birliği IATA tarafından oluşturuldu; eğitim, değerlendirme ve validasyon süreci sonunda “CEIV Pharma” sertifikasına sahip olan Turkish Cargo, 1 Şubat – 30 Haziran tarihleri arası 21 bin 547 ton ilaç ve 7 bin ton ilaç yakın medikal ekipman taşıması gerçekleştirilirken, sadece haziran ayında kargo ve yolcu uçaklarıyla 1100’den fazla sefer düzenledi.

https://haberota.com/dunyada-tasinan-20-hava-kargodan-1i-turkish-cargodan-oldu/92397/
Her 20 hava kargodan biri Turkish Cargo ile taşındı

Turkish Cargo, uluslararası hava kargo bilgi sağlayıcısi World Air Cargo Data'nın Mayıs ayı verilerine göre pazar payını yüzde 5'e yükselterek, dünyada her 20 hava kargodan birini taşıdı.

Türk Hava Yolları (THY) Basın Müşavirliğinden yapılan açıklama göre, küresel ölçüte etkileri hissedilen pandemi süresince, global hava kargo pazarı yoğun şekilde etkilenerek ciddi bir daralma yaşadı ve ocak-mayıs ayları arasında yüzde 18 küçüldü.

Turkish Cargo ise bir önceki yılın aynı dönemine göre tonaj kayıбы yaşamadı ve uluslararası tedarik zincirinin aksamaması adına global bir köprü vazifesi gördü.

Turkish Cargo, uluslararası hava kargo bilgi sağlayıcısı WACD Mayıs ayı verilerine göre pazar payını yüzde 5'e yükselterek, tüm dünyada her 20 hava kargodan birini taşıdı.

Bu süreçte; yüksek tonaj kapasiteli kargo uçakları ile direkt kargo destinasyonu olan 90 noktaya hizmet sağlayan Turkish Cargo, bunun yanı sıra ana marka Türk Hava Yollarının geniş gövdeli yolcu uçaklarıyla; Londra, Moskova, Oslo, Şanghay, Bangkok, Doha, New York ve Kazablanka olmak üzere 60'dan fazla destinasyona hava kargo operasyonu düzenlerken, bu operasyonlarda 32 adet geniş gövdeli yolcu uçağı kullandı.

Turkish Cargo, ilaç ve medikal ekipman taşımalarını tüm dünyaya ulaştırdı.

Turkish Cargo, ilaç ve medikal ekipman taşımalarını tüm dünyaya ulaştırdı.

Global hava kargo operasyonlarının yüksek standartta yapılabildiği için Uluslararası Hava Taşıma Birliği IATA tarafından oluşturuldu; eğitim, değerlendirme ve validasyon süreci sonunda; “CEIV Pharma” sertifikasına sahip olan Turkish Cargo, 1 Şubat-30 Haziran’da 21 bin 547 ton ilaç ve 7 bin tonası yakın medikal ekipman taşımasını gerçekleştirdi. Sadece haziran ayında kargo ve yolcu uçaklarıyla 1100’den fazla sefer düzenledi.

Gıda, yardım malzemesi, maske ile medikal ekipmanların tüm dünyaya ulaşması ve özellikle global ilaç tedarik zincirinin aksamaması için çalışmalarını 7/24 överiyle sürdüren Turkish Cargo, pandemi süreci boyunca operasyonda görevli çalışanların yönelik tüm hıyen önlemlerini alarak, maske dezenfektan temini hususunda ve sosyal mesafeyi koruma adına gerekli önlemleri yapmak ve önlemleri devam ettiriyor.

DHL Global Forwarding erneuert weltweite IATA-CEIV-Zertifizierung für Pharmatransporte

09.07.2020, 10:00 MESZ

Mit der Zertifizierung attestiert der internationale Dachverband der Luftfahrtindustrie dem Unternehmen herausragende Service- und Qualitätsstandards.

DHL setzt sich gemeinsam mit der IATA dafür ein, den regulatorischen Anforderungen der Pharmaindustrie gerecht zu werden.

DEUTSCHE POST DHL GROUP

- DHL von IATA für herausragende Standards bei Life Sciences und Healthcare-Sendungen auf globaler Ebene ausgezeichnet
- Luftfracht-Marktführer DHL mit seiner Qualitätssicherungsinitiative optimal für komplexe Transporte positioniert
- DHL Trainingsprogramm "Life Sciences Specialist" durch IATA offiziell anerkannt


So wurden mithilfe eines speziellen Trainingsprogramms die IATA-Regulierungsstandards an allen wichtigen GxP-Standorten (Good Practice) in großem Maßstab weltweit implementiert. Das im Rahmen der unternehmenseigenen Certified-Initiative angebotene Programm "Certified Life Sciences Specialist" (CLSS) umfasst eine ganze Reihe von verpflichtenden Trainings, Fachkursen und Materialien, mit denen das nötige Know-how für die hochspezialisierte Branche vermittelt wird. Alle Mitarbeiter, die mit dem Handling und der Beförderung von medizinischen und pharmazeutischen Produkten betraut sind, haben das Training erfolgreich durchlaufen und sind zertifizierte Life-Science-Spezialisten. So wird sichergestellt, dass sensible Sendungen mit größter Sorgfalt und unter Einhaltung aller geltenden Branchenstandards bearbeitet werden.

Nach Durchführung von unabhängigen Audits und Schulungen der Mitarbeiter vor Ort erhielt DHL das Gütesiegel für eine Reihe wichtiger Standorte auf der ganzen Welt, darunter Barcelona, Bogotá, Tokio und Chicago. Auf diese Weise steigert DHL Global Forwarding kontinuierlich die Qualität bei der Beförderung und Lagerung der umgeschlagenen Güter, mit dem Ziel, die üblichen Qualitätsstandards zu übertreffen, Produktschäden auszuschließen und den Patientenschutz zu gewährleisten. Mit seiner einzigartigen, validierten Cloud-basierten IT-Plattform LifeTrack sorgt DHL für mehr Transparenz bei temperaturgeführten Transporten. LifeTrack ermöglicht nicht nur die Sendungsverfolgung nahezu in Echtzeit, sondern bietet ein durchgängig proaktives Monitoring sowie Interventionsmöglichkeiten an allen definierten Übergabepunkten. Dies geschieht mithilfe der SmartSensor NFC Technologie (Near Field Communication) von DHL.

Die IATA prüft an jedem Standort, ob geforderte Standards wie die IATA Temperature Control Regulations (TCR) und die GDP (Good Distribution Practices)-Richtlinien der Europäischen Union sowie weitere Vorgaben der Weltgesundheitsorganisation und sonstiger Aufsichtsbehörden eingehalten werden.

Leipzig/Halle Airport auch im Mai mit Cargo-Plus

Frachtumschlag erhöhte sich gegenüber dem Vorjahresmonat um 5,4 Prozent auf rund 114.502 Tonnen

25.06.2020 Verkehr
Flughafen Leipzig/Halle

Im Mai erhöhte sich der Frachtumschlag gegenüber dem Vorjahresmonat um 5,4 Prozent auf rund 114.502 Tonnen. Bundesweit lag die Cargotonnage im Mai bei -10,5 Prozent. Von Januar bis Mai stieg der Wert im Vergleich zum Vorjahr um 1,6 Prozent auf 519.489 Tonnen. Leipzig/Halle behauptet sich inmitten der globalen Krise damit erneut als dynamisch wachsender Cargo-Airport.


Frachtverladung am Flughafen Leipzig/Halle, Foto: Flughafen Leipzig/Halle GmbH, Kathrin Falke

https://www.leipziginfo.de/aktuelles/artikel/leipzig-halle-airport-auch-im-mai-mit-cargo-plus/
Beste Bedingungen für Logistiker


Das Start- und Landebahnsystem umfasst zwei parallele Runways mit einer Länge von je 3.600 Metern, die auch unter CAT-III-b-Bedingungen unabhängig voneinander genutzt werden können.

Außerdem verfügt PortGround, ein auf Flugzeug- und Frachtabfertigung spezialisiertes Tochterunternehmen der Mitteldeutschen Flughafen AG, über eine CEIV-Pharma-Zertifizierung und ist damit in der Lage, rund um die Uhr zeitkritische und temperaturempfindliche Pharmaseendungen abzufertigen.

PortGround bietet zudem E-Commerce-Lösungen aus einer Hand, inklusive Handling, Verzollung sowie Last Mile-Lieferungen, an.


Leipzig/Halle Airport ist zudem Heimatflughafen von AeroLogic, einem Joint Venture von DHL Express und Lufthansa Cargo sowie der CargoLogic Germany.

Weitere Informationen zum Thema Luftfracht, Infrastruktur und Services unter:
www.lej-cargo.com
Why cool-chain handling needs to get its act together

THERE'S a desperate need for standardisation in the handling of pharmaceuticals and healthcare products in the air cargo supply chain, warns the Cool Chain Association (CCA).

Poor communication and training, a deficiency in the required skills, along with cost pressures are just some of the 'weak links' affecting quality of service, a conference on ground handling has heard.

Sebastiaan Scholte, chairman of the CCA, is calling on IATA to take the lead in addressing these problems by "forcing standardisation – some type of compliance – upon the industry, so that we have a quality guarantee".

"We have different players in the supply chain and they all interact, but there is no contractual relationship. A road-feeder service supplier has a contract with an airline but not with the handling agent or the forwarder," the chief executive of Jan de Rijk Logistics argues. "Standards are no good if you don't control and audit them."

Read Thelma Etim's full interview in Air Cargo News 4 November 2013 – Issue 764
iata rezertifiziert pharmazeutisches Luftfracht-Netzwerk von Kühne & Nagel


Von: dk
大韩航空荣获2020年航空货运卓越奖钻石奖

来源：中国民航网 2020-04-27 15:18:00

中国民航网讯：近日，在由全球航空物流与货运界权威杂志Air Cargo World公布的2020年航空货运卓越奖中，大韩航空荣获货运航空公司类别钻石奖。

大韩航空的货运业务对韩国经济贡献巨大，尤其是在韩国国内航空业因新冠肺炎疫情影响而面临诸多困难的情况下，大韩航空的货运业务再次获得了全球的认可，因此该奖项具有特殊的意义。

大韩航空在2020年第一季度的航空货运量同比增长8%以上，正在引领韩国出口行业。由于目前大多数国际客运航班停航导致货运能力大大降低，大韩航空正在使用部分停飞客机进行货物运输，尽力满足全球货运需求。同时，该公司还通过运输包括新冠肺炎诊断试剂盒在内的医疗物资，积极参与全球抗疫行动。

全球航空货运领域最具权威性杂志Air Cargo World创刊于1942年，并于2005年启动了“航空货运卓越奖”的评选，每年将根据来自航空公司客户—货主和货运代理商的评估，评选并公布最佳航空货运航空公司和机场。大韩航空先后于2015年和2016年荣获航空货运卓越奖，并在今年获得钻石奖，再次证明其在客户服务方面的卓越表现。

大韩航空一直致力于通过提升货运服务而为客户创造价值。2019年，大韩航空推出新一代货运管理系统iCargo，提供从预订、销售、运输和收入结算的一站式服务，该系统在方便客户和提高运输质量方面得到高度评价。

此外，大韩航空还通过了国际航空运输协会国际航空运输协会医药品冷链运输（IATA CEIV Pharma）认证，证明了大韩航空在管理和运输药品领域的专业能力。

未来，大韩航空将继续在“速度、安全、精确”的核心原则基础上，为客户提供高质量的航空货运服务。

责任编辑：wangyaling

GEFCO, leader mondial de solutions de supply chain multimodales et leader européen de la logistique automobile, ouvre un nouvel entrepôt à Amsterdam pour accompagner l’expansion de ses opérations Air & Sea.

Le site de 7 000 m², dont l’ouverture est prévue en juin 2020, fournira des services de stockage et de gestion des expéditions internationales pour des clients spécialisés dans les secteurs High-Tech et Equipements de la maison, de l’Aérospatial et Défense, de l’Automobile, du Pharma & Santé, de la Beauté, du Retail et de la Mode.

Ce centre fournit des opérations logistiques intégrées pour des produits standards, dangereux ou sous température contrôlée, y compris des services « Time Critical » pour les expéditions urgentes. La proximité du site avec l’aéroport de Schiphol permettra des liaisons rapides et efficaces pour la gestion des arrivées et des départs, avec l’advantage supplémentaire d’être proche des ports maritimes d’Amsterdam et de Rotterdam.

Cet entrepôt offre également des niveaux de sécurité élevés, avec notamment une surveillance continue 24 heures sur 24, 7 jours sur 7. Le nouveau centre est conforme aux bonnes pratiques de distribution (GDP) et certifié ISO 9001:2015, ce qui démontre son respect élevé des normes de qualité, notamment dans le domaine pharmaceutique.

Ce site s’ajoute aux centres de distribution GEFCO Air & Sea à température contrôlée, dédiés au secteur Pharma & Santé à Heathrow, en Angleterre, et à Francfort, en Allemagne.

« Grâce à des connexions exceptionnelles avec tous les principaux transporteurs et à la proximité de l’aéroport de Schiphol et des principaux ports, notre nouveau site est parfaitement localisé pour soutenir notre activité Air & Sea en pleine expansion. » déclare Paul-Henri Fréret, vice-président exécutif de GEFCO Air & Sea.

« Ce sera d’une valeur inestimable pour créer de nouvelles opportunités commerciales et soutenir la croissance internationale de nos clients actuels. » poursuit Emmanuel Arnaud, vice-président exécutif Sales & Marketing GEFCO.

L’équipe Air & Sea de GEFCO sera présente au LogiPharma 2020 (actuellement prévu du 1er au 3 septembre à Nice, en France) pour présenter ses dernières solutions en matière de Pharma & Santé.
Erster Fracht-A321, Coronavirus-Probleme, Versandhandel-Boom

21. Februar 2020, 07:00 Uhr


Erstflug des A321-P2F in Singapur.
© Airbus

Luftfracht


Jahresbilanz der großen deutschen Frachtdrehkreuze: **Frankfurt** bleibt trotz Verlusten der größte Cargo-Airport, auch **Köln/Bonn** und der Flughafen Hahn verlieren – einzig in **Leipzig/Halle** steigen die Frachtzahlen. [Weiterlesen](https://www.airliners.de/fracht-a321-coronavirus-probleme-versandhandel-boom/53866)

**Amazon** erweitert seine Kapazitäten am Flughafen **Leipzig-Halle**. Dazu soll im Südteil des Geländes neben dem bestehenden "**World Cargo Center**" eine rund 20.000 Quadratmeter große Frachthalle entstehen. Laut Airport-Meldung sollen die vorbereitenden Erarbeiten in den kommenden Tagen beginnen.

Der Flughafen **Leipzig-Halle** hat zudem die **CEIV-Pharma-Zertifizierung** erhalten. Laut Mitteilung ist der Flughafen damit in der Lage, rund um die Uhr zeitkritische und temperaturempfindliche Pharmaseendungen abzufertigen. Nach einem einjährigen Prozess zertifizierte der Airline-Dachverband Iata die PortGround, eine Abfertigungstochter des Airports.


Das Frachtunternehmen **Kerry Logistics Germany** hat bekanntgegeben, rund 200 Quadratmeter Bürofläche im **Munich Airport Business Park** (MABP) zu mieten. Hinter dem MABP stehen die Gemeinde Hallbergmoos, die Flughafen München GmbH und zahlreichen Investoren, die sich gemeinsam zu einer Standortinitiative zusammengeschlossen haben.
의약품 콜드체인 항공물류 사업 활성화 방안

기고/이현수 (사)한국물류산업정책연구원장 한국항공대학교 교수

의약품 콜드체인 항공물류 사업에 대한 관심이 증가하고 있으며, 바이오 제약의 성장과 더불어, 바이오물류의 중요성이 더욱 높아지고 있습니다. 콜드체인의 중요성은 의약품의 신선하고 안전한 상태를 유지하기 위한 필수요소로 인해 더욱 강조되고 있는 실정입니다. 콜드체인의 중요성은 특히 바이오제약업계에서 더욱 치열한 경쟁이 이뤄지고 있습니다.

2012-2018년 기간 동안 의약품 콜드체인 시장은 61%의 성장이 이루어졌습니다. 콜드체인 물류시장의 성장은 보유하고 있으나, 물류시장의 변화에 대응하기 위해 변화의 필요성이 제기되고 있습니다. 이는 물류산업의 발전과 배우는 기업들의 성장에 있어 필수적인 요소입니다.

글로벌 의약품 물류 시장으로 보면서, 2018년까지 1년 간의 성장률은 6%로, 같은 시기 동안의 성장률은 3%를 기록한 것으로 예상되며, 2019년까지 10억 달러 이상의 콜드체인 시장 성장률이 예상되고 있습니다.

의약품 콜드체인 항공물류 관련 문제점 및 과제

그동안 제약업계는 글로벌 의약품 물류에서 항공운송의 속도와 효율성에 크게 의존해 왔으나, 해상운송의 비중이 증가하고, 항공운송의 비중이 줄어드는 추세이다. 따라서 지난 10여 년 동안 항공사, 조달사, 물류기업들은 수익성이 높은 의약품 운송 시장 참여를 위해 많은 노력을 해왔다.

우리 기업들이 특히 많은 관심을 가지는 이유는, 의약품의 글로벌 항공운송에 있어서, 아시아 시장이 세계 콜드체인 40%를 차지하는 가장 큰 시장이기 때문이다. 따라서 우리 기업들은, 40%를 차지하는 아시아 시장의 역내 운송, 18%를 차지하는 북미 시장과 아시아 간 운송, 그리고 더 나아가 27%를 차지하는 유럽 시장과 아시아 간 운송 시장의 기회를 활용할 수 있는 사업 모델을 적극적으로 추진해야 한다. 특히 한국 관련 기업은 운송 부트를 이아시아 발 미주로 및 유럽로, 아시아 역내 운송에서의 해상운송으로의 전환이 가장 심하게 이루어지고 있으므로, 해상운송 대비 차별적 우위를 도출할 수 있는 전략 수립이 시급하다.

Flughafen Leipzig/Halle erhält CEIV-Pharma-Zertifizierung

5. Februar 2020, 11:22 Uhr


https://www.airliners.de/flughafen-leipzig-halle-ceiv-pharma-zertifizierung/53642
Terminal Marítimo de Passageiros de Fortaleza tem leilão previsto

Com o arredamento, estima-se um crescimento de 50% no fluxo de passageiro, já que o vencedor do leilão passará a ter operação dedicada.

Foto: Jade Queiroz/MTur

https://brasilturis.com.br/terminal-maritimo-de-passageiros-de-fortaleza-tem-leilao-previsto/
Será realizado em março de 2020 o leilão de arrendamento do Terminal Marítimo de Passageiros de Fortaleza. A unidade, que funciona dentro do Porto Organizado do Mucuripe, foi qualificada junto ao Programa de Parcerias de Investimentos do governo federal (PPI) e terá repassadas à iniciativa privada tanto a estrutura destinada à movimentação de passageiros quanto a área de estacionamento.

Marcelo Álvaro Antônio, ministro do Turismo, ressalta que o leilão é mais uma medida voltada à adequada estruturação do setor, essencial para o desenvolvimento do mercado de viagens. “Precisamos dar condições aos navios de aportarem e conseguirem fazer com que os turistas tenham acesso às cidades na costa brasileira. Isso é fundamental para girar a economia”, frisa.

Segundo a Companhia Docas do Ceará, administradora do local, a expectativa, após o arrendamento, é de aumento de 50% na circulação de passageiros, uma vez que o vencedor passará a ter a operação dedicada a esse tipo de transporte. Desde o início das atividades, em 2014, a unidade já recebeu 42 embarcações e uma média de 63,5 mil turistas, 16 mil somente em 2018.

“Com o arrendamento, passamos a reponsabilidade a um ente privado, que vai focar na administração do espaço e, com isso, conseguiremos dedicar mais esforços ao transporte de cargas”, explica Mayhara Chaves, diretora-presidente da Docas do Ceará.

Já Diogo Piloni, secretário nacional de Portos e Transportes Aquaviários do Ministério da Infraestrutura, ressalta que o arrendamento trará ganho de eficiência, com a melhoria da qualidade de serviços a passageiros. “Isso, além da promoção da atividade turística na região, é mais um feito do Ministério da Infraestrutura, em parceria com a agência reguladora, a Antaq”, observa.

Vencerá o leilão o grupo que oferecer o maior valor de outorga à Docas do Ceará. Pelas regras do edital, o responsável vai administrar um espaço de 27.640 metros quadrados por um período de 25 anos, prorrogável até o limite de 70 anos. Além disso, o edital prevê o pagamento de parcelas fixas de R$ 54.435,28 pelo arrendatário.

https://brasilturis.com.br/terminal-maritimo-de-passageiros-de-fortaleza-tem-leilao-previsto/
Terminal de Cargas da GRU Airport recebe CEIV Pharma

Certificação global, concedido pela IATA – Associação Internacional de Transporte Aéreo, valida qualidade, segurança e padronização da estrutura dos armazéns para o recebimento de cargas farmacêuticas; iniciativa credencia terminal às boas práticas internacionais do setor aéreo. (créditos: divulgação)
O Terminal de Cargas do Aeroporto Internacional de São Paulo, em Guarulhos, acaba de receber da Associação Internacional de Transporte Aéreo (IATA), a certificação global CEIV Pharma (Centre of Excellence for Independent Validators), que atesta os mais altos índices de segurança, conformidade e eficiência em instalações, equipamentos, operações e profissionais relacionados ao setor farmacêutico mundial. Com o certificado endossado pela IATA, o terminal está de acordo com as melhores práticas internacionais do setor aéreo.

**EDIÇÃO DO DIÁRIO**

O reconhecimento é decorrente de sucessivos investimentos em modernização e adequação das estruturas do terminal de cargas pela GRU Airport, concessionária responsável por todo o complexo logístico e aeroportuário localizado em Guarulhos. “São mais de R$ 45 milhões investidos, desde 2012, quando iniciamos a operação do TECA”, pontua Mônica Lamas, diretora Comercial e de Cargas da concessionária.

“O transporte aéreo de produtos da indústria farmacêutica precisa trabalhar com métodos logísticos complexos para manter a integridade dessas cargas que são sensíveis ao tempo e variação de temperatura e por isso demandam equipamentos específicos, instalações de armazenamento, procedimentos harmonizados e, acima de tudo, uma forte cooperação entre os todos os parceiros da cadeia fria para superar grandes desafios como treinamento insuficiente, infraestrutura inadequada e excesso de regulações”, explica Dany Oliveira, diretor geral da IATA no Brasil. O executivo comenta ainda que as perdas anuais de produtos sensíveis à temperatura durante o transporte podem chegar a mais de US$12 bilhões devido à quebra dessa cadeia.

Em sete anos de contrato, o Terminal de Cargas avançou em diferentes segmentos do transporte aéreo e, atualmente, é o principal do país em tonelagem, seguido de Viracopos (Campinas), Galeão (Rio de Janeiro) e Confins (Belo Horizonte). No primeiro semestre deste ano, 42% de todo volume de importação e exportação foi processado no complexo logístico do Aeroporto Internacional de São Paulo. Deste volume, 45% correspondeu a carga farmacêutica, 64% do segmento automotivo e 61% do têxtil.
O certificado CEIV é emitido pela IATA (Associação Internacional de Transporte Aéreo, em inglês), entidade que representa comercialmente companhias aéreas de todo o mundo ou 82% do tráfego aéreo global e fomenta políticas aplicáveis ao setor aeronáutico de todos os continentes. A associação trabalhou em estreita colaboração com partes interessadas e os reguladores da indústria farmacêutica na criação do programa CEIV Pharma, que abrange todos os aspectos do transporte de cargas com controle de temperatura e sensível ao tempo incluindo o gerenciamento eficaz da cadeia fria e mitigação de riscos.

“O CEIV Pharma é uma importante certificação global que padroniza, treina e realiza avaliações para garantir o conhecimento necessário aos profissionais do segmento e que o transporte de produtos farmacêuticos da cadeia fria esteja em conformidade com as melhores práticas mundiais. Dessa forma, o certificado atesta que os terminais logísticos apresentam qualidade e confiabilidade nos serviços prestados à indústria farmacêutica além do reconhecimento global como operador logístico de produtos farmacêuticos favorecendo a atração e crescimento de novos negócios”, lembra Oliveira.

Para Mônica, da GRU Airport, a expectativa é que o selo internacional influencie positivamente em toda a cadeia da indústria nacional de farmacêuticos. “O transporte de cadeia fria com padrão internacional é essencial para preservar a propriedade da carga de medicamentos de diferentes categorias e, como consequência, influencia os custos logísticos e operacionais de armazenagem e transporte terrestre, que chegam a ser embutidos no valor final repassado ao consumidor”, explica.

Atualmente, o Terminal de Cargas do Aeroporto Internacional de São Paulo atende as principais distribuidoras e indústrias de medicamentos do Brasil e do mundo, como Abbott, Bayer, CEVA, DB Schenker, DHL, DSV, Expeditors Panalpina, Janssen, Kuehne + Nagel, Medley e Pfizer.

Nos últimos anos, a GRU Airport realizou melhorias operacionais e de infraestrutura, adiantando-se às exigências do setor de transporte de cargas. Os investimentos no TECA realizados desde 2013 já proporcionaram o aumento de 76% na capacidade de armazenagem. O aeroporto investe também na automação do seu processo, melhorando a eficiência dos prazos médios de desembaraço e a oferta de serviços de valor agregado para seus clientes.
인천 '신선물류산업 메카로 도약 준비

인천지역이 향후 신선물류산업의 신(新)거점으로 거듭날 전망이다. 최근 인천국제공항공사(공사)와 인천광역시(시)가 신선화물 인프라 구축에 본격적으로 나섰기 때문이다.

22일 공사는 연결된 1층 부지의 공사공간을 활용하여 신선물류센터를 건설한다고 밝혔다. 신선물류센터는 2층 8만 m² 규모로, 인천기장공항 2선 공항 폐쇄 이후 공사공간이 오랜 기간 공사 공사공간으로 활용되지 못한 상황을 해소하고자 건설하고 있다.

공사는 신선화물 처리시설 구축과 세계 유일의 의약품 항공운송 인증체계(인증체계)를 구축하고 있다. 이 중 1호선은 인천기장공항 2선 공항 폐쇄 이후 공사공간이 오랜 기간 공사 공사공간으로 활용되지 못한 상황을 해소하고자 건설하고 있다.

IPA도 올해 중 사업비 639억원을 투입해 총면적 22만9천513m² 규모의 공사공간을 구축하고 있다. 마무리단계 총면적은 22만9천513m² 규모로, 2023년에 완공한다는 계획이다.

공사 관계자는 "최근 글로벌 항공화물 동향도 고부가가치 의약품 등 신선화물에 대한 수요가 급증하고 있다"며 "신선화물 전용처리시설이 구축되면 환경처리 시설도 현재 4시간에서 2시간 반으로 줄어들고"고 말했다.

인천지역 물류업계 관계자는 "인천공항지역의 신선물류 관련 시설이 구축되면 한중일 동의약품 등 신선화물 흐름시스템의 개선이 될 것으로 예상한다"며 "신선물류 업계의 칭찬과 신선업무 활성화가 기대해 볼 수 있다"고 설명했다.

한편, 인천시 역시 물류 거래 활성화와 지역경제 발전을 위해 인천신항이 중심이 될 수 있도록 최근 해양수산부에 "한중일 신선물류 네트워크 활성화를 위한 기본계획"을 조성한 추진을 논의했다.

특히 신선화물 특급 운송체계도 구축할 방침이다. 신선물류의 빠른 수송과 처리를 위해 수산물 이동을 오이도부터 인천신항까지 연장해 인천신항 인입선 철도(약 15km) 구간의 구축을 논의하고 있다.
الاتحاد للشحن" تنازل شهادة مركز التميز للخدمات اللوجستية للبضائع الطازجة

الأعمالية (الاثنين) 23 ديسمبر 2019

أعلنت شركة "الاتحاد للشحن" ذراع الشحن والخدمات اللوجستية التابعة لمجموعة "الاتحاد للطيران", عن حصولها على شهادة برامج مركز التميز للخدمات اللوجستية للبضائع الطازجة (CEIV Fresh) التابع للاتحاد الدولي للنقل الجوي في أبوظبي، لترسيخ مكانتها كشركة رائدة في مجال الشحن الجوي الدولي و[ch_1] معالجة ونقل المنتجات الطازجة.

ويبرز هذا الإنجاز مكانة "الاتحاد للشحن" كأول ناقل في الشرق الأوسط تحصل على شهادة مركز التمييز للخدمات اللوجستية للبضائع الطازجة (CEIV Pharma)، بالإضافة إلى كونها الثانية ناطقة على مستوى العالم تنازل هاتين الشهادتين.

تانى ذلك، تعتبر خدمات نقل المواد الطازجة (FreshForward) التي تقدمها "الاتحاد للشحن" باعتماد واسع النطاق لما توفره من حل متكامل يضمن درجات حرارة مناسبة وشروط مثالية أثناء نقل المواد الطازجة مثل الفاكهة والخضراوات والألبان والأسماك واللحوم والزهور عبر شبكة وجهاتها العالمية.

وقال عبد الله محمد شديد، المدير الإداري لشؤون الشحن والخدمات اللوجستية في مجموعة الاتحاد للطيران: "يتمحور الحصول خلال عام واحد فقط على شهادة جديدة من مركز التميز للخدمات اللوجستية للبضائع الطازجة، إنجازًا مهماً للغاية بالنسبة إلى الاتحاد للشحن، حيث تعكس هذه الخطوة الجريدة الاستثنائية لخدمات شحن المنتجات التي تقدمها الشركة لعملائها عبر شبكتها العالمية". وام
Grundsteinlegung für Luftfrachthalle von Swissport in der CargoCity Süd in Frankfurt

don Ilse Romahn


Ferner entsteht auf dem Dach der Frachthalle die erste große Photovoltaik-Anlage am Flughafen Frankfurt. Sie soll künftig pro Jahr rund 1,5 Mio. kWh Strom erzeugen. Damit ließen sich mehr als 450 Haushalte von vier Personen ein Jahr lang mit Strom versorgen. Fraport setzt damit verstärkt auf eigenverantwortlich erzeugte, erneuerbare Energie für die Deckung des Strombedarfs am Konzern-Standort Frankfurt.


Für Swissport wird der Neubau das weltweit viertgrößte Frachtzentrum. Pro Jahr sollen in Frankfurt bis zu 200.000 Tonnen Luftfracht für Airline- und Speditionskunden umgeschlagen werden. „Wir freuen uns darauf, unseren Kunden ab Herbst 2020 individuelle Air Cargo Services in einer der modernsten und nachhaltigsten Luftfrachthallen Europas anbieten zu können“, sagt Willy Ruf, Senior Vice President Central & Eastern Europe von Swissport, anlässlich der heutigen Grundsteinlegung. „Der Flughafen Frankfurt bleibt damit einer der wichtigsten Luftfrachtstandorte im weltumspannenden Swissport-Netzwerk.“


Riogaleão Cargo é recertificado com o Ceiv Pharma da Iata

O Riogaleão Cargo recebeu, neste mês de novembro, a recertificação Ceiv Pharma da International Air Transport Association (IATA), que atesta terminais logísticos que apresentam qualidade e confiabilidade nos serviços prestados à indústria farmacêutica. A primeira certificação ocorreu em 2016 e, agora, reconhece a manutenção das boas práticas adotadas no terminal, infraestrutura e processos de armazenamento de produtos farmacêuticos, incluindo os que exigem temperatura controlada, além do constante treinamento dos profissionais envolvidos.

Siga nosso Instagram: https://www.instagram.com/panoramafarmaceutico/?hl=pt-br

A certificação Ceiv Pharma é um programa adotado mundialmente que consiste em auditorias e treinamentos técnicos. O processo precisa ser revalidado a cada três anos. Para conquistar a recertificação, as equipes do Riogaleão Cargo passaram por uma série de treinamentos da lata, que abrangem as tendências mais recentes para garantir operações de alta qualidade pertinentes à qualificação e à especialização de processos e equipes.

As capacitações abordaram temas como gerenciamento de riscos, auditoria interna, análise de não conformidades, gestão de mudanças, controles operacionais e Service Level Agreement (SLA). Todos os conteúdos foram revisados com base em requisitos relacionados ao Sistema de Gestão da Qualidade, e com foco no atendimento às melhores práticas do setor de carga aérea, para armazenamento, aceitação e manuseio dos produtos farmacêuticos.
Trasporto farmaci, Alitalia ottiene la certificazione Iata

L’attestato internazionale è stato rilasciato anche al ground handling della compagnia a Roma Fiumicino.

Ad Alitalia è stato consegnato il principale attestato internazionale che testimonia la conformità della compagnia ai più elevati standard per il trasporto di prodotti farmaceutici. La certificazione Iata Cev Pharma (Center of Excellence for Independent Validators in Pharmaceutical Logistics), ottenuta per la prima volta, è stata rilasciata anche al ground handling della compagnia a Roma Fiumicino che effettua il servizio di carico e scarico di medicinali nell’ambito delle attività di assistenza a terra per i voli Alitalia e di altri vettori sullo scalo romano.

La certificazione, introdotta dalla Iata con l’obiettivo di uniformare il trasporto globale di medicinali, ha durata triennale e attesta il rispetto del massimo livello di sicurezza e di efficienza nel trasporto di prodotti farmaceutici, assicurandone l’integrità e prevenendo eventuali problematiche logistiche durante la catena del trasporto.

https://www.informazionimaritime.com/post/trasporto-farmaci-alitalia-ottiene-la-certificazione-iata
인천공항공사, 의약품 항공운송 확대를 위한 협업체계 구축

이날 체결식에는 인천국제공항공사 임병기 미래사업본부장, 인천시 박경구 총장, 한국산업단지공단 윤동인 충청지역본부장, 한국바이오의약품 협회 이영완 대표, 영상바이오의약품 상생기업 관계자 등 20여 명이 참여하였다. 체결식에 참가한 제작회사는 인천시 송도에 소재한 (주)밖에니, (주)삼성바이오로직스(주), (주)오성생명과학단지에 입주의 (주)메디바이오메드 총 3개 기업이다.

공사는 이날 협약체결을 바탕으로 앞으로 의약품 항공운송과 관련한 관계기관 및 제작회사들과 추진 협력체를 운영해 인천공항과 인천 송도 바이오밸리, 오성생명과학단지 등 국내 의약품 특화단지 간의 연결성을 강화할 계획이다. 또한 해외 의약품 시장과의 단일 개선을 위해 상호협력 함으로서 항공운송 물류망 중대 및 양질의 일자리 창출에 앞장선다는 계획이다.

세계 의약품시장 규모는 2018년 기준 약 1조 2,000억 달러로 최근 3년간 약 6% 대의 고성장률을 기록하고 있으며, 세계적인 비즈니스 컨설팅 회사인 Frost & Sullivan의 예측에 따르면 2021년에는 약 1조 5,000억 달러에 달하는 거대 시장으로 성장할 전망이다. 특히 의약품 항공운송에 대한 수요 역시 지속적으로 증가해 2014년 이후 매년 14%대의 고성장률을 기록하고 있다.

이에 따라 인천공항공사는 부가가치가 높은 신생성 화물로 평가되는 의약품 항공운송 시장의 신규 사업장에 구축하기 위해 추진해 오고 있다.

특히 공사는 지난 6월 5일 국내 국적 항공사 2개사(대한항공, 아시아나항공) 및 글로벌 물류기업 디비엔코리아와 함께 국제항공운송협회(IATA) 의약품 항공운송 품질 인증(ATA CEIV Pharma)의 획득을 통해 인천공항의 의약품 항공운송 과정의 전문성을 국제적으로 인정받았다.

또한 양각서 체결을 통해 앞으로 인천공항과 송도 바이오밸리, 인천공항과 오성생명과학단지 간의 연결성을 강화함으로써 세계적인 기술력을 보유한 국내 제약회사의 수출업을 지원하고 이를 통해 인천공항을 중심으로 한 인천항공 경제권 개발에 박차를 가한다는 계획이다.

인천공항공사 임병기 미래사업본부장은 이번 협약체결을 통해 인천공항과 송도 바이오밸리, 오성생명과학단지 간의 의약품 항공운송을 위한 하나의 항공물류망으로 구축되면서 국내 제약회사의 수출이 활성화되고 인천공항의 물류 경쟁력을 한층 강화될 것으로 기대한다며 "앞으로 의약품 전용 물류시스템을 확대하고 의약품 고품질 집행체계를 추진하는 등 신생장 화물의 신장성 화물 규정 항공운송 시장 신채도 나가겠다'고 말했다.

드나타 DXB이어 DWC서도 ‘CEIV파마’ 인증

기사승인 [0호] 2019.11.07 09:34:18

두바이에 본사를 둔 지상조업사인 드나타가 두바이월드센트럴공항(DWC)에서 국제항공운송협회(IATA) 의약품 취급 프로그램인 ‘CEIV Pharma’ 인증을 취득했다.

현재 이 회사는 두바이국제공항(DXB)에서 해당 인증을 획득한 바 있다. 드나타는 2018-19회 계연도에 두 공항에서 3,130t의 의약품을 처리한 바 있다. 베른드 스트럭 드나타 두바이지역 부사장은 “의약품을 포함한 온도감가성 화물을 취급하는데 항공화물의 역할이 더욱 강화되고 있다”라며 “끊임없이 증가하는 수요를 감당하기 위해 드나타는 끊임없는 기술 투자를 진행 중이며 CEIV 인증 획득 역시 전문성 강화 차원에서 지속적으로 확대해 나갈 계획이다”고 설명했다.

엄주현 기자 red@cargonews.co.kr

<저작권자 © 카고뉴스 무단전재 및 재배포금지>
CATHAY PACIFIC CARGO ESTRENA CERTIFICACIONES IATA

La terminal de carga de Cathay Pacific en Hong Kong recientemente obtuvo la certificación como Centro de Excelencia para la Logística de Productos Perecederos (CEIV Fresh, por sus siglas en inglés), así como la CEIV Pharma, por parte de la Asociación Internacional de Transporte Aéreo (IATA por sus siglas en inglés).

Puedes leer: África al alcance de un vuelo

Esta certificación, creada por la IATA en el primer trimestre de este año tiene por objetivo mejorar la logística y el transporte aéreo de productos perecederos, debido a que este tipo de productos son un mercado creciente para la carga aérea mundial, de acuerdo con Alexandre de Juniac, CEO de la IATA.

“Esta certificación nos convierte en un jugador importante en Hong Kong para el manejo de estos productos, por lo que el manejo de frutas, carnes, alimentos y pharma, ahora puede ser aún más relevante en nuestro volumen”, indicó Fernando Dragnné, Cargo Manager Country Lead de Cathay Pacific Cargo en México.

Te puede interesar: Emirates con derecho a operar vuelo: SCT

De acuerdo con el directivo, estas certificaciones significan que “tenemos protocolos de acción en el aeropuerto para proteger los perecederos y pharma de los factores externos, para mantener la frescura, que no se rompa la cadena de frío y mantenerlos la menor cantidad de tiempo en tránsito para que la vida de anaqueles sea más larga, que no pierdan vida de anaqueles almacenados tres días en Hong Kong y que las conexiones sean muy rápidas para que el perecedero llegue a anaqueles, dando más valor para el vendedor y el consumidor”, dijo Dragnné en entrevista para T21.

Destaca que, en Servicio Regular Internacional, Cathay es la aerolínea asiática con mayor volumen de carga en intercambio con México, al reportar un acumulado de 24 mil 779 toneladas, lo que no obstante, significó una caída de 12% ante las 28 mil 291 toneladas del enero-septiembre de 2018, de acuerdo con cifras de la Dirección General de Aeronáutica Civil.
Dachser Air & Sea Logistics obtiene otra certificación CEIV Pharma de IATA

Atlanta se convierte en la cuarta sede del operador logístico Dachser Air & Sea Logistics que recibe la certificación CEIV Pharma de IATA. Cuenta con certificaciones para envíos de productos farmacéuticos en tres continentes.

Tras la alemana Frankfurt y las indias Mumbai y Hyderabad, Atlanta (EE.UU) acaba de convertirse en la cuarta sede de Dachser en recibir una certificación para envíos de productos farmacéuticos en los últimos diez meses, expandiendo así los servicios que ofrece a sus clientes en el sector de la salud y ciencias de la vida.

La certificación obtenida por la delegación de Atlanta, en Estados Unidos, constituye un nuevo hito en la expansión de la solución de Dachser específica para el sector de la salud y ciencias de la vida. A finales de 2018, Dachser obtuvo su primera certificación CEIV PHARMA (Centro de Excelencia para Validadores Independientes en la Logística de productos farmacéuticos) otorgada por IATA (Asociación Internacional de Transporte Aéreo). Fue en este caso para su delegación en el aeropuerto de Frankfurt. A mediados de 2019, recibía el mismo certificado para sus oficinas de Mumbai y Hyderabad, en India.

https://mercadocontinuo.com/dachser-air-sea-logistics/
Dachser cumple y supera los estándares y directrices internacionales

La certificación IATA, como estándar industrial que es, cumple los requisitos específicos de los transportistas de productos farmacéuticos en términos de seguridad, compatibilidad y eficiencia en los servicios de carga aérea. El certificado CEIV Pharma asegura que los productos farmacéuticos se manejan cumpliendo, e incluso superando, las normas y directrices internacionales. Esto incluye las Buenas Prácticas de Distribución (GDP-Good Distribution Practices) de la Unión Europea y de la Organización Mundial de la Salud, estándares de la Farmacopea de Estados Unidos, así como regulaciones de control de temperatura de IATA. El proceso de certificación implica formación interna y externa, una revisión de procedimientos para gestionar los envíos con temperatura controlada del sector de la salud y ciencias de la vida, así como una evaluación exhaustiva de estos procesos complejos por parte de dos auditores externos e independientes.

Sobre Dachser

Dachser, compañía familiar con sede en Kempten (Alemania), ofrece transporte, logística, almacenaje y servicios específicos a clientes dentro de dos áreas de negocio: Dachser Air & Sea Logistics and Dachser Road Logistics. Este último, a su vez, se divide en las dos líneas Dachser European Logistics y Dachser Food Logistics. Una fluida red de envíos –tanto en Europa como fuera del continente– que aporta unos sistemas informáticos completamente integrados, los cuales aseguran soluciones inteligentes en todo el mundo.

Gracias a su equipo de 30.600 profesionales, ubicados en 399 delegaciones en 44 países del globo, Dachser generó en 2018 un negocio neto consolidado de aproximadamente 5.600 millones de euros. En el mismo año, este proveedor logístico gestionó un total de 83,7 millones de envíos con un peso de 41.3 millones de toneladas métricas.
DACHSER: AUF DREI KONTINENTEN FÜR PHARMA ZERTIFIZIERT

Dachser Air & Sea Logistics baut seine Netzkompetenzen für seine Kunden aus dem Life Science und Healthcare-Sektor weiter aus.


Turkish Cargo'nun yeni rotaları Kuala Lumpur ve Ahmedabad oldu

Enver ALAS /İSTANBUL, (DHA) HAVA kargoda büyümelerini sürdüren Turkish Cargo, uçuş ağına Malezya'nın başkenti Kuala Lumpur ile Hindistan'ın hızlı büyüyen şehirlerinden Ahmedabad'ı ekledi.
Turkish Cargo, direkt kargo uçuşu gerçekleştirdiği rotaları artırかもしれ devam ediyor. THY Basin Müşavirliliği'nden yapılan açıklamaya göre, milli hava kargo taşıyıcısının yeni rotası Kuala Lumpur ile Ahmedabad oldu.
Açıklamada Kuala Lumpur'un Malezya'nın aynı zamanda kültürel ve finans başkenti olduğu, önemli ithalat ve ihracat potansiyeli ile ön planda çıktığı vurgulandı. Aynı zamanda yeni uçuş ağı olarak hizmete giren Kuala Lumpur dan Avrupa da Frankfurt ve Amsterdam'a; Amerika da ise Şıkago, Atlanta ve Houston destinasyonları başta olmak üzere dünyanın birçok ülkesine, elektronik ve medikal ürünler ile yedek parçalarının taşınmasının hedeflediğini belirtildi.
Turkish Cargo'nun Boeing 777-F kargo uçağıyla icra edeceği Kuala Lumpur seferlerinin, ISL-KUL-SGN (Ho Chi Minh/Vietnam) hattında gerçekleştirileceği ve bu bölgede güçlü bir ithalat-ihracat hattının oluşturulmasının planlandığı vurgulandı.

AHMEDABAD İLAÇ TAŞIMACILİĞİNDEN ÖNE ÇIKIYOR

Turkish Cargo, Kuala Lumpur ve Ahmedabad’ı kargo uçuş ağına ekledi

Turkish Cargo, uçuş ağını genişletmeye devam ediyor. Başarılı hava kargo markası, Malezya’nın başkenti Kuala Lumpur (KUL) ve Hindistan’ın batisında yer alan Ahmedabad’ı (AMD) direkt kargo uçuşu gerçekleştirdiği destinasyonlar arasına ekledi.

Bayrak taşıyıcı hava kargo markasının uçuş ağına eklediği Malezya’nın kültür ve finans başkenti olan Kuala Lumpur, önemli ithalat ve ihracat potansiyeli ile ön plana çıkarıyor. Kuala Lumpur’dan Avrupa’da Frankfurt ve Amsterdam’a; Amerika’da ise Şikago, Atlanta ve Houston destinasyonları başta olmak üzere; dünyanın birçok ülkesine; elektronik ve medikal ürünlerle yedek parçalarının tasınıması hedefleniyor.

Turkish Cargo’nun Boeing 777F kargo uçağıyla icra edeceği Kuala Lumpur seferlerinin, ISL–KUL–SGN (Ho Chí Minh/Vietnam) hattında icra edilmesi ve bu bölgede güçlü bir ithalat - ihracat hattının oluşturulması planlanıyor.


İlaç taşımalarında küresel kalite standardı olan; IATA CEIV Pharma sertifikasına sahip ve bu yeterlilik kriterlerine göre operasyonlarını yürüten Turkish Cargo, Ahmedabad için önemli bir taşıyıcı olmayı hedefliyor. Seferler, Airbus 330F kargo uçağıyla; DOH–AMD–ISL ve BAH–AMD–ISL hatlarında icra edilecek.

126 ülkedeki 300’den fazla uçuş noktasıyla dünyanın kapsayan Turkish Cargo; altyapısı, operasyonel kabiliyetleri, filosu ve alanında uzman ekipleriley sürdürülebilir bir büyüme sağlayarak hava kargo taşımacılığında tercih edilmeye devam ediyor.
Grupo AAACESA

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See translation

IATA avala la cadena fría farmacéutica de AAACESA. T21
t21.com.mx

4 · 3 Comments
Grupo AAACESA recibe certificación por buen manejo de medicamentos

Mantener la cadena de frío desde que un medicamento sale de su origen hasta que llega a su destino final es un gran reto para el sector logístico de México, de lo contrario se pueden alterar sus moléculas y perder calidad y eficacia, "lo que provocaría un problema de salud muy importante", afirmó Gustavo Déctor García director general de Grupo AAACESA, Almacenes Fiscalizados.

Al develar la placa por recibir la certificación CEIV Pharma, que avala a Grupo AAACESA como una empresa confiable en el manejo y almacenamiento de productos farmacéuticos, durante el evento "Vanguardia Tecnología en Cadena de Frio y Farmacoconomía", Déctor García explicó que en el país, los productos farmacéuticos representan un mercado en crecimiento.

"La industria farmacéutica mostró un valor de cerca de 8 mil 83 millones de dólares y las importaciones en la República durante 2018 para esta industria representaron 4 mil 649 millones de dólares según el INEGI", dijo.

Agregó que para manipular de manera eficiente este tipo de mercancía AAACESA ha invertido en el segmento de Cadena de Frío en nueve cámaras calificadas por proveedores acreditados y además, es el único almacén fiscalizado que cuenta con una licencia sanitaria emitida por Cofepris para el manejo de productos biológicos y vacunas.

"Un reto para los participantes del sector logístico en México es cuidar que la distribución y almacenamiento de los productos que requieren de Cadena de Frío se haga dentro de un intervalo de temperatura, es importante que ésta se mantenga durante toda la cadena de suministro porque si el producto se expone a una temperatura fuera del rango de tolerancia, existen altas probabilidades de que se genere un daño irreversible", reiteró.
El empresario mencionó que según datos de la Asociación Internacional de Transporte Aéreo (IATA) más de 50% de los productos farmacéuticos durante su transporte y almacenamiento presentan algún tipo de excursión de temperatura porque no siguieron un proceso adecuado en el manejo de cadena de frío.

“La temperatura no es un juego, si los medicamentos pierden su calidad no solo ponen en riesgo la salud de los mexicanos, sino que puede haber un daño irreparable que resulta en la pérdida del producto y pérdidas económicas millonarias”.

Gustavo Déctor enfatizó que la industria farmacéutica no requiere únicamente de cadenas de frío, sino que debe contar con un sistema que permita llevar un registro exacto de la ubicación física de la carga y de la temperatura a la que está expuesta.

“Debe existir un servicio integral y de trazabilidad automatizado, que permita conocer en tiempo real cada etapa por la que pasa la carga, desde el momento del arribo de la misma, durante su almacenaje, y hasta su despacho en las unidades de transporte y puede indicarse a qué temperatura se encuentran las mismas”.

Resaltó que a 25 años de participar en el mercado para almacenamiento de cadena de frío, AAACESA cuenta con cerca de 9 mil metros cúbicos; de estos más de 50% están dedicados exclusivamente al resguardo de medicamentos y productos farmacéuticos, contando con cámaras de refrigeración de (2°C a 8°C), de congelación (de -25°C a -10°C), así como de temperatura controlada (15°C a 25°C).
IATA AVALA LA CADENA FRÍA FARMACÉUTICA DE AAACESA

28 Jun, 2019  Enrique Duarte

Gustavo Déctor y Cuitláhuac Gutiérrez

La Asociación Internacional de Transporte Aéreo (IATA por sus siglas en inglés) entregó el jueves el certificado CEIV Pharma a Grupo AAACESA, un sello que lo ratifica como un operador de confianza en la cadena logística internacional en el manejo y almacenamiento de productos farmacéuticos.

AAACESA, que opera desde hace 25 años un almacén fiscalizado en la Aduana del Aeropuerto Internacional de la Ciudad de México (AICM), entre otros negocios, se convierte en la primera empresa mexicana -e incluso de la región latinoamericana-, en obtener dicha certificación como uno de los actores que participan en la cadena logística farmacéutica.

CEIV Pharma (Centro de Excelencia para Validadores Independientes en Logística Farmacéutica) es un esfuerzo que inició IATA desde 2014 para garantizar que las instalaciones, el equipo, las operaciones y el personal cumplan con todas las normas, reglamentos y directrices aplicables que se esperan de los fabricantes farmacéuticos.

“En México, en lo general, no es reconocido por el nivel de sus certificaciones en manejos de procedimientos y temas de carga, pero siempre creemos que esto suma y que esto siempre es un valor agregado a toda esta cadena, donde creo que el resultado es que siempre tenemos áreas de oportunidad y esto es una de ellas”, dijo Cuitláhuac Gutiérrez, Country Manager de IATA en México, en entrevista con T21.

El representante del organismo precisó que con la certificación de AAACESA se espera que más participantes de la cadena logística farmacéutica, como aeropuertos, aerolíneas, autotransportistas, consolidadores de carga y almacenes, busquen sumarse a este esfuerzo por estandarizar mundialmente el correcto manejo de estos productos.

La industria farmacéutica en México registró un valor en 2018 por poco más de ocho mil millones de dólares (mdd), de acuerdo con datos del International Market Services (IMS). El Instituto Nacional de Estadística y Geografía (Inegi) reportó que en ese mismo año las importaciones de este sector sumaron cuatro mil 649 mdd.

Sin embargo, casi el 20% de los productos farmacéuticos, sensibles a las condiciones de temperatura, resultan dañados durante su transporte debido a una ruptura en la cadena de frío, de acuerdo con la Asociación Nacional de Fabricantes de Medicamentos (Anafam).
“Estamos hablando de un riesgo potencial de mil millones de dólares, nada más por esa parte (de los malos manejos en este tipo de carga)”, dijo Gustavo Déctor, Director General de AAACESA, tras la entrega de la certificación, en el marco de Expo Carga 2019.

De los casi nueve mil metros cúbicos que AAACESA cuenta para el manejo de productos en general, el 50% está dedicado a la industria farmacéutica. Su almacén en la Aduana del AICM recibe mercancía de empresas del ramo establecidas en países como Estados Unidos, Canadá, China y Reino Unido.

En la página de internet de la IATA se indica que “se requiere con urgencia un esfuerzo concentrado para mejorar el nivel de competencia, así como la preparación operativa y técnica, para detener el alarmante descenso de la participación de mercado del transporte aéreo de productos farmacéuticos en la carga aérea”.

De acuerdo con un video dentro de la misma página se precisa que el transporte de vacunas y medicinas en 2018 se proyectaba en un valor por 10 mil 200 mdd; sin embargo, sólo 0.5 millones de toneladas de productos farmacéuticos son transportados vía aérea cada año, contra las 3.5 millones por mar.

Por esto mismo la IATA creó CEIV Pharma, para ayudar a las organizaciones y a toda la cadena de suministro de carga aérea a avanzar por el camino correcto para lograr la excelencia en el manejo de productos farmacéuticos.

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IATA: ¿Qué es CEIV Pharma?

Los productos farmacéuticos representan un segmento cada vez mayor y rentable en la cadena de suministros de carga aérea. Si bien sólo representan el 1.9% del volumen enviado por avión, en el año 2017 contribuyeron con US $ 1.4 mil millones a los ingresos de carga de las líneas aéreas, representando un 9.4% del valor de los bienes enviados por avión.

"Debido a los constantes cambios de regulaciones, los estrictos requisitos y procedimientos de cumplimiento, así como un entorno cada vez más competitivo, el manejo de productos farmacéuticos puede ser una tarea compleja y desafiante. Como tal, se ha vuelto crucial para las partes interesadas de la cadena de suministros farmacéutica para evolucionar si quieren continuar participando en este mercado lucrativo", afirmó Peter Cerrado, vicepresidente regional de IATA para América Latina.

Respondiendo a las necesidades de la industria, IATA, ha creado el Centro de Excelencia para Validezadores Independientes (CEIV) en Logística Farmacéutica, con el fin de ayudar a las organizaciones y a toda la cadena de suministros de carga aérea a encaminarse correctamente y poder alcanzar la excelencia en el manejo farmacéutico.

Como una certificación de gestión de productos farmacéuticos reconocida a nivel mundial y consistencia en la industria, CEIV Pharma aborda directamente la necesidad de cumplimiento de la industria, estandarización, responsabilidad y transparencia. Ello representa un base común de normas y estándares existentes para garantizar el cumplimiento nacional e internacional y velar por la integridad del producto, al mismo tiempo aborda de manera efectiva las necesidades específicas de carga aérea, como el rendimiento de calidad. Por ejemplo, según uno de los primeros aeropuertos en adoptar el programa, CEIV Pharma ha contribuido a una reducción del 45% de las no conformidades de aceptación farmacéutica.

Sobre la base de los múltiples beneficios que ofrece la certificación, el programa CEIV Pharma ha crecido constantemente. Hasta febrero del presente año, un total de 221 estaciones han sido certificadas en 43 aeropuertos mundialmente. Actualmente hay 75 estaciones adicionales en proceso de certificación, según nos informa Ronald Schaefer, responsable del programa y basado en la oficina regional de IATA en Miami, FL, USA.

Las proyecciones de América Latina

En Latinoamérica, las importaciones de farmacéuticos representan uno de los sectores de mayor crecimiento. El crecimiento vital del clima mediterráneo, combinado con el expectativa de vida de un país que envía, ha generado una gran demanda de productos farmacéuticos con pronósticos actuales que predicen que el mercado farmacéutico latinoamericano experimentará una tasa de crecimiento anual compuesta del 7% en los próximos cinco años.

Desafortunadamente, la mayoría de los aeropuertos latinoamericanos aún son considerados por muchos en la industria como un "seguro negro". La comunicación, la calificación, la integración y la falta de soluciones satisfactorias tienden a ser los mayores quejas de los transportistas.

Aquí es donde CEIV Pharma puede ayudar. A través de un proceso riguroso de múltiples etapas de auditoría independiente, validación y capacitación, el programa no solo eleva los niveles de competencia del personal, sino que también asegura que las entidades participantes actualicen sus procedimientos, procesos, metodología de evaluación de riesgos e infraestructura respectiva para satisfacer las crecientes demandas de sus clientes.

Uno de los primeros aeropuertos en la región que ha apostado a este programa es el aeropuerto de Montevideo en Uruguay, único en América Latina en operar como 3PL para la industria farmacéutica bajo un régimen de Free Zone.

Según manifestó su director general, Ing. Bruno Guella, “CEIV Pharma es significativo para nosotros un antes y un después en el desarrollo de nuestras actividades; hoy en día no alcanza con apostar a la excelencia, sino que hay que demostrarlo día a día. En MVD Free Airport estamos creciendo en soluciones de logística regional para la industria farmacéutica, lo que nos lleva a recibir frecuentes auditorías de empresas farmacéuticas globales. Es muy positiva la reacción de los auditores cuando constatan el grado de exhaustividad en GDP que nos fue requerido por el proceso de validación de CEIV Pharma, lo que nos demuestra que hemos elegido el camino correcto”.

Hasta el momento, 10 estaciones en siete aeropuertos de Latinoamérica han recibido la certificación. Las compañías certificadas incluyen DHL, Kuehne + Nagel y Río Galeão.

http://aerolatinnews.com/2018/05/03/iata-que-es-ceiv-pharma/
“Argentina debe modernizar los trámites de transporte”

19 marzo, 2018 | 0 Comentarios

La Asociación del Transporte Aéreo Internacional (IATA) es la organización mundial de las líneas aéreas regulares. Sus miembros realizan la mayor parte del tráfico aéreo internacional bajo las banderas de más de cien naciones. Su misión principal consiste en garantizar que el tránsito se lleve a cabo con la máxima velocidad, seguridad y eficiencia, en óptimas condiciones económicas.

Gracias a la IATA, más de 170 compañías han entrelazado sus redes para constituir un sistema mundial de servicios públicos, pese a las diferencias de idiomas, monedas, legislaciones y sistemas de medidas. Es importante saber además que estimular el comercio por vía aérea y estudiar los problemas planteados al respecto es otra de sus funciones.

María José Taveira tiene a cargo la gerencia de IATA para Argentina, Paraguay y Uruguay y concedió una entrevista a Ser Industria para conocer la realidad del tráfico aéreo de cargas desde y hacia nuestro país.

Pregunta: ¿Qué desarrollo tiene el servicio modal de cargas en Argentina?

Respuesta: En los últimos días de febrero, Argentina se convirtió en el 128° país en ratificar el Trade Facilitation Agreement y a partir de allí está desarrollando su ventanilla única para facilitar trámites administrativos de manera electrónica. Eso es excelente pero, a fin de ser percibida como una nación con la cual es fácil hacer comercio, debe modificar urgentemente los reglamentos aduaneros existentes para hacer posible la modernización de los trámites de transporte. En 2014, el Argentina implementó, con colaboración de los demás actores de la industria, el estándar de mensajería para el sector, el Cargo-XML de la IATA a los fines de realizar transmisión adelantada de datos de la carga (Advance Cargo Information – ACI). Sin embargo, no vemos que se haya aprovechado esta herramienta.

P: ¿Qué es lo que falta?

R: Argentina debería, tomando ventaja del estándar y de los mensajes adoptados para el ACI, seguir los pasos de los países más avanzados y acompañar a IATA en la modernización de los trámites de transporte por vía aérea. Sin esto, el sector aéreo se podría convertir en una traba al comercio exterior. Implementar ACI facilita el camino para la aplicación de la guía electrónica (e- AWB). Este es un paso que debe dar sí o sí. Muchas aerolíneas y agentes están listos para transmitir e- AWB de manera casi inmediata y el proyecto no requiere una reorganización de los sistemas de aduana, pero sí ser muy beneficioso.

WFS behaalt in Brussel eerste Europese 'CEIV-Pharma'-certificaat

WFS, dat op BRUCargo ook grondafhandeling doet, heeft haar eerste Europese 'CEIV Pharma'-certificaat binnen. Daarmee is het ...

Una logistica progettata nel futuro

Una giornata di confronto molto concreto che ha messo sotto la lente la supply chain legata ai prodotti farmaceutici, individuando criticità e opportunità. Per scoprire che...

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Logistica del Farmaco: Il Flash Forward di BDP International

Tecnologia 43

Il lungo viaggio dei farmaci

"BDP International" ha chiamato Rino - un esperto di logistica e di navigazione, con un'esperienza di 20 anni in settore logistico, per fornire un’applicazione che può migliorare la gestione del processo logistico.

Un mercato delle grandi potenzialità

Il nuovo percorso è promettente. Con Aipa Paper e la Logistica Internazionale, in questo settore si vedono grandi opportunità. L’esperto è convinto che il mercato logistico internazionale è in una fase di forte crescita, soprattutto in termini di prodotti e servizi.
Las transitorias Aduanas Pujol Rubió (APR), Transcoma Global Logistics y Total Freight Worldwide y la aerolínea Swiftair han empezado a preparar esta semana su certificación CEIV Pharma. Se trata de la segunda edición de la certificación, que establece los estándares de calidad para el transporte de medicamentos y productos de naturaleza farmacéutica. Los cursos formativos se llevan a cabo en el Aeropuerto de Barcelona-El Prat.

La certificación CEIV Pharma garantiza que las empresas de la cadena logística ofrecen la máxima calidad en la manipulación de productos farmacéuticos y en los envíos a temperatura controlada. En el caso de la comunidad logística catalana, IATA ha contado con la colaboración de la asociación Barcelona-Catalunya Centro Logístico (BCL) y del Aeropuerto de Barcelona-El Prat para difundir e implantar la certificación entre las empresas.

La formación para lograr la certificación CEIV Pharma incluye desde la aplicación de los más altos estándares internacionales de calidad en la manipulación de los productos farmacéuticos hasta las especificaciones sobre sus instalaciones, pasando por la sensibilización de la plantilla sobre la importancia de evitar roturas en las cadenas de frío y garantizar el control de la mercancía en todo momento.

Tras la obtención de las certificaciones por parte de un primer grupo de empresas en Barcelona (Airpharm, DB Schenker, DHL Forwarding, Kuehne + Nagel y Swissport), con dos empresas más finalizando el proceso de certificación (WFS e Ibercóndor) y con el inicio de la segunda edición de la certificación CEIV Pharma, “queda patente la voluntad de las empresas de logística catalanas de seguir certificándose en el programa de excelencia farmacéutica”, señalan desde BCL. Barcelona es en la actualidad el aeropuerto líder en España en el segmento de la carga aérea de productos farmacéutico y químico. Además, con 2,070 millones de euros en valor de la mercancía farmacéutica y química, Catalunya supone un 36% del mercado español (5,900 millones de euros). Es especialmente relevante el peso de Catalunya en las exportaciones (53% del total español), explican desde BCL.

Se trata de la segunda edición de la certificación CEIV Pharma de IATA en Barcelona, una certificación que acredita las buenas prácticas de las empresas logísticas en el transporte de medicamentos.

“El Aeropuerto de Barcelona-El Prat es hoy uno de los primeros de Europa en número de empresas certificadas y en proceso de certificación”, aseguran desde BCL.

“Contribuye sustancialmente a mejorar el posicionamiento internacional del aeropuerto catalán”, añaden.

La industria farmacéutica se ha convertido uno de los motores de las exportaciones catalanas y el sector logístico apuesta por ofrecerle los más altos estándares de calidad. “El resultado es que el Aeropuerto de Barcelona-El Prat es hoy uno de los primeros de Europa en número de empresas certificadas y en proceso de certificación”, concluye BCL.

Amerijet International Airlines -
La primera aerolínea de carga estadounidense que obtiene la certificación CEIV

NEWS PROVIDED BY
Amerijet International, Inc.
Jul 11, 2017, 07:30 ET


La finalización exitosa del proceso de certificación permite que Amerijet fortalezca su promesa de superar los altos estándares establecidos por la industria farmacéutica. Amerijet ha invertido mucho en tecnología, infraestructura y procesos en los últimos años para asegurar el manejo y transporte seguro de carga de alto valor y sensible a la temperatura.

"Esta certificación reconfirma nuestro compromiso de ofrecer a nuestros clientes la más alta calidad, profesionalismo y transparencia. Ser la primera aerolínea exclusivamente de carga de los Estados Unidos en recibir el Centro de Excelencia para Validadores Independientes en Logística Farmacéutica es un resultado directo del trabajo duro y las inversiones que hemos hecho en los últimos años a nuestro programa de Control de Temperatura (ATC) ", dijo Vic Karjian, Presidente y CEO de Amerijet International Airlines.

Amerijet tiene más de 40 años de experiencia en el manejo de carga aérea sensible a la temperatura. La aerolínea transporta más de 300 millones de libras (136 millones de kilogramos) de carga, incluyendo 65 millones de libras (30 millones de kilogramos) de productos de temperatura controlada anualmente. Amerijet tiene un edificio de manejo de carga de temperatura controlada en el aeropuerto de Miami que incluye una instalación de enfriamiento personalizada con sistemas de alarma activos, registradores de datos de temperatura y monitoreo CCTV 24/7. Las cámaras de enfriamiento farmacéuticas monitoreadas por computadora proporcionan temperaturas de almacenamiento para ambientes de 15 °C a 25 °C, refrigerados entre 2 °C y 8 °C y congelados a -0 °C.

Rasheme Richardson, Vicepresidente de Operaciones del Aeropuerto de Amerijet, añadió: “Como una aerolínea, nuestra función en la cadena de suministro es proporcionar un manejo seguro y garantizar la integridad de la temperatura para todos los envíos farmacéuticos. Exigimos los mismos estándares y procesos uniformes de todos nuestros socios comerciales, incluyendo a nuestros operadores y compañías de transporte terrestre. Cumpliendo con los estándares de logística de la cadena de frío del cuidado de la salud, cual es esperado de los fabricantes de productos farmacéuticos y de las compañías de ciencias de la vida, ayuda a apoyar la iniciativa sanitaria global de poner la seguridad del paciente en primer lugar.

“La estrategia de Amerijet de mejorar su oferta de envío farmacéutica a través de la Inversión en la última tecnología de la cadena de frío y de unirse al programa de certificación IATA CEIV Pharma demuestra el compromiso a la seguridad del paciente de la aerolínea. Felicitamos a Amerijet por su logro en satisfacer las expectativas de estandarización y transparencia de los exportadores. Esto contribuirá al desarrollo de un servicio de carga aérea más fuerte, más competitivo y mejorado para los productos farmacéuticos en Norte América y Latinoamérica para este sector vital”, dijo Glyn Hughes, Jefe Global de Carga de IATA.

Más sobre Amerijet:

Con más de 40 años de experiencia en el sector de carga, Amerijet opera su propia flota dedicada de cargueros de aviones B767-300 / 200 desde su centro de actividad principal en el Aeropuerto Internacional de Miami a 38 destinos en todo el Caribe, México, Centro y Sudamérica. La compañía proporciona más capacidad de la cubierta principal a más destinos con más frecuencia que cualquier otro operador exclusivamente de carga en su región de servicio. La red global de Amerijet llega a 476 destinos en Europa, Asia, Pacífico, Sudáfrica y Oriente Medio, con soluciones de transporte inclusivas y transparentes para clientes que envían artículos sensibles al tiempo, valiosos y controlados por temperatura.

Dentro de los Estados Unidos, Canadá y México, Amerijet se asocia con operadores regionales y locales de alta calidad basados en activos para proporcionar servicios de camiones completos, consolidados o dedicados. A través del servicio internacional de la compañía en la región en el Caribe, Centro América y Sur América, Amerijet ofrece despacho de aduana y entrega de última milla para clientes comerciales en muchas industrias.

Las instalaciones de manipulación de carga aérea de Miami de 210,000 pies cuadrados (19,509 metros cuadrados) y 100,000 pies cuadrados (9,290 metros cuadrados) de la empresa incluyen un centro de manipulación perecedero a la medida que proporciona almacenamiento refrigerado, congelado y refrigerado para mantener la cadena de integridad fría de productos farmacéuticos y perecederos durante el proceso de transporte. Los procedimientos avanzados de monitoreo, las alertas de envío en tiempo real y el seguimiento de la carga proporcionan visibilidad a extremo a extremo de cada envío.

LATAM Airlines Cargo recibe certificación CEIV Pharma

LATAM Airlines Cargo receives CEIV Pharma certification

El transporte de productos farmacéuticos requiere de procesos confiables y de muy alta calidad, que incluyen temperatura y tiempos controlados para asegurar la integridad del producto durante toda la cadena de suministro.

Es por esto que, en enero de 2017, LATAM Cargo se sometió a la auditoría final, que tenía por objetivo comprobar que la compañía contaba con todos los procesos necesarios para cumplir con las normas asociadas al transporte de productos farmacéuticos. Algunos de estos procesos son Gestión de Calidad, Entrenamiento de Personal, Manejo de Proveedores, Auditorías Internas, Transporte, entre otros. Tras superarla con éxito, LATAM Cargo se convirtió en la primera aerolínea en América en recibir la certificación CEIV Pharma otorgada por la IATA.

"Para LATAM Cargo es muy importante contar con esta certificación dado que respalda la calidad y consistencia de nuestro producto Pharma. Ser la primera línea aérea en América en obtener este reconocimiento es un reflejo de la efectividad de nuestros esfuerzos para posicionarnos como la opción preferida para el transporte de carga hacia, desde y dentro de América Latina. Esto reafirma el trabajo que realizamos en nuestra operación para así dar un servicio de excelencia a nuestros clientes", enfatizó Andrés Bianchi, CEO de LATAM Cargo.

A nivel mundial, esta certificación comenzó en Bruselas en el año 2014 y ha ido ganando el reconocimiento de aerolíneas, aeropuertos, freight forwarders y shippers. Su objetivo general es elevar el conocimiento de la industria y lograr la estandarización global, contribuyendo a mejorar los procesos asociados al transporte de productos farmacéuticos. La evaluación previa a su obtención, a la que fue sometida LATAM Cargo en marzo de 2016, evaluó las capacidades y procesos a la hora de manipular estos productos.

"Estamos muy contentos que LATAM Cargo haya obtenido la certificación CEIV Pharma. Esta norma, reconocida a nivel mundial, garantiza seguridad, compromiso y eficiencia a la hora de transportar una carga tan valiosa y delicada como los productos farmacéuticos. IATA realiza constantes esfuerzos por apoyar la modernización de la industria de carga aérea y CEIV Pharma es un ejemplo de cómo, a través de acuerdos mutuos con beneficios para todas partes, se puede generar valor a todos los actores de la cadena de transporte aéreo y, más importante aún, a nuestros clientes", asegura Peter Cerdá, Vicepresidente para América de la Asociación de Transporte Aéreo Internacional, IATA...
Produits pharmaceutiques
Dix entreprises en cours de certification
CEIV Pharma sur Roissy CDG

Pascal Courtade, Directeur des Opérations d’ADP, a fait le point la semaine dernière, lors de la STT, sur la démarche en cours auprès de la communauté Cargo de l’aéroport Paris-Charles de Gaulle en ce qui concerne la certification CEIV (Center of Excellence for Independent Validators), un standard mondial en matière réglementations internationales pour le transport de produits pharmaceutiques créé en 2015 par l’IATA (Association Internationale du Transport Aérien). « Lors de la première vague, dix entreprises se sont engagées dans la démarche : Groupe Europe Handling, Panalpina, QuickSTAT, Swissport, Tendron, Transdev, WFS, Alyzia, DB Schenker et Qatar Airways Cargo. En plus de deux certifiés en propre que sont Air France KLM et Bolloré Logistics », a-t-il indiqué. Les flux de produits pharmaceutiques représentent 10% en valeur et 5% en volumes de ce qui est exporté via la plate-forme de Roissy Charles-de-Gaulle, premier aéroport de fret européen. « Nous espérons que cette démarche CEIV aboutira fin 2017. Nous sommes déjà certifiés à Bruxelles et en Irlande, et nous avons des démarches en cours en Espagne et à Amsterdam » a également témoigné Stéphane Scholving, directeur commercial Cargo Europe chez le manutentionnaire aéroportuaire WFS. Selon l’IATA, 48 entreprises sont déjà certifiées CEIV dans le monde, sur 17 sites aéroportuaires.

La santé représente le premier marché pour Hennper (13,6% du CA et environ 19% de l’activité de messagerie). Cette activité est déployée en Europe grâce à son réseau System Alliance Europe. Elle couvre également l’Overseas, grâce au partenariat avec le réseau Hellmann Worldwide Logistics, équipé de zones de stockage à température contrôlée. Avant l’été, Hennper prévoit le déploiement d’une offre sur le 15°-25°. Toutes les agences de messagerie et les camions du réseau seront, à terme, équipés de moyens de monitoring pour assurer le maintien de cette plage de température. De plus, après la certification Certipharm, obtenue en 2012 et en 2015, Hennper souhaite aller plus loin et obtenir le CEIV Pharma pour le transport aérien de produits de santé, d’autant plus que les lignes directrices européennes de mars 2013 sur les Bonnes Pratiques de Distribution (BPD) comportent des contraintes similaires pour les prestataires dont la cartographie des zones à risque, notamment. « La certification Certipharm est une partie du travail significatif pour obtenir la nouvelle certification mise en place par l’IATA. Notre volonté est très forte d’entamer la démarche », a expliqué hier Gérard Palazzo, Directeur produit Santé d’Hennper et président de Certipharm, lors d’un déplacement à l’EuroAirport de Mulhouse Bâle. Ce site est un exemple d’aéroport « idéal » pour le fret aérien dédié à la santé. Le nouveau terminal cargo, qui date de 2015, est maintenu à 19°C dans toute son enceinte et il devrait recevoir la certification CEIV Pharma en juillet prochain. Le motif de cet engagement sur le fret Santé est simple : les principaux laboratoires pharmaceutiques tels que Novartis ou Roche se trouvent dans la région de Bâle. De plus, le terminal va se doter d’une interface entre l’entrepôt et le stationnement des avions pour réduire le « temps de tarmac », source possible d’« excursions » de température. Dans ses flux export, qui sont majoritaires pour les produits pharmaceutiques, l’EuroAirport a des connexions directes avec Séoul, Dubaï, Moscou, Madrid et Doha, « A ce jour, seul Moscou est certifié CEIV mais les autres se sont aussi penchés sur le dossier », explique Gian Carlo Alessi, Directeur du département fret de l’aéroport. Si l’aéroport franco-suissesse est un bon partenaire pour Hennper, celui-ci ne peut pas compter sur d’autres aéroports françaises ayant investi pour la certification santé. Ce qui le pousse à organiser des « vols camionnés » spécifiques pour le transport de produits de santé vers Bruxelles, qui est certifié CEIV. SLG
IATA prevé cerrar 2016 con 80 empresas en el mundo certificadas en CEIV Pharma

AÉREO • IATA entrega las primeras cuatro certificaciones en España a DB Schenker, Airpharm y Air Express Cargo

MIGUEL JIMÉNEZ MADRID

D B Schenker, en los aeropuertos de Madrid y Barcelona; Air Express Cargo, en Madrid; y Airpharm, en Barcelona, son las tres primeras compañías que obtienen en España el certificado CEIV Pharma.

Sus máximos responsables reconocieron el viernes la acreditación en un acto celebrado en el sede de IATA en Madrid en el que se puso de manifiesto la plena implicación de la asociación internacional en las acreditaciones de línea aérea, de AENA y de BCL, lo que garantiza en España el cumplimiento de los estándares de calidad aeronáutico que se convocan en un entorno mundial y, sobre todo, en un planeta que requiere la preservación de un entorno natural y ecológico en la industria aérea.

Esos tres aeropuertos tendrán así su primer acreditación de línea aérea, que es un avance importante en el desarrollo de la logística farmacéutica en el mundo en general.

Según los informes, en el acto Franco Pérez, Cargo Specialist de IATA, entregó a DB Schenker, Air Express Cargo y Airpharm las certificaciones CEIV Pharma.

Según expuso el viernes en el acto Franco Pérez, Cargo Specialist de IATA, "juntas las 30 certificaciones que se otorgaron, de ellas en Europa, tenemos ahora mismo en proceso 20 certificaciones más, al tiempo que hay en discusión para el inicio del proceso en torno a 100 certificaciones más".

Eso implica que IATA prevé cerrar 2016 con un total de 60 certificaciones realizadas y un total de 80 certificaciones esperadas, efecto, 60 a lo largo del año, con 85 personas formadas y presencia de certificados ya en 35 aeropuertos de todo el mundo.

En el caso de España, los aeropuertos de Madrid y Barcelona han alcanzado el objetivo muy relevante en la implementación del programa CEIV Pharma. Sin ir más lejos, una de las primeras empresas certificadas es la multinacional DB Schenker, cuyas estaciones de Madrid y Barcelona son las primeras CEIV Pharma de toda su red en todo el mundo, lo que da un paso de calidad a nivel interno de las oficinas españolas.

No hay que olvidar que Schenker, Air Express Cargo y Airpharm son las primeras empresas certificadas del total de 8 que forman parte del programa certificador iniciado en España.

Las otras cinco empresas, que son los agentes handling Swisport y WPS en Madrid y Barcelona, el también agente handling Aena en Madrid y las transportadoras Iberodron en Barcelona y Iberia, se preparan para recibir su certificación en la segunda mitad de 2016. Sin ir más lejos, Swisport tuvo este año la definición en Madrid y Barcelona la semana pasada.

Por otro lado, y como anunció el viernes Pérez, AENA y BCL ya están trabajando para iniciar en breve un segundo proceso certificador en España con nuevas empresas ya interesadas en el programa.
Desde mi sillón

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MIA+BRU=Pharma.aero

El de farmacia es uno de los subsectores de la logística que más está creciendo hoy en día. El transporte de medicamentos, y otros productos relacionados, de un lado a otro del globo está en fuerte crecimiento, en paralelo también con el incremento de su consumo. Se trata, ésta, de una logística altamente especializada que requiere de unos conocimientos concretos por parte de los operadores que a ella se dedican, amén de estar cada día sujeto a más normativas.

En este escenario, y ante la pérdida de cuota de mercado del transporte aéreo en detrimento del marítimo para el movimiento de estos productos, la Asociación Internacional de Transporte Aéreo (IATA) lanzó el pasado año el programa CEIV Pharma con el que todos los actores de la cadena logística de los productos de farmacia se pueden acreditar, garantizando que sus servicios cumplan escrupulosamente con las estrictas normativas que regulan las características del embalaje, el almacenaje y el transporte de estos productos, garantizando las condiciones óptimas de conservación en toda la cadena.

España se ha convertido en un referente internacional a la hora de desarrollar este proyecto de IATA, con los aeropuertos de Madrid y Barcelona liderando la iniciativa y sus respectivas comunidades aeroportuarias muy implicadas en ella.

Ahora, los aeropuertos de Miami (MIA) y de Bruselas (BRU) han dado un paso más en este programa CEIV Pharma y han anunciado el inicio de los trabajos para lanzar, el próximo mes de octubre, una organización (Pharma.aero) que englobe a nivel internacional a aeropuertos y operadores que gocen de dicha certificación de IATA. La idea es crear un corredor aéreo internacional para los productos farmacéuticos en el que participen aquellas comunidades aeroportuarias que garanticen un nivel de servicio adecuado y conforme a la certificación CEIV Pharma. El aeropuerto de Bruselas, en este contexto, el que concentrará a un mayor número de operadores certificados dentro del programa CEIV Pharma.

Los aeropuertos de Miami (MIA) y de Bruselas (BRU) han dado un paso más en el programa CEIV Pharma y han anunciado el inicio de los trabajos para lanzar, el próximo mes de octubre, una organización (Pharma.aero) que englobe a nivel internacional a aeropuertos y operadores que gocen de dicha certificación de IATA.

Y Miami lo es en el caso de Estados Unidos, liderando además este aeropuerto el tráfico aéreo de productos perecederos en América. Los aeropuertos Adolfo Suárez Madrid-Barajas y Barcelona-El Prat no deberían dejar pasar la oportunidad de encuadrarse también en esta nueva organización para garantizarse una presencia en primera línea en el mundo de la logística farmacéutica.

El transporte de productos perecederos no es únicamente un subsector en crecimiento de la logística sino que es también uno de los que ofrecen un mayor valor añadido y que mueven un elevado volumen de negocio. Aunque conlleva también el riesgo de provocar cuantiosas pérdidas cuando los productos no son tratados en las condiciones adecuadas.

Ante el interés que muchos operadores españoles han mostrado por el programa CEIV Pharma de IATA y los esfuerzos que se han realizado, que incluso han merecido la felicitación por parte de esta organización, parecería ahora lógico que los aeropuertos de Madrid y Barcelona entren a formar parte de este nuevo y exclusivo club de comunidades aeroportuarias especializadas en el tratamiento de productos farmacéuticos.

Es, a todas luces, una interesante perseveración del negocio que abriría las puertas también a otros tráficos, potenciando así el papel como hub aeroportuario a que aspira España.
Los aeropuertos Adolfo Suárez Madrid-Barajas y Barcelona-El Prat, reconocidos por la IATA por su apoyo al proyecto de certificación de operadores de carga en logística farmacéutica

- Entregados en el 10th World Cargo Symposium de Asociación Internacional de Transporte Aéreo, celebrado en Berlín
- El transporte de productos farmacéuticos por vía aérea es uno de los más importantes y de mayor valor unitario

18 de marzo de 2016

Los aeropuertos Adolfo Suárez Madrid-Barajas y Barcelona-El Prat han sido reconocidos por la IATA (Asociación Internacional de Transporte Aéreo) por su colaboración y apoyo al proyecto de certificación de operadores de carga en logística farmacéutica por parte de empresas que operan en sus instalaciones.

Ambos aeropuertos han impulsado el proceso de dicha certificación mediante la obtención del sello CEIV Pharma de la IATA, que señala a los operadores de carga aérea como empresas excelentes en logística farmacéutica.

El objetivo del sello CEIV Pharma es validar a las empresas que conforman la cadena logística acreditándolas internacionalmente para la manipulación, gestión y envío de productos farmacéuticos que requieren control de temperatura atendiendo a los parámetros mundiales de distribución farmacéutica.

El reconocimiento a los aeropuertos Adolfo Suárez Madrid-Barajas y Barcelona-El Prat ha sido entregado en el 10th World Cargo Symposium de IATA, que se ha celebrado esta semana en Berlín.

En el Aeropuerto Adolfo Suárez Madrid-Barajas han participado un grupo de empresas en el que figura un operador de handling de rampa (WFS - World Flight Services), tres operadores de handling de terminal de carga (Alaire, Swissport y WFS - World Flight Services) y tres transňarios (Aircargo Express, DB Schenker y TIBA International). En Barcelona-El Prat los participantes han sido un operador de handling de rampa (Swissport), dos operadores de handling de terminal de carga (Swissport y WFS) y tres transňarios (Airpham, DB Schenker e Ibercondor).

El sello de excelencia CEIV PHARMA de la IATA inició su andadura en 2014 y en Europa ha dado lugar ya a la certificación de empresas operadoras de mercancías ubicadas en aeropuertos como el de Bruselas. A nivel mundial, el primer aeropuerto que contó con empresas certificadas fue el de Singapur.

El transporte de productos farmacéuticos por vía aérea es uno de los de mayor valor unitario y de los más importantes de este modo de transporte, debido a sus elevados requerimientos en cuanto a la rapidez en el transporte y la seguridad en el cumplimiento de las condiciones de control de temperatura durante todo el proceso del transporte, con elevadas tasas de crecimiento en España y en el mundo. Además, las empresas farmacéuticas españolas han tenido un elevado crecimiento en los últimos años, exportando sus productos, por vía aérea a mercados tan lejanos como Estados Unidos, Canadá, Brasil, China o Australia.
Los primeros seis operadores CEIV Pharma quedarán certificados en España en enero

AENA e IATA escenificaron ayer en el Aeropuerto Adolfo Suárez Madrid-Barajas el lanzamiento oficial en España del programa CEIV Pharma para la certificación en el ámbito del transporte aéreo de mercancías de la cadena logística farmacéutica con el objetivo de, en los próximos años, multiplicar la calidad de este servicio e incrementar la cuota del transporte aéreo en este sector, así como definir un estándar de mercado que eleve a otras mínimas la calidad de la logística aérea farmacéutica.

AENA e IATA hacen un llamamiento para la implicación de nuevos operadores en España y a nivel global en el programa CEIV Pharma que multipliquen su impacto en la excelencia de la logística aérea farmacéutica

MIGUEL JIMÉNEZ MAIRE

El programa de certificación CEIV Pharma, definido y pujado por IATA e IAPA en España por AENA, arrancó ayer, tal como se viene anunciando en el Diario del Puerto, con el inicio de la certificación de seis operadores.

En el Aeropuerto de Madrid- Barajas se van a certificar en CEIV Pharma el operador handling WFS, teniendo para sus actividades de transporte de carga, el también operador handling WFS, Swissport, la compañía transatlántica Schenker, el también transportista Tiba, perteneciente al grupo Romeu. Por su parte, el Aeropuerto de Barajas-El Prat, en el que hoy está el primer operador es también presente en la comunidad de carga el programa, así como se ha llevado a cabo, como fase de implementación WFS, Swissport y Schenker y, además, las compañías transatlánticas Cinderella y Airfreight.

El proceso de certificación, tal y como adelantó ayer Ronald Scherer, director general, Center of Excellence for Pharma Logistics de IATA, se va a iniciar ya mismo con la presentación que van a pasar todos los operadores, en la que se analizarán aquellos procedimientos correctos y aquellos que deben ajustarse a los estándares de calidad de CEIV Pharma.

La certificación de los auditores, que estarán a la disposición de los operadores, es de tipo general, y finalmente se proponen representar a todos estos operadores tanto en España como en el exterior.

Finalmente en el mismo sentido que en el exterior, en el que se va a certificar el puente entre Madrid y el exterior, se incorporarán a la certificación otras entidades como la UAPA, la Fedex y Schenker, así como los transportistas Cinderella y Airfreight.

La logística participa en Cersei el buen momento que atraviesa el sector

LOGÍSTICA - Los servicios logísticos aportan fiabilidad y valor añadido a los productos cerámicos /5 y 6

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AEREO - Arranca el proceso en Barajas y El Prat de la mano de WFS, Swissport, Schenker, Tiba, Airfrem e Iberconcor

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La certificación de los auditores, que estarán a la disposición de los operadores, es de tipo general, y finalmente se proponen representar a todos estos operadores tanto en España como en el exterior. El sector de transporte de carga aérea es el que más ha crecido en los últimos años. En España, la carga aérea es gestionada por empresas como WFS, Swissport, Schenker, Tiba, Airfrem e Iberconcor. La logística aporta fiabilidad y valor añadido a los productos cerámicos.
El Prat quiere ser aeropuerto de tránsito para la industria farmacéutica gracias al CEIV Pharma

El Aeropuerto de Barcelona-El Prat aspira a convertirse en un punto de tránsito de mercancías relacionadas con la industria farmacéutica. Y ello, gracias a la certificación CEIV Pharma, la nueva certificación de IATA que acredita las buenas prácticas en la manipulación y transporte de productos farmacéuticos.

ELENA GARCÍA • BARCELONA
Si el norte era el Aeropuerto Adolfo Suárez Madrid-Barajas, el escenario de presentación de las primeras empresas certificadas del proyecto Center of Excellence for Independent Validators on Pharmaceutical Handling de IATA (CEIV Pharma), ayer se hacía propio en Barcelona, donde se imponen las primeras empresas en obtener la constancia de IATA las transnacionales Airpharm Logistics, DB Schenker e Ibercondor y los agentes de handling Swissport y WFS.

Barcelona no solo ha sido el escenario en el que se ha desarrollado la certificación CEIV Pharma, sino que es además un aeropuerto en el que la industria farmacéutica tiene un peso específico muy importante. De hecho, los productos farmacéuticos representan el 26% del tráfico total de mercancías del aeropuerto.

La vía claramente exportador. Además, el sector de farmacia es clave para la economía española, que más del 70% de su producción se destina a la exportación, tal y como puede verse en el manifiesto Santi Garcia Badia, director de Barcelona-Catalunya.

Los productos farmacéuticos representan el 30% de la facturación de la carga aérea de El Prat, aunque su peso en cuanto a volumen es del 14% del tráfico total de mercancías del aeropuerto barcelonés.

BCL y AENA consideran muy importante contar con empresas certificadas que cubran toda la cadena logística para lograr el posicionamiento del aeropuerto y de su comunidad logística como hub de transporte de medicamentos.

Máxima obtención

Con la certificación CEIV Pharma, las empresas que conforman la cadena logística acreditan internacionalmente sus buenas prácticas en la manipulación, gestión y envío de medicamentos, de un modo similar a como los estándares mundiales de distribución farmacéutica.

En este sentido, también se expresaron los operadores que a partir de 2016 se convertirán en pioneros en el proceso, quienes subrayaron que es necesario que todas las empresas del Aeropuerto de Barcelona se certifiquen porque, "no hay sentido que unos se cumplan y otros no", como puente de manifestación Juan Falcó, coordinador de tráfico aéreo de Airpharm Group.

Esta iniciativa cuenta con el apoyo de las principales empresas farmacéuticas y de distribución, como la empresa Aena, que participó en el evento al presentar su nuevo centro CEIV Pharma, en el que se realizan desde IATA las auditorías.

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Logística
L’aeroport del Prat busca la certificació per gestionar fàrmacs

L’aeroport del Prat, juntament amb l’associació internacional del transport aeri (IATA) i l’associació Barcelona-Catalunya Centre Logistic, ha iniciat el procés per aconseguir la certificació d’excel·lència logística necessària per efectuar la càrrega de medicaments d’ús humà.

Cinc empreses logístiques quedarien certificades per completar una cadena logística acreditada internacionalment per manipular, gestionar i enviar productes farmacèutics d’acord amb els estàndards internacionals. Tot plegat afavoriria la indústria farmacèutica catalana, que aplega el 48% de les exportacions espanyoles. ARA
El Aeropuerto de Barcelona avanza para convertirse en un 'hub' de transporte de medicamentos

Jueves, 1 de octubre del 2015 - 13.58 h

La Asociación Internacional del Transporte Aéreo (IATA), Barcelona-Catalunya Centro Logístico (BCL) y el Aeropuerto de Barcelona han iniciado el proceso de certificación de excelencia logística-IATA Ceiv Pharma.

De este modo, los agentes de 'handling' Swissport y WFS y los transitarios Airpharm Logistics, DB Schenker e Ibercondor quedaran certificados para la manipulación de medicamentos de consumo humano en el ámbito de la carga área, han informado BCL y Aena en un comunicado.

El objetivo de Ceiv Pharma es validar a las empresas que conforman la cadena logística acreditándolas internacionalmente para la manipulación, gestión y envío de medicamentos de uso humano atendiendo a los parámetros mundiales de distribución farmacéutica.

Este proyecto, impulsado por BCL y Aena en Barcelona, es clave para conseguir que el Aeropuerto de El Prat se convierta en un 'hub' internacional de transporte de medicamentos.

En concreto, Catalunya concentra el 48% de las exportaciones españolas de farmacia por avión y los productos farmacéuticos y químicos representan el 14% de la carga aérea del Aeropuerto de Barcelona, según datos de la aduana española.
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BARCELONA, 1 (EUROPA PRESS)

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Barcelona-El Prat avanza para convertirse en un 'hub' de transporte de medicamentos

1/10/2016 - 13:57 Más noticias sobre:
- Aeroport El Prat
- Medicamentos
- Barcelona
- Cataluña
- Aena

Enlaces relacionados
- El Aeropuerto de Barcelona avanza para convertirse en un 'hub' de transporte de medicamentos (13:54)
- Exjefe de Transporte argentino admite haber recibido dádivas (01:32)
- El exjefe de Transporte argentino admite haber recibido dádivas (01:24)
- Junta anima al sector aeronáutico a aprovechar oportunidades de la RIS3 en áreas como logística y transporte (30/09)
- Piden casi once años de prisión para los exjefes argentinos de Transporte por un accidente en 2012 (29/09)

Cataluña concentra el 48% de las exportaciones españolas de farmacia por avión

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El transport aeri busca la confiança de les farmacèutiques i millorarà la seguretat del trasllat de medicaments al Prat

El 48% de les exportacions espanyoles de farmàcia tenen origen a Catalunya

El Prat de Llobregat (ACN).- Cinc empreses logístiques de l'Aeroport de Barcelona-El Prat han iniciat el procés per rebre la certificació d'excel·lència per a la manipulació de medicaments de l'Associació de Transport Aeri Internacional (IATA), que acreditarà que compleixen els controls estrictes de la distribució farmacèutica. El responsable del projecte de la IATA, Ronald Schaefer, ha admès que un dels principals "problemes" és que les desviacions de temperatura dels medicaments es produeixen sobretot en la càrrega aèria i es tradueixen en perdues milionàries. El 48% de les exportacions espanyoles de farmàcia tenen origen a Catalunya i els productes químics i farmacèutics representen el 14% de la càrrega aèria del Prat.
Barcelona-El Prat avanza para convertirse en un 'hub' de transporte de medicamentos

Temas
- Asociación Internacional del Transporte Aéreo
- International Air Transport Association
- Aeropuerto de Barcelona
- Barcelona
- Cataluña
- Empresas
- Medicamentos
- Transporte aéreo
- Productos farmacéuticos

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Economía/Transportes.- Barcelona-El Prat avanza para convertirse en un 'hub' de transporte de medicamentos

Cataluña concentra el 48% de las exportaciones españolas de farmacia por avión BARCELONA, 1 (EUROPA PRESS) La Asociación Internacional del Transporte Aéreo (IATA), Barcelona-Catalunya Centro Logístico (BCL) y el Aeropuerto de Barcelona han iniciado el proceso de certificación de excelencia logística-IATA CEIV Pharma.

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El objetivo de CEIV Pharma es validar a las empresas que conforman la cadena logística acreditándolas internacionalmente para la manipulación, gestión y envío de medicamentos de uso humano atendiendo a los parámetros mundiales de distribución farmacéutica.

Este proyecto, impulsado por BCL y Aena en Barcelona, es clave para conseguir que el Aeropuerto de El Prat se convierta en un 'hub' internacional de transporte de medicamentos.

En concreto, Cataluña concentra el 48% de las exportaciones españolas de farmacia por avión y los productos farmacéuticos y químicos representan el 14% de la carga aérea del Aeropuerto de Barcelona, según datos de la aduana española.
El transport aeri busca la confiança de les farmacèutiques i millorarà la seguretat del trasllat de medicaments al Prat

El 48% de les exportacions espanyoles de farmàcia tenen origen a Catalunya

El Prat de Llobregat (ACN).- Cinc empreses logístiques de l'Aeroport de Barcelona-El Prat han iniciat el procés per rebre la certificació d'excel·lència per a la manipulació de medicaments de l'Associació de Transport Aeri Internacional (IATA), que acreditarà que compleixen els controls estrictes de la distribució farmacèutica. El responsable del projecte de la IATA, Ronald Schaefer, ha admès que un dels principals "problemes" és que les desviacions de temperatura dels medicaments es produeixen sobretot en la càrrega aèria i es tradueixen en pèrdues milionàries. El 48% de les exportacions espanyoles de farmàcia tenen origen a Catalunya i els productes químics i farmacèutics representen el 14% de la càrrega aèria del Prat.
El Prat quiere consolidar su posición de hub para la industria farmacéutica

IATA, junto con la asociación Barcelona-Catalunya Centro Logístico (BCL) y el aeropuerto de Barcelona, han iniciado el proceso de certificación IATA Ceivar Pharma.

Cinco empresas logísticas - dos agentes de handling y tres trasnportadoras - serán certificadas para la manipulación de medicamentos de uso humano en el ámbito de la carga aérea. El proyecto Center of Excellence for Independent Validator on Pharmaceutical Handling de IATA (Ceivar Pharma) tiene como objetivo validar las empresas que conforman la cadena logística, acreditándolas internacionalmente para la manipulación, gestión y envío de medicamentos de uso humano según los estándares mundiales de distribución farmacéutica.

Esta iniciativa cuenta con el apoyo de relevantes empresas farmacéuticas catalanas, interesadas en contar con agentes certificados internacionalmente para el transporte de medicamentos que garanticen el cumplimiento de las exigentes normativas europeas y de los países más avanzados, que estipulan estrictos controles de temperatura, embalaje, etc.

Cataluña concentra el 48% de las exportaciones españolas de farmacia por avión y los productos farmacéuticos y químicos representan el 14% de la carga aérea del aeropuerto de Barcelona. El Prat según datos de la Aduana Española. Se trata de un sector eminentemente exportador y de alto valor añadido, con un altruísmo porcentual de las mercancías saliendo hacia terceros países.

BCL y ARNA, impulsores del proyecto Ceivar Pharma en Barcelona, consideran muy importante contar con empresas certificadas que cubran toda la cadena logística para lograr el posicionamiento del aeropuerto y de su comunidad logística como un hub internacional de transporte de medicamentos.

Las empresas con centros certificados en Barcelona incluirán dos grandes agentes de handling del aeropuerto (Swissport y WFS) y tres transportistas (Airpharm Logistics, DB Schenker e Ibercondor). Esto garantiza una cobertura total de los envíos de farmacia a través del aeropuerto. Barcelona será el aeropuerto español donde se certificará el mayor número de empresas, reflejando la importancia del sector farmacéutico.
El aeropuerto de Barcelona-El Prat apuesta por la logística farmacéutica

El interés de los principales aeropuertos por la excelencia en la logística farmacéutica pone de manifiesto el peso que este sector va adquiriendo en España.

Hub internacional de logística farmacéutica

Cataluña concentra actualmente el 48% de las exportaciones españolas de farmacia por avión, mientras que los productos farmacéuticos y químicos representan el 14% de la carga aérea del aeropuerto de Barcelona.

Por este motivo, desde Aena y el Barcelona Centro Logístico consideran muy importante contar con empresas certificadas que cubran toda la cadena logística, con el fin de lograr el posicionamiento del aeropuerto y de su comunidad logística como un hub internacional de transporte de medicamentos.

Las empresas que recibirán la certificación son los operadores de handling Swissport y WFS, y los transitorios Airpharm Logistics, DB Schenker e Ibercondor.

El aeropuerto de Barcelona está impulsando la excelencia en logística farmacéutica mediante la certificación, por parte de IATA, de los operadores de carga aérea que trabajan en sus instalaciones.

Esta actuación, junto a la del aeropuerto de Madrid-Barajas con el mismo fin, pone de relieve el peso que la logística farmacéutica, casi siempre a temperatura controlada, está ganando en las operaciones aeropuertas españolas.

En El Prat, cinco empresas logísticas, de las que dos son agentes de handling y tres transitoriios, quedarán certificadas para la manipulación de medicamentos de uso humano en el ámbito de la carga aérea, mediante la obtención del sello ‘CEIV Pharma’ de la Asociación Internacional de Transporte Aéreo (IATA).

La iniciativa del aeropuerto catalán cuenta con el apoyo de relevantes empresas farmacéuticas de la Comunidad Autónoma, interesadas en contar con agentes certificados internacionalmente que garanticen el cumplimiento de las estrictas normativas en términos de controles de temperatura, embalaje, etc., que caracterizan el transporte de medicamentos.
El Prat apuesta por la logística farmacéutica.

IATA, la asociación internacional del transporte aéreo, junto con la asociación Barcelona-Catalunya Centro Logístico (BCL) y el Aeropuerto de Barcelona - El Prat han iniciado el proceso de certificación de excelencia logística IATA Ceivar Pharma. Cinco empresas logísticas (dos agentes de handling y tres transitaris) quedarán certificadas para la manipulación de medicamentos de uso humano en el ámbito de la carga aérea.

El proyecto Center of Excellence for Independent Validator donde Pharmaceutical Handling de IATA (Ceivar Pharma) tiene como objetivo validar las empresas que conforman la cadena logística, acreditándose las internacionalmente para la manipulación, gestión y envío de medicamentos de uso humano según los estándares mundiales de distribución farmacéutica.

Esta iniciativa cuenta con el apoyo de relevantes empresas farmacéuticas catalanas, interesadas en contar con agentes certificados internacionalmente para el transporte de medicamentos que garanticen el cumplimiento de las exigentes normativas europeas y de los países más avanzados, que estipulan estrictos controles de temperatura, embalaje, etc.

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Hub internacional de transporte de medicamentos

BCL y AENA, impulsores del proyecto Ceivar Pharma en Barcelona, consideran muy importante contar con empresas certificadas que cubran toda la cadena logística para lograr el posicionamiento del aeropuerto y de su comunidad logística como un hub internacional de transporte de medicamentos.

Las empresas con centros certificados en Barcelona incluirán dos grandes agentes de handling del aeropuerto (Swissport y WFS) y tres transitaris (Airpharm Logistics, DB Schenker y Ibercondor). Esto garantiza una cobertura total de los envíos de farmacia a través del aeropuerto. Barcelona será el aeropuerto español donde se certificará el mayor número de empresas, reflejando la importancia del sector farmacéutico catalán.
IATA lanza el programa CEIV Pharma para recuperar la excelencia en el sector farmacéutico

IATA ha decidido abordar de forma decisiva la competitividad en el ámbito de la logística del sector farmacéutico con el objetivo de recuperar la excelencia en el transporte de productos farmacéuticos, lograr que de nuevo los laboratorios vuelvan a confiar en la calidad, seguridad y eficiencia de los procesos de transporte de mensajería con el programa CEIV Pharma.

El programa CEIV Pharma tiene como objetivo garantizar la seguridad y calidad de los productos farmacéuticos durante su transporte, garantizando la cumplimentación de los requisitos legales y reguladores que rigen el transporte de estos productos.

El programa CEIV Pharma es el resultado de una colaboración entre IATA y la industria farmacéutica, que busca mejorar la eficiencia y el cumplimiento de los requisitos regulatorios en el transporte de productos farmacéuticos, permitiendo a los laboratorios recuperar la confianza en el sistema de transporte de mensajería.

IATA arrancará en septiembre el proceso certificador en España

IATA espera que a partir de la implantación a nivel mundial del programa CEIV Pharma, esta empresa puedan sentirse satisfechas con la profesionalidad y compromiso logístico del sector a nivel mundial. La trayectoria del programa CEIV Pharma en España es un ejemplo de lo que se puede lograr a nivel internacional.

Sytrans “apuesta al verde”

El operador consigue el Sello de Huella de Carbono dentro de su apuesta por la sostenibilidad.

Sytrans ha conseguido el Sello de Huella de Carbono en reconocimiento a sus esfuerzos por minimizar su impacto ambiental. El Sello de Huella de Carbono es un reconocimiento a la sostenibilidad de las empresas y su compromiso con el medio ambiente.

La empresa ha implementado medidas para reducir su huella de carbono, como el uso de vehículos con tecnología de bajo emisiones, la optimización de flujos de carga y la reducción del consumo de energía.

Ahora ya hay seis compañías que han implementado el programa CEIV Pharma en España, lo que demuestra el interés de las empresas por mejorar la eficiencia y la calidad en el transporte de productos farmacéuticos. IATA espera que estas medidas conduzcan a un aumento de la confianza en el sistema de transporte de mensajería, lo que permitirá a las empresas farmacéuticas recuperar la excelencia en el sector.
Diario del Puerto

JULY 2015

Tras convertirse Finnair en la primera compañía aérea certificada, IATA prevé cerrar el año 2015 con un total de 37 certificaciones adjudicadas.

CEIV Pharma orientado a que la industria vuelva a confiar en la carga aérea y con el objetivo a largo plazo de que esta certificación se convierta en un estándar obligatorio y definitivo para garantizar la calidad de la logística aérea farmacéutica.

Agente

La certificación busca acreditar a todos los agentes implicados (aerolíneas, transportistas, agentes handling, transitorios, aeropuertos) y sobre todo incidir en los puntos críticos de la cadena, como son el handling y la rampa.

La primera prueba piloto se desarrolló en el año 2013 en el Aeropuerto de Singapur y su éxito fue definitivo para su desarrollo en todo el mundo.

En estos momentos ya hay 9 operadores en todo el mundo certificados tras convertirse recientemente Finnair en la primera compañía aérea en obtener la acreditación.

De igual, también hay ya 36 operadores que han iniciado el proceso de certificación.

Por último, hay 25 operadores que están ultimando las conversaciones para comenzar a certificarse.

IATA prevé cerrar 2015 con un total de 37 certificaciones adjudicadas.

Europa, con 8 certificaciones concedidas y 25 en proceso, quiere liderar la implantación del proyecto CEIV Pharma hasta el punto de que el Aeropuerto de Bruselas ha sido el primer proyecto completo de implementación del programa con agentes de todos los eslabones de la cadena logística de carga aérea.

Dos meses para obtener la certificación

La obtención de la certificación CEIV Pharma se inspira en el Center of Excellence for Independent Validation (CEIV) creado en su momento para el programa de seguridad ACC3 con el fin de que auditores independientes certicaran a toda la cadena logística local en origen para asegurar la mercancía antes de ser importada por avión a los mercados europeos y de Estados Unidos.

Con este mismo espíritu nace el programa CEIV Pharma, basado igualmente en auditores independientes para la cadena logística farmacéutica que se formen en el ámbito del Center of Excellence.

De esta forma, IATA impulsa el programa CEIV Pharma pero no es IATA quien auditó, lo que a juicio de Francisco Rizzuto, Cargo Manager Western Europe, es esencial para garantizar la credibilidad y la eficacia del programa.

La certificación tiene tres etapas. Una primera etapa denominada de evaluación o preauditoria a cargo de IATA, en la que se visita a cada agente y se elabora un completo informe en el que se identifican todos los procesos e infraestructuras de los operadores y se determinan las ineficiencias y ámbitos de mejora.

Hay una segunda etapa denominada de formación o "training", en la que se imparte formación al personal de la compañía, estructurada en tres cursos exhaustivos con amplio detalle sobre mejores prácticas y fomento de la competitividad en la logística farmacéutica.

Por último, hay una tercera etapa que es la de auditoría, en la que los auditores independientes del Center of Excellence hacen la auditoría definitiva para la concesión de la certificación.

Todo el proceso dura entorno a 2 meses.

Además, el programa contempla que hay un proceso de recertificación cada dos años para mantener la acreditación.

Ahora mismo IATA acaba de culminar sus instalaciones en España la formación de 18 profesionales destinados tanto a las preauditores como a la formación de personal, así como a su designación como auditores independientes.

La apuesta de IATA es por desarrollar los procesos de certificación mediante lo que se denomina el “Community Approach”, es decir, que en un aeropuerto se certifiquen todos los agentes implicados como oferta global para compartir costes en la implementación del proyecto y, sobre todo, poder transformar el aeropuerto en lo que se ha venido a denominar “Pharma Gateway”. IATA quiere que Madrid y Barcelona sean gateways en España y lideren este proceso en el Sur de Europa.

مطار الشرقية الدولي يطلق وحدة تخزين المنتجات الدولية

البيان

أطلق مطار الشرقية الدولي وحدة تخزين ومواد المنتجات الدولية، وصولاً لما وصله الى الصناعات والشركات في هذا القطاع. ويشير الى أن الهدف من إنشاء هذه الوحدة هو تحسين المواقع المزروعة لمنتجات دولية تجارية، وتعزيز استقرارها في السوق المحلي والدولي.

وقد تم الإعلان عن هذا المشروع خلال لقاء مشرف على رؤية الشرقية، الذي عقدت مؤخراً في المنطقة الشرقية.

المصادر: نشرة الشرقية الدولية، وموقع الشرقية الدولي.

تغطية: عبد المحسن إسماعيل
OTHER
The world’s first centre of excellence in pharmaceutical handling.

Situated at Singapore Changi Airport, SATS Coolport is Asia’s first on-airport perishable handling facility, dedicated to ensuring cold-chain integrity for a wide range of delicate cargo, including pharmaceuticals. With a well-trained team, quality management system and state-of-the-art facility that adheres to Good Distribution Practice guidelines, we are proud to be certified by IATA as the world’s first Centre of Excellence in Pharmaceutical Handling. Together with our established air cargo handling and logistics capabilities, we provide comprehensive and integrated solutions that meet your most stringent requirements. Come discover how SATS handles your temperature-sensitive pharmaceutical shipments to the most exacting standards.
The cold truth about pharma delivery failures

DISCORD in the pharmaceuticals and healthcare supply chain is becoming more evident as the revenue-generating niche air cargo market grows in popularity, writes Thelma B rim.

Drugs manufacturers, responding to strong demand from the emerging markets' middle classes, rely on qualitative, quantitative, cost-effective, temperature-controlled transportation. They cannot risk the efficacy of their products while in transit.

But there appears to be a clear demarcation between those air cargo operators who are up to the job – and those that aren’t. Some seem unable to get to grips with the complex and ever increasing regulations and the accompanying requirements, while others fail to invest in infrastructure and IT.

Bart Fouwels, pharma specialist at Amsterdam’s Schiphol Airport, warns: “Pharmaceuticals companies will need to consider supply chains that are segmented by the type of product (generic, patented, bio-pharma, narcotics, etc) and, or by the channel.

Continued on page three