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.
Watch: Turkish Cargo First to Achieve 3 IATA CEIV Certifications

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

TLME News Service
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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

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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.

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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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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.”

https://www.caasint.com/turkish-cargo-achieves-ceiv-pharma-fresh-live-animals-certifications/
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.

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. Irresponsibly 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...

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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.
More air freight companies want Perishable Logistics certification

According to the International Air Transport Association, interest is growing in a new industry certification program for handling and transport by air of perishable goods. The trade organization launched the Center of Excellence for Independent Validators (CEIV) Fresh in March 2019 as a way to standardize procedures and best practices to globally meet exacting customer and regulatory requirements for fast transit and temperature management.

The goal is to give shippers confidence that certified companies have protocols in place to ensure fresh meat, fish, fruits, vegetables, flowers and other delicate products, are delivered unspoiled. As more parties in the supply chain strengthen their cold chain capabilities the more shipments will retain their integrity. Perishable goods are a growth area, with higher profit margins, for an air cargo industry that is experiencing an overall slump in volumes.

Five carriers and six ground handlers are currently undergoing certification as a center of excellence for perishable logistics, IATA spokeswoman Katherine Kaczynska said.

Last month, Etihad Airways cargo arm became the second airline after Cathay Pacific Airways to achieve CEIV Fresh certification and the second after Cathay to achieve both CEIV Fresh and CEIV Pharma certification.

To become CEIV Fresh certified, companies must have personnel take a three-day IATA training course for quality control, food safety and risk management; assess shipments against an audit checklist; and conduct a final validation to close any procedural gaps discovered during the assessment. The certification is valid for three years.

Source: benzinga.com

https://www.freshplaza.com/article/9178503/more-air-freight-companies-want-perishable-logistics-certification/
From Chilean blue berries or best of wines to high value perishables such as pharmaceuticals, to more traditional temperature sensitive items such as frozen meat and fish, these products definitely have one characteristic in common – they require adequate infrastructure and innovative technological solutions to ensure efficient handling. Well, ‘Perishables’ is the only commodity that hasn’t seen a downfall in years, despite the ongoing trembly global air cargo business operations.

John Ackerman Elliott Paige, M.Econ, IAP Alexi Lachambre @Paul Cheng. Hactl - Hong Kong Air Cargo Terminals Limited Nathan De Valck @Stefan Worm Port of Hamburg Wally Devereaux Sanjay Khanna pramod menon Joke Aerts Andreas Pauker

#perishables #globaltrade #aircargo # #logistics #trade #freight #airports #airlines #shipping #cargo #transportation #supplychain #transport #freightforwarding #surecommedia #cargoconnect
LATAM Cargo recently opened a new USD $3.5 million perishable hub in Brazil's Guarulhos (GRU) that is intended to support the carrier's FRESH shipment program for perishable products en route from South America to destinations worldwide.

The perishable hub occupies a space of 1,637 square meters and increases LATAM Cargo's storage capacity at GRU by 33%; 50% of the total space is equipped with variable temperature cooling chambers with refrigeration ranges of 0 to 2 °C and 2 to 12 °C for storage and repalletizing. The system also allows temperatures in any of the chambers to be increased up to 22 °C.

LATAM Cargo reports that perishable products represent 45% of all goods it carries annually, and that products such as salmon, asparagus, fruit and flowers make up 85% of all the cargo the airline moves through GRU. The company said it took this into consideration in its strategic decision to make a major investment in developing the new hub.

“Our perishable hub will help us to reduce the time perishables are exposed to non-controlled temperatures by up to 20%, thanks to its capacity to offer variable temperature ranges and its strategic location closer to the loading areas,” said Claudio Torres, LATAM Cargo's international commercial director for South America.

Ultimately, the perishable hub is intended to support the carrier's launch of its FRESH program, which it describes as an enhanced version of its perishable care option, to provide more robust temperature control across its network. With FRESH, LATAM Group said it will offer controlled-temperature facilities across its network, an online storage temperature-deviation monitoring system, reduced exposure time while on the tarmac, and a predictive model that identifies the best measures to ensure freshness.

2019
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
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.

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 Shaddid, 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.

-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 worlds’ 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 vulnerable, 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).
Changi aims for CEIV Fresh certificate

CHANGI Airport Group will work with other parties in Singapore to earn the first IATA CEIV Fresh certificate in Southeast Asia by April 2020.

The airport operator will work with the Civil Aviation Authority of Singapore, Enterprise Singapore and Workforce Singapore to support the air cargo community with dnata Singapore and Singapore Airlines as pioneer members.

The four parties will co-fund certification costs, with SAAA@Singapore acting as programme manager. Perishable cargo represents about 13% of Changi’s exports and imports, and is one of the key drivers of the airport’s growth in recent years.
FROM MAGAZINE: Raising the stakes on perishable logistics

By Surya Kannoth

Perishables form the biggest vertical or the biggest business segment for the air freight industry. Sixteen percent of the overall freight that is carried by all airlines is attributed to perishables. This is also one of the fastest growing segments. In fact, even with the current overall slump in air freight figures, the only product category that has seen growth are perishables.

"Over the last few years, the product share of perishables has grown by two percentage points. So the 16 percent product share for perishables was 14 percent five years ago," observes Eric Mauroux, Air France KLM Martinair (AFKLM) Cargo’s global head of perishables logistics. Mauroux sees this trend to continue in the years to come. "Despite the drop in overall freight numbers, the only product category that has seen growth are perishables," Mauroux said. Thus, the stakes are high, not only for the perishable growers and manufacturers, but for the transportation and logistics services providers that move, store, process, and deliver their products. This has prompted all players in the air cargo industry to up the ante and improve their performance if it wants to take advantage of the growing perishables market and avoid losing out to disruptors and other modes of transport.

Fresh programmes and services

Being time and temperature-sensitive, the handling and transportation of perishable products is extremely challenging. In order to meet such requirements, the International Air Transport Association (IATA) devised the Center for Excellence for Perishable Logistics (CEIV Fresh) earlier this year, to improve the handling and the transport by air of perishable products. In much the same way that IATA’s CEIV pharma certification binds airlines to set standards for the transportation and storage of medicines, CEIV Fresh certification lays out a series of requirements for time and temperature-sensitive transport of foodstuff, fresh flowers and wine.

When dealing with fresh produce and other food items intended for human consumption, there is no wiggle room when it comes to freshness and quality. For the food to reach one’s plate, there is a lot that happens along the way – this includes harvesting crops at the right time, maintaining proper temperatures, and of course, on-time delivery from farm to fork. As consumption patterns change, regulations vary, customer expectations rise, industry players are converging to create a seamless supply chain.

What makes fresh produce so inviting at the grocery store? In most cases, one of the top responses is likely the appearance. The most critical criterion for maintaining quality appearance along with the overall freshness of produce is to ensure that the journey of the produce from farm to fork is under ambient conditions.

[Image: Raising the stakes on perishable logistics]

https://www.stattimes.com/raising-the-stakes-on-perishable-logistics/
Based on the IATA Perishable Cargo Regulations (PCR), which combines professional regulatory and operational input from industry and government experts, CEIV Fresh also ensures quality and works towards reducing spoilage and wastage.

“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 at the time of the launch of the programme.

That apart, after the successful launch of the FlowerWatch certification by AFKLM Cargo, the airline is now looking at extending its programme to fruits and vegetables. FlowerWatch has developed a fail-safe quality assurance system, helping identifying challenges in the cold chain and permanently fix them. The system’s central concept is ‘time temperature exposure’ expressed in degree hours, measuring the average temperature multiplied by the number of hours. This is the average temperature of fresh flowers throughout transportation multiplied by the number of hours (1 degree hour = 1 hour x 1 degree Celsius). Every 500 degree hours reduces vase life by one day. The key to successful cold chain performance is to minimise the number of degree hours.

“After our successful run with flowers, we are now running pilots within our ecosystem of players for fruits and vegetables,” said Mauroux. Explaining the project in detail, he added, “This is an innovative way of assessing the whole cold chain, which is based on degree hours. Using this, we are working with different stakeholders in the cold chain to work on their process. The idea is not to pinpoint the mistakes but to have a common approach to improve the performance.”

Apart from such industry-wide certification programmes, airlines and airports are improving their services and infrastructure to cater to the ever-growing perishables business. Recently, IAG Cargo partnered with Cargo Signal to offer customers a new tracking service for cargo. Cargo Signal is a sensor-based logistics platform that uses Internet of Things (IoT) technology to improve decision making, tracking and efficiency of air cargo.

The service provides customers with enhanced end-to-end monitoring and notification features, using cellular networks to communicate with tracking devices on cargo. The devices transmit real-time data when in cellular range on everything from location and light through to precise temperature and humidity readings.

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"We are always looking at how we can use technology to improve our service and customer experience. We understand that our customers, especially those dealing with high-value or temperature-sensitive cargo, need access to important data throughout the shipment journey. This partnership with Cargo Signal complements our premium products such as Constant Climate, Critical and Secure to provide a comprehensive monitoring service with unrivalled visibility over shipments across each step of the supply chain," said Daniel Johnson, head of product, IAG Cargo.

In a recent development, Saudi Airlines Cargo Company announced the launch of its newest service, dry ice replenishment services to temperature-controlled products such as perishables and pharmaceuticals which require specific temperature requirements while being transported and stored; this service can be provided to clients 48 hours in advance prior to service delivery.

Commenting on the new service, Saudia Cargo's chief commercial officer Abdullah Al-Mubarak said in a media note, "Dry ice replenishment service is now available at Jeddah and Riyadh stations for import and transit cargo in the first stage and soon it will be provided to the rest of the stations as well. Moreover, the ground handling unit always dedicates its effort to provide best industry solutions ensuring the safe and secure handling of all loads and cargoes."

It is not surprising then that every major carrier courts this business fiercely and offers a service product tailored for the cold chain. In fact, even forwarders have been realising the growth potential in perishables shipping. Kuehne + Nagel recently successfully completed the acquisition of Worldwide Perishable Canada Co. (WWP). The company is one of the largest freight forwarders in Canada and a major player for perishables cargo being the market leader in tuna export. With a strong footprint on the East Coast, WWP is expected to strengthen the existing Kuehne + Nagel perishables network in Canada.

"Perishables logistics is one of our strongest growth drivers at Kuehne + Nagel," said Greg Martin, regional airfreight manager, Kuehne + Nagel North America in a press statement. "Thus, we have been continuously investing in the expansion of our dedicated network: through selected acquisitions and by connecting key production countries to major markets. Setting up global certified standards which are reflected in our KN FreshChain solution, has further strengthened our perishables network worldwide, making it the largest in the industry." The combined volume of both companies' business portfolio will account for more than 17,000 tonnes of air export of perishables per annum out of Canada strengthening Kuehne + Nagel's market leading position in North America.

More recently, Virgin Atlantic Cargo and Delta Cargo opened a state-of-the-art export facility at London Heathrow to future-proof the joint venture’s growth plans in the UK market. The facility boasts of increased capacity for temperature-controlled and perishables cargo.

To satisfy the requirements for tracking delicate air cargo and monitoring conditions throughout every phase of every flight, more airlines, logistics companies, pharmaceutical and restaurant and food retail chains are moving to adopt visibility monitoring solutions to gain visibility and control across the supply chain.

Shippers and their logistics partners are increasingly investing in meeting visibility demands. The number of touchpoints is increasing, and the knowledge of what happens at each of those touchpoints is empowering data for stakeholders to mitigate risk, improve logistics performance, and standardise their metrics.

In a move towards better track-and-trace, Brussels Airport’s (BRU) cargo division stepped up its digital and perishable capabilities with the pilot launch of a digital ‘Perishable Management App’ on its open data sharing BRUCloud platform. The new perishable management application is intended to simplify work for the Belgian Federal Agency for the Safety of the Food Chain (FASFC) and forwarders by offering a central, digital platform for all communication and document exchange related to the inspection process of perishables. The application is accessible via mobile device and will also allow FASFC and forwarders the ability to track the inspection status of shipments in real time.

**Collaboration and standardisation holds the key**

While operators are investing more on their perishables capabilities, data standards in logistics have long been elusive and have been only marginally more pervasive than in other sectors, despite efforts to harmonise data transfer between organisations.

"We need all actors in the chain to be working together because for now it is very fragmented and the fact that the chain is fragmented generates some inefficiency. Therefore, while GDP guidelines have to be adopted by everyone, we need to go even further than that; we need to collaborate and work together and share information and data and understand the whole supply chain better," said AFKLM Cargo’s Maurox.
Industry experts also believe that all actors in the supply chain must keep working towards a common goal of standardisation while maintaining safety and quality of products and services. “We need to find a uniformity of standards that meet common objectives when it comes to perishable cargo regulations,” said Andrea Gruber, head, special cargo, IATA.

Sustainability is the name of the game
While the transportation of perishables by air freight has been growing consistently, moving perishables by air has brought forth a number of questions with regard to sustainability. Sustainability ranks very high on the agenda for the air cargo industry. “The business landscape is rapidly changing, with technology bringing new opportunities, and evolving consumer and customer demands,” said Stavros Evangelakakis, Cool Chain Association chairman and Cargolux global product manager pharma and perishables, in a press statement. “At the same time, there is a pressing need for us to address sustainability issues, from better caring for our environment, to ensuring a responsible and healthy future for our industry, and for the people who rely on it from first, to the final mile,” he observed.

“Our cool chain industry must ensure product integrity, learn from each other, collaborate, innovate, digitalise and share data to embrace the ‘people, profit, planet’ framework and drive sustainable development for both pharma and perishables,” Evangelakakis added.

https://www.stattimes.com/raising-the-stakes-on-perishable-logistics/
Air Cargo France Association supports the Fresh CEIV

The constant increase in international trade of goods finds its origin in the growth of the world’s population, combined with rising average living standards.

Today, perishable products are the type of goods that benefits from the highest growth dynamics and represents the largest proportion of products carried by air cargo. Indeed, consumer demand for healthy and quality products throughout the year is leading to an increase in the transport of perishable goods by air.

During the “Forum Fresh” organized by Air Cargo France Association in January 2019, local and international players involved in the transport of fresh products, showed their interest in the implementation on CDG of good practices to improve the supply chain, with the objective of saving time and reducing losses of goods. Here, economical and environmental are at stakes.

Groupe ADP, member of the ACFA, wishes to respond to this expectation by promoting the implementation of “Fresh CEIV” certification for major operators of thermosensitive products. This certification, developed by IATA, aims to guarantee compliance with the highest quality standards. Paris-CDG would thus become the first European airport where the cargo community would be involved in a coordinated and extended way in this approach of excellence.

In collaboration with IATA, Groupe ADP will initiate training sessions at the beginning of 2020 for CDG’s cargo players for which this certification is relevant.
In parallel with this approach and in accordance with its ambitions, ACFA is working with its members to improve processes in the treatment of thermosensitive products through the organisation of specific working groups.

CEIV Fresh for Alha in Milan and Rome

07 / 10 / 2019

Italian air cargo services group Alha has received IATA CEIV Fresh certification for its Milan Malpensa and Rome Fiumicino airport centres. It already holds CEIV Pharma certification throughout its network in Italy.

Lorenzo Schettini, chief executive of Alha Group, said: “Air transport of perishable goods is experiencing continuous and progressive growth, a development that we see as an opportunity. “We have invested heavily over the years through continuous updating and renewal of our Malpensa and Fiumicino facilities, with a particular focus on temperature control and maximum reduction in management times, particularly important aspects, be it perishable goods or pharmaceutical products.”

The ALHA Fresh Centres – 4,000 sq metres in Milan Malpensa and 1,000 sq metres in Rome Fiumicino – have seen investment in “significant technological innovations, in particular in the area of temperature mapping and analysis of operational performance,” he added.

During 2018, the Alha Group managed around 30,000 tons of perishable products and 7,500 tons of pharmaceutical products, up 12% on the previous year.

The IATA CEIV Fresh certificate was presented by Andrea Gruber, IATA special cargo manager. The IATA CEIVs (Centre of Excellence for Independent Validators) are standardised global certification programmes that recognise excellence in the transportation and handling of special cargo products worldwide.

https://www.aircargonews.net/services/ground-handler/ceiv-fresh-for-alha-in-milan-and-rome/
Aeromexico Cargo seeks CEIV Pharma, Fresh certifications

Aeromexico Cargo plans to pursue IATA's CEIV Pharma and Fresh certifications for pharmaceutical and perishable shipments, Getulio Centanaro, VP Americas, Aeromexico 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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Paris Airport Aspires first European CEIV Fresh Certification

Premiering at Munich-held Air Cargo Europe was the ‘Air Cargo France Association’ (ACFA), set up in 2017. Its aim is to promote the French airports, which are exposed to intense international competition, says its spokesman Valentin Bouchet.

ACFA is the successor to the inter-professional Comité Interprofessionnel du Frêt, which brought together the air cargo stakeholders at Paris CDG. To date its members are Groupe ADP, Air France Cargo, Sycaff, WFS, France Cargo Handling, TLF Overseas, SCDEXI, CIN France, la Direction Intermégionale des Douanes de Roissy, d’Orly and Le Bourget, the Direction Générale de l’Aviation Civile and the Préfecture déléguée de Roissy-Orly-Le Bourget.

CFG: There are many industry associations, with ACFA joining the lineup. What’s the need for this club?

VB: By setting up ACFA we wanted to respond to the common needs of air carriers and freight forwarders, which we put around the table. Basically, we are a lobby group, representing and promoting the French airports. As such we would like to expand our reach by discussing and coordinating our aims with other French airports. From our point of view joining ACFA is beneficial for members because we are in constant dialogue with public authorities such as customs, civil aviation, the prefecture of the region and others. In that respect, we want to become the privileged interlocutor with the authorities by tabling concerns of the industry and trying to solve them through discussions or by setting up working groups.

CFG: Understood, but which specific targets do your association have? Please illustrate.

For 2019 we want to focus on digitisation, the development of specific markets like pharma and fresh and, most importantly, the promotion of air cargo related careers. We find that there still are a lot of people around the airports who do not take advantage of the economic activity of these airports, because they lack the necessary professional skills.

CFG: Is ACFA looking into the IATA CEIV Pharma certification?
What we are working on is to implement the new CEIV Fresh initiative. 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. We would like Paris CDG to be the first airport in Europe to follow suit.

CFG: Has ACFA reached out to FedEx, a major player in Paris?
We have both private companies and public bodies as members. We would like to expand to include new members, especially in the express business as they are very important due to their activities. We are also talking to DHL and La Poste in this respect. They are still evaluating if joining ACFA can offer them some added value.
From our perspective the added value for companies joining our association, such as DHL, FedEx and other integrators, is to express their concerns about CDG developments and collaboratively engage in projects, working groups etc to best solve them.

CFG: The shippers’ organisation AUTF has not yet joined?
AUTF too is in discussion with us and we certainly think we can bring added value to them, even if we are a complementary organization. On the other hand, the road haulage organisation TLF has become a member with others hopefully following suit. The more powerful we are will help in achieving our aim to become the spokes-body for the entire French air cargo industry.

Marcel Schoeters
Stopping food waste in a hungry world

“Cool Chain” or “Temperature-Sensitive Supply Chain” is the subset of the total supply chain that involves the production, storage and distribution of products that require some level of temperature control.

It was a very different world in perishables and cool chain airfreight in 2003, the year of the formation of the Cool Chain Association (CCA). According to Edwin W Kalischng, CCA board member, at the turn of the century perishables and cool chain traffic was almost completely unregulated and price-driven.

He says: “Logistics was treated by buyers as just a cost. They selected services just on the basis of cost.”

There were barely any standards and “partners in the supply chain hardly ever spoke to each other,” he recalls. This led to a lack of understanding of the importance of temperature control throughout the supply chain.

Now, 16 years later, the perishables and cool chain sector is vastly different, no thanks to the efforts of the CCA and its members.

“We have achieved a great deal. I sometimes think we are too modest and should bang the drum more often,” says Kalischng.

Sixteen years after its founding, Kalischng is on the board of an association that has shifted the conversation along the supply chain from just moving the product based on price to becoming a partner in the worldwide battle against food waste.

“As an association, CCA is a non-profit organisation which means we can have higher objectives. One of these is to fight food waste. This is an important topic,” he says.

Kalischng is looking to battle the third of food that becomes waste in the supply chain.

“There will be 9bn people by 2050. We must work to reduce food waste, of course, but it is not only vital food that is wasted when food is ruined. The water used in that food’s production is wasted, as is the labour and capital involved in its production as is the kerosene wasted in flying the produce to market,” he says.

Proactive

Instead, CCA is “proactive” in end-to-end discussions in the supply chain. It talks to the growers, supply chain operations and retailers on how to reduce spoilage and food waste in the chain.

In the sixteen years that CCA has worked to develop the perishables and cool chain industry, Kalischng points to three achievements that have worked to improve the business of moving perishable products.

He says the first is “awareness.” He is pleased that not only CCA run conferences and events on the topic but others do as well, to generally raise the debate and interest in the sector.

“Between 2006 and 2009, the association and its members developed the CCQI, the Cool Chain Quality Indicator,” he notes. The CCQI standard was later used by the International Air Transport Association (IATA) as the basis for its planned CEIV Fresh standard.

Lastly, Kalischng is proud that CCA members have reached out to customers to develop techniques and products to aid the safe transport of perishable products.

One example he shows is the work between CCA member Cargolux and international chemical manufacturer DuPont that resulted in a widely used thermal blanket.

As well as being a CCA board member, Kalischng is a consumer like every ACW reader. He too enjoys airfreighted products moved around the world that serve his Dutch homeland.

“I particularly enjoy blueberries flown in from Mexico and South America,” he says.
Cathay Pacific picks up CEIV Fresh

Cathay Pacific has become the first airline in the world to be awarded CEIV Fresh, IATA’s accreditation for perishable cargo handling.

The CEIV certificate aims to help organisations improve handling, and CEIV Fresh ensures quality assurance and works towards reducing spoilage and wastage.

Nick Careen, senior vice president, airport, passenger cargo and security at IATA congratulates Cathay Pacific on becoming the first airline to achieve CEIV Fresh.

He says: “As an industry, we have a duty to ensure that global standards and best practices are in place to ensure perishable products are handled and transported to avoid increased product loss.”

Frosti Lau, general manager cargo service delivery at Cathay Pacific says: “Acquiring this new certification shows our commitment to continuous improvement in service quality and gives our customers the peace of mind in our special handling throughout the shipment journey.

“Along with other airport stakeholders in Hong Kong, including CPSL (Cathay Pacific Services Limited), this collaborative approach further boosts Hong Kong’s reputation as a key international gateway for the handling of perishable products.”
Cathay Pacific obtains CEIV-Fresh certification

Cathay Pacific today has become the world’s first airline to obtain the CEIV-Fresh certification, which was unveiled at the International Air Transport Association’s (IATA) 13th World Cargo Symposium in Singapore earlier this year.

IATA piloted the CEIV-Fresh certification with Airport Authority Hong Kong, Cathay Pacific, and terminal operators Cathay Pacific Services Limited (CPSL) and Hong Kong Air Cargo Terminals Limited as launch partners. The airport authority and the two terminals were awarded the certification in March.

“Acquiring this new certification shows our commitment to continuous improvement in service quality and gives our customers the peace of mind in our special handling throughout the shipment journey,” said Frosti Lau, general manager of cargo service delivery at Cathay Pacific. “Along with other airport stakeholders in Hong Kong, including CPSL, this collaborative approach further boosts Hong Kong’s reputation as a key international gateway for the handling of perishable products.”

With Cathay’s certification, Hong Kong is now the first airport community to be recognized for its compliance with IATA’s standardized procedures and best practices. The CEIV-Fresh program is predominantly based on the IATA Perishable Cargo Regulations, and helps to ensure food safety and reduce spoilage.

“As an industry, we have a duty to ensure that global standards and best practices are in place to ensure perishable products are handled and transported to avoid increased product loss,” said Nick Careen, senior vice president of airport, passenger, cargo and security at IATA.

Cathay said in March that it expected to achieve certification this month. The airline also owns CPSL.
First for Freshness: Cathay Pacific receives CEIV certification

Tuesday, May 14, 2019 — Cathay Pacific has become the world’s first airline to be awarded CEIV Fresh, the International Air Transport Association’s (IATA) globally-recognised accreditation for perishable product handling.

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 handling excellence.

The CEIV Fresh certification ensures quality assurance and works towards a reduction in spoilage and wastage, whilst also highlighting Cathay Pacific’s specialism in air cargo services.

Nick Careen, IATA Senior Vice-President, Airport, Passenger, Cargo and Security, said: “We congratulate Cathay Pacific on becoming the first airline to achieve CEIV Fresh

IATA launches CEIV Fresh certification for transporting perishables

March 14, 2019

The International Air Transport Association (IATA) has launched a new industry certification, Center for Excellence for Perishable Logistics (CEIV) Fresh, to improve handling and transport by air of perishable products. 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 IATA Perishable Cargo Regulations (PCR) which combine professional regulatory and operational input from industry and government experts.

“Perishable goods are 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.

HKG becomes first CEIV Fresh-accredited airport

Hong Kong International Airport (HKG) is now the world’s first International Air Transportation Association (IATA) Center of Excellence for Independent Validators (CEIV) Fresh-certified airport. Launch partners in the program include the Airport Authority Hong Kong (AAHK), Cathay Pacific, Cathay Pacific Services Limited (CPSL) and Hong Kong Air Cargo Terminals Limited (Hactl).
Standards for the IATA CEIV Fresh program are based on the IATA Perishable Cargo Regulations (PCR), and are designed to ensure the safety of perishable food products through standardization of handling and transport operations. The new certification follows IATA’s successful push to improve pharmaceutical shipping standards, CEIV-Pharma, and was launched this week 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. The airport has also prepared for increased cargo volumes with plans to expand its runway and construct a new logistics center, which will be serviced by the airport’s increased catchment zone and access to multimodal transit due to the opening of the Hong Kong-Zhuhai-Macau Bridge.

IATA has recognized HKG as a partner airport to CEIV Fresh. AAHK said it expects increasing demand for high-end temperature-controlled products, such as perishables and pharmaceuticals, and believes the airport is well positioned to capture the growth. To support efforts related to this cargo, the airport authority is providing additional cool dollies – a total of 30 – for its airport stakeholders and is building apron shelters to protect perishables from weather elements.

Hactl has acquired its CEIV Fresh certification following IATA’s assessment and validation of its facilities and operations in December 2018 and January 2019, respectively. Hactl key staff underwent training by IATA for CEIV Fresh in October 2018, whereupon the ground handler said it made refinements to its terminal and processes.

First, Hactl created a fast-track “Fresh Lane” to minimize time required for unloading and transferring perishables to customers or into temperature-controlled storage. Additionally, Hactl is ensuring perishable cargoes’ safety by implementing adjustments to four critical control points: the use of thermal dollies to maintain optimum temperatures; the segregation of different perishable commodities through dedicated truck docks; the mapping and visual marking of optimum storage positions in its cool rooms; and the installation of dedicated active ULD charging areas.
SINGAPORE — First it was pharmaceuticals. Next came live animals. This morning the International Air Transport Association (IATA) added yet another time and temperature-sensitive cargo category to its wildly successful Center of Excellence for Independent Validators program: Perishable goods. The new industry certification — the Center for Excellence for Perishable Logistics, a.k.a. "CEIV-Fresh" — is designed [...]
Hactl Receives IATA CEIV Fresh Accreditation

Hactl began preparations for IATA CEIV Fresh in October 2018, with key staff undergoing training by IATA in November, and the company making a number of refinements to its terminal and processes.

Hong Kong, March 13, 2019 -- Hong Kong Air Cargo Terminals Limited (Hactl) is one of the first two cargo handling agents in the world to achieve the new IATA CEIV Fresh accreditation, as part of an Airport Authority Hong Kong initiative to make the airport the world’s first CEIV Fresh hub. Hactl was presented with its certificate at IATA’s World Cargo Symposium in Singapore.

Hactl began preparations for IATA CEIV Fresh in October 2018, with key staff undergoing training by IATA in November, and the company making a number of refinements to its terminal and processes. Assessment and validation were then carried out in December 2018 and January 2019 respectively.

Hactl created a new, fast-track "Fresh Lane" through its handling processes, designed to create an organised and structured journey through its facility, and so minimize the time taken to unload perishable cargo and either release it to customers, or place it in temperature-controlled storage. The Fresh Lane is modeled on Hactl’s highly-successful "Golden Route", which was introduced for the expedited handling of pharmaceuticals in 2013, and won it the first WHO GDP and IATA CEIV Pharma accreditations in Hong Kong.

Hactl's new perishables handling procedures are based around the "HACCP" (Hazard Analysis and Critical Control Points) concept, which identifies and deals with potential threats to perishables safety. The over-riding aim of HACCP is to minimize the amount of perishables cargo which becomes unfit for consumption during transit.

Hactl identified four such Critical Control Points within its operations, which have been successfully dealt with through, for example, the use of thermal dollies to maintain optimum temperatures. Among other upgrades are the segregation of different perishable commodities through dedicated truck docks, and the mapping and visual marking of optimum storage positions in its cool rooms (its so-called "Blue Belt"). Dedicated active ULD charging areas have also been installed, already stringent hygiene and pest-control practices have been tightened further, and suppliers have been instructed on what they must do to comply with the new standard.

New Logistics Standard Set for Perishable Air Cargoes

Hong Kong Freight Operators First to be Certified

WORLDWIDE – HONG KONG – The International Air Transport Association (IATA) has launched a new industry certification, the Center for Excellence for Perishable Logistics (CEIV Fresh), to improve the handling and the transport by air of perishable products. Alexandre de Juniac, IATA’s Director General and CEO, said:

“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.”

The specific time and temperature requirements for food and plant products makes the handling and transporting of perishable products challenging. The CEIV Fresh programme aims to meet 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. This community approach looks to align the needs and responsibilities of all stakeholders involved in the handling of perishable goods. Fred Lam, Chief Executive Officer, Airport Authority Hong Kong, said:

“We are delighted to be the first airport community worldwide recognised by IATA under the CEIV Fresh programme, which is a big encouragement to and affirmation of the capability of the Hong Kong airport community in handling perishable products. HKIA is the world’s busiest cargo airport since 2010. With the new certification, HKIA is well-placed to capture the increasing growth opportunities in the market for fresh and perishable goods.”

For its part Hactl began preparations for IATA CEIV Fresh in October 2018, with key staff undergoing training by IATA in November, and the company making a number of refinements to its terminal and processes. Assessment and validation were then carried out in December 2018 and January 2019 respectively. Hactl created a new, fast-track ‘Fresh Lane’ through its handling processes, designed to create an organised and structured journey through its facility, and so minimise the time taken to unload perishable cargo and either release it to customers, or place it in temperature-controlled storage.

The Fresh Lane is modelled on Hactl’s successful ‘Golden Route’, which was introduced for the expedited handling of pharmaceuticals in 2013, and won it the first WHO GDP and IATA CEIV Pharma accreditations in Hong Kong. Hactl’s new perishables handling procedures are based around the Hazard Analysis and Critical Control Points (HACCP) concept, which identifies and deals with potential threats to perishables safety. The over-riding aim of HACCP is to minimise the amount of perishables cargo which becomes unfit for consumption during transit.

Hactl identified four such Critical Control Points within its operations, which have been successfully dealt with through, for example, the use of thermal dollies to maintain optimum temperatures. Among other upgrades are the segregation of different perishable commodities through dedicated truck docks, and the mapping and visual marking of optimum storage positions in its cool rooms (its so-called ‘Blue Belt’). Dedicated active ULD charging areas have also been installed, already stringent hygiene and pest-control practices have been tightened further, and suppliers have been instructed on what they must do to comply with the new standard. Hactl Senior Manager, Safety, Sustainability and Quality Assurance, Benny Siu, said:

“The IATA training was an excellent starting point to ensure we understood the standard, and it gave us the opportunity to raise our own questions after reading the IATA PCR and IATA CEIV Fresh Audit Checklist. This enabled us to make a prompt start on the certification process. With CEIV Fresh, you have to forget the many years for which you may have handled perishable cargo: it’s a hurdle if you think in this way. What we have done with CEIV Fresh is to further enhance our existing high standards through careful self-scrutiny, detailed planning, and making modifications where required.”

Wilson Kwong, Hactl Chief Executive attributed Hactl’s success in achieving accreditation so quickly, to the company’s customary teamwork and constant determination to drive the highest standards and best practice. He added:

“Certification such as CEIV Fresh is very useful to benchmark the quality and standard of an organisation, and Hactl applauds both IATA’s initiative in driving the adoption of CEIV Fresh throughout the industry, and HKIA’s leadership of this project in Hong Kong. We urge all air cargo businesses to join this movement towards uniformity, which will create higher service standards for perishables handling across the industry.”

Photo: Hactl’s multi-zone temperature-controlled storage and handling facilities.
Hong Kong International Airport receives recognition for cargo capabilities

HKIA has been recognised by IATA for its capability in the transportation and handling of perishable cargo, through its efficient, dedicated facilities and services provided in a stringent temperature-controlled process at globally assured standards.
The accreditation has been pioneered at HKIA, with Airport Authority Hong Kong (AA) working closely with members of the airport community including Hong Kong Air Cargo Terminals Limited (HACTL), Cathay Pacific Services Limited (CPSL) and Cathay Pacific. The programme is aimed to improve the handling and the transport of perishable products to ensure food safety, as well as reduce food wastage and loss along the supply chain.

In addition to HKIA being recognised as the Partner Airport, HACTL and CPSL have also achieved IATA CEIV Fresh Certification, testifying to their IATA-compliant standards in handling perishable products, in respect of both facilities and operations. The two cargo terminal operators offer cold rooms set at tailored temperatures for various kinds of perishable cargo, such as live seafood, fruits and vegetables, and frozen meat. Their staff training and handling process have also been assessed and certified for their compliance with the global industry standards. Cathay Pacific, the home-based carrier at HKIA, is expected to complete validation of the certification later this year.

Alexandre de Juniac, Director General and CEO of IATA, stated: “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.”

Fred Lam, Chief Executive Officer of the AA, said: “We are delighted to be the first airport community worldwide recognised by IATA under the IATA CEIV Fresh programme, which is a big encouragement to and affirmation of the capability of the Hong Kong airport community in handling perishable products. HKIA is the world’s busiest cargo airport since 2010. With the new certification, HKIA is well-placed to capture the increasing growth opportunities in the market for fresh and perishable goods.”

In 2018, HKIA handled over 380,000 tonnes of perishables, accounting for approximately eight per cent of the total cargo volume of HKIA, marking a year-on-year increase of 12 per cent from 2017.
The numbers say it all: One third of all food produced globally – 1.3 billion tonnes worth – is wasted somewhere along the supply chain, each and every year, writes Donald Urrutia. A shocking statistic for a world under severe ecological pressure and one in which millions of people are malnourished. But many involved in the global cold chain business are pushing for standards to help make this sector both efficient and safe.

Collaboration, transparency and data sharing, as well as training for perishables growers and better facilities are needed to inject quality into a fragmented and disconnected supply chain,” he says. “We should aim for quality, we should not wait for other agencies to come up with standards, we should look internally and act now.”

Indeed this theme is echoed by Sealed Air vice president of strategy and business development Susan Bell, speaking in Singapore recently she highlighted the importance of the public safety aspect, particularly in the rapidly evolving e-commerce environment.

This enormous food waste on a global basis combined with food safety issues highlights the need for not just proper packaging and logistics, but an industry-wide initiative to cooperate and develop standards in what she said is a “call to action for the industry”.

The temperature is not enough

“There’s a lack of digital connectivity – the industry truly needs a digital interface,” Bell argues. “Today many companies offer temperature monitors but that’s not enough. To truly ensure product safety we as an industry must band together and create a digital infrastructure, a digital ecosystem.”

Temperature, shock, vibration, humidity can all be tracked throughout the entire supply chain journey to ensure product integrity but its important to use that data proactively she says and that’s where the industry is not keeping up with changes in demand.

Noting that B2C global e-commerce is expected to reach $4.5 trillion by 2021, she observed that buying groceries online are a growing part of this, which in turn is a reflection of the growth of the global perishables trade. “If you think about the groceries you ordered online last week, most of the meat or fruit you ordered has gone through 10 steps or more and supply chain. The insulin you picked up in the pharmacy last week, the vaccine your daughter got at the doctor’s – those are biological pharmaceuticals, which by and large go through 17 to 20 points from active pharmaceutical ingredient to patient use. Whether food or pharmaceuticals, these are both very highly complex supply chains,” she says.

Life or death

Those two industries – food and pharmaceuticals – require cold chain solutions, she said. “What happens along the logistics journey when perishable foods or pharmaceuticals are inside that shipper, it’s not about the package or the logistics chain, it’s about public safety. “Lives can be on the line. It may sound like an exaggeration, but when it comes to e-commerce shipping, it’s really not,” she says.

The problem, Bell highlights, is that food products are not regulated through this shipment process, whereas pharmaceuticals are, but only from the first point of distribution, or the first point of manufacture, to the first point of distribution. But crucially, the key differentiating factor is that the pharmaceutical logistics industry does at least have voluntary certification such as IATA’s CEIV.
Lack of regulations causes a stomach upset

...
Lack of regulations causes a stomach upset

By James Muir - Jul 22, 2018

In the non-pharma perishables sector there is no equivalent, although talk in the industry suggests IATA may come up with a similar programme for the food side of the business.

"This means," Susan Bell says, "without laws or even voluntary temperature regulations in the perishable supply chain, consumers have no choice but to put their trust in product and logistics providers.

"So that chicken you’ve eaten for dinner last night, you assume it’s safe. And for the most part, the reputable companies assure that safety, but not all start-ups do," Bell says in reference to the plethora of food-related e-commerce platforms that have sprung up.

In what is clearly one end of the perishables supply chain, one of the problems she notes, is that these platforms offering e-meals, or speciality foods for instance, may not have any food safety experts onboard.

"But you ordered from them and they put it in an EPS (expanded polystyrene) cooler, or another type of item and they stuck an ice pack in it. You assume it’s safe, but it may or may not be." She notes that the "dangerous lack of regulations" around perishable foods was highlighted in the US with a Rutgers University study last year.

Encompassing nearly 400 online food-related services including the two biggest – HelloFresh and Blue Apron – it was found that despite the fact all the companies in the study used cold packs and some kind of thermal insulation, half of all the meat, seafood and poultry arrived at consumer’s doorsteps higher than 4.4°C.

"That’s a temperature that makes meat unsafe to consume. One order in the study arrived with the temperature between 15.5 and 20°C – that’s halfway cooked," she said. "Food containing that many pathogenic bacteria can cause food borne illness. And for a child or an elderly person it could be worse," she adds.

https://www.aircargoweek.com/lack-regulations-stomach-upset/
Part of the problem is that the rapid rise of e-commerce has driven massive changes and added complexity in both the B2B and B2C fulfilment supply chains. The centre of e-commerce has shifted from North America to the Asia-Pacific, Bell highlights.

And with 1.4 billion people joining the global middle class by 2020, according to a McKinsey & Company study, a full 85 per cent will be in the Asia-Pacific region. The global affluence of this new emergent middle class – especially in Asia – has led to rocketing demand more expensive, imported foods.

This can be seen in everything from rampant demand for Chilean cherries, to US meat, of which 50 per cent of all that is produced is now exported to Asia. But the problem, Bell highlights, is that cross-border trade – including e-commerce – is even more challenging for temperature sensitive products because of various reasons, chiefly delays in customs. Part of this is just the sheer volumes involved.

Bell notes that earlier this year China’s General Administration of Customs reported that the annual growth rate over the last three years for cross-border e-commerce was over 50 per cent.

“The last mile is absolutely a critical challenge and one that we must continue to solve, but I’m here to tell you the last mile doesn’t matter if the first mile and all the other miles in between are broken. It’s a very highly complex supply-chain with multiple handoffs,” she highlights.

And with the problems that exist today including a lack of infrastructure in the emerging markets cool chains are already struggling. “What about the major growth that’s coming tomorrow?” she asks.
Standards are more crucial than ever

By James Muir - Jul 21, 2018

The numbers say it all: One third of all food produced globally – 1.3 billion tonnes worth – is wasted somewhere along the supply chain, each and every year, writes Donald Urquhart.

A shocking statistic for a world under severe ecological pressure and one in which millions of people are malnourished. But many involved in the global cool chain business are pushing for standards to help make this sector both efficient and safe.

In a step aimed at redressing this and the fundamental gaps that exist in the global perishables cool chain, a clarion call was made recently by Cool Chain Association (CCA) chairman Stavros Evangelakis for the air cargo community to drive its own standard for perishables, before it is imposed upon the industry.

A lack of accountability is a key contributing factor to this wastage says Evangelakis. “Collaboration, transparency, and data sharing, as well as training for perishables growers and better facilities are needed to inject quality into a fragmented and disconnected supply chain,” he says. “We should aim for quality, we should not wait for other agencies to come up with standards, we should look internally and act now.”

Indeed this theme is echoed by Sealed Air vice president of strategy and business development Susan Bell, speaking in Singapore recently she highlighted the importance of the public safety aspect, particularly in the rapidly evolving e-commerce environment.
This enormous food waste on a global basis combined with food safety issues highlights the need for not just proper packaging and logistics, but an industry-wide initiative to cooperate and develop standards in what she said is a “call to action for the industry”.

“There’s a lack of digital connectivity – the industry truly needs a digital interface,” Bell argues. “Today many companies offer temperature monitors but that’s not enough. To truly ensure product safety we as an industry must band together and create a digital infrastructure, a digital ecosystem.”

Temperature, shock, vibration, humidity can all be tracked throughout the entire supply chain journey to ensure product integrity, but its important to use that data proactively she says and that’s where the industry is not keeping up with changes in demand.

Noting that B2C global e-commerce is expected to reach $4.5 trillion by 2021, she observed that buying groceries online are a growing part of this, which in turn is a reflection of the growth of the global perishables trade.

“If you think about the groceries you ordered online last week, most of the meat or fruit you ordered has gone through 10 steps or more and supply chain. The insulin you picked up in the pharmacy last week, the vaccine your daughter got at the doctor’s – those are biological pharmaceuticals, which by and large go through 17 to 20 points from active pharmaceutical ingredient to patient use. Whether food or pharmaceuticals, these are both very highly complex supply chains,” she says.

Those two industries – food and pharmaceuticals – require cool chain solutions, she said. “What happens along the logistics journey when perishable foods or pharmaceuticals are inside that shipper, it’s not about the package or the logistics chain, it’s about public safety.

“Lives can be on the line. It may sound like an exaggeration, but when it comes to e-commerce shipping, it’s really not,” she says.
IATA lays out plans for Live Animal, ‘Fresh’ CEIV certifications

In a presentation for today's International Air Transport Association's (IATA) cargo media day, IATA's head of special cargo, Andrea Gruber, said that, following the success of the association's CEIV-Pharma certification, 2018 will likely bring a pilot program for CEIV-Live Animal certification, as well as the potential of "CEIV Fresh" for perishables.

The live-animal CEIV certification would build on IATA's current Live Animals Regulations (LAR), which require that everyone who transports, accepts, handles or loads animals be familiar with the specific needs of the individual species, ensuring that animals remain safe and healthy in humane conditions. LAR guidelines have been adopted as the national standard by several countries and as the minimum standard by the European Union, as well as their adoption as a reference point by several international organizations and governmental agencies.

However, according to Gruber, discussions with industry members indicate substantial room for improvement in the current LAR guidelines. CEIV certification would target improvement areas, including the reduction of animal stress, injury and death, the improvement of compliance with standards and regulations, and an overall increase in the level of professionalism in the industry.

According to Gruber, IATA plans to launch a pilot program for CEIV-Live Animal certification in cooperation with industry participants during 2018. Also next year, IATA will investigate the potential for launching a similar specialty cargo program called CEIV Fresh, for perishables.
IATA reveals plans for CEIV Live Animals and Fresh

06 / 12 / 2017

IATA has revealed plans to launch CEIV certification for live animal transport and will also begin to investigate the possibility of a scheme for perishables.

Speaking at an IATA Cargo media day, Andrea Gruber, head of special cargo at the airline association, said that following the success of its security and pharma CEIV certification programmes it would look to launch a programme for animal transport.

Gruber said that much of the regulatory frame work for CEIV Live Animals was already in place through its Live Animal Regulations (LAR).

Next year the association would develop pilot projects in conjunction with industry participants.

Gruber said the requirement for the certification was driven by the industry and would aim to reduce animal stress, injury and death; improve compliance with standards and regulations; and raise professionalism in the industry.

Gruber said that feedback from the industry had suggested that “there are a lot of cowboys out there that are doing it [transporting animals] but not in the right way”.

Explaining the need for the certification, she said: “The welfare of animals is critical. It is a niche market that requires constant attention.”

Gruber pointed out that the LAR has become the worldwide standard for transporting live animals by commercial airlines and that a number of international organisations and governmental agencies reference the regulations as guidelines that must be followed for the carriage of animals.

LAR requires that all persons who transport, accept, handle or load animals must be familiar with the specific requirements for individual species.

Meanwhile, Gruber said that the organisation would next year also begin to investigate the possibility of a “CEIV Fresh” together with the industry.

http://www.aircargonews.net/
OTHER LANGUAGES
Cathay Pacific erhält CEIV-Fresh-Certificate

„Der Erwerb dieser neuen Zertifizierung zeigt unser Engagement für eine kontinuierliche Verbesserung der Servicequalität und gibt unseren Kunden die Gewissheit, dass wir während der gesamten Transportreise eine besonderes Handling vornehmen“, sagte Frosti Lau, General Manager Cargo Service Delivery bei Cathay Pacific. „Zusammen mit anderen Flughafen-Stakeholdern in Hongkong, darunter CPSL, stärkt dieser kooperative Ansatz den Ruf Hongkongs als wichtiges internationales Gateway für den Umgang mit verderblichen Produkten weiter."

Mit der Zertifizierung von Cathay ist Hongkong nun die erste Flughafen Community, die für ihre Konformität mit den standardisierten Verfahren und Best Practices der IATA ausgezeichnet wurde. Das CEIV-Fresh-Programm basiert überwiegend auf den IATA-Richtlinien für verderbliche Güter und trägt dazu bei, die Lebensmittelsicherheit zu gewährleisten und den Verderb zu reduzieren.

„Als Branche haben wir die Pflicht, globale Standards und Best Practices zu setzen, um sicherzustellen, dass verderbliche Produkte so gehandhabt und transportiert werden, um erhöhte Produktverluste zu vermeiden“, sagte Nick Careen, Senior Vice President of Airport, Passenger, Cargo and Security bei der IATA.

Quelle: aircargoworld.com