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AIR CARGO WEEK


DAILY NEWS



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Sustainable logistics is an important pillar of the FedEx Cares programme, a global community engagement initiative created to help make the world a better place through in-kind shipping, employee volunteering, and charitable giving.

The transportation company collaborates with non-profit organisations that provide innovative solutions to climate challenges and protect the environmental health of communities where team members live and work.

FedEx has increased its financial support of volunteer-based sustainable community projects across 11 Asia Pacific markets by 30 percent year-on-year (YoY) in its last fiscal year up to 31st May.

Across the region, FedEx team members have volunteered their time to clean beaches and riversides and planted 3,400 trees to restore and protect the environment.

Building a sustainable future also requires having a talent pipeline with individuals who are eager and able to contribute. FedEx is helping prepare young people with an entrepreneurial spirit through its International Trade Challenge, an initiative it runs jointly with Junior Achievement.

The annual challenge has helped more than 5,000 students across 10 Asia Pacific markets gain a better understanding of global trade, product

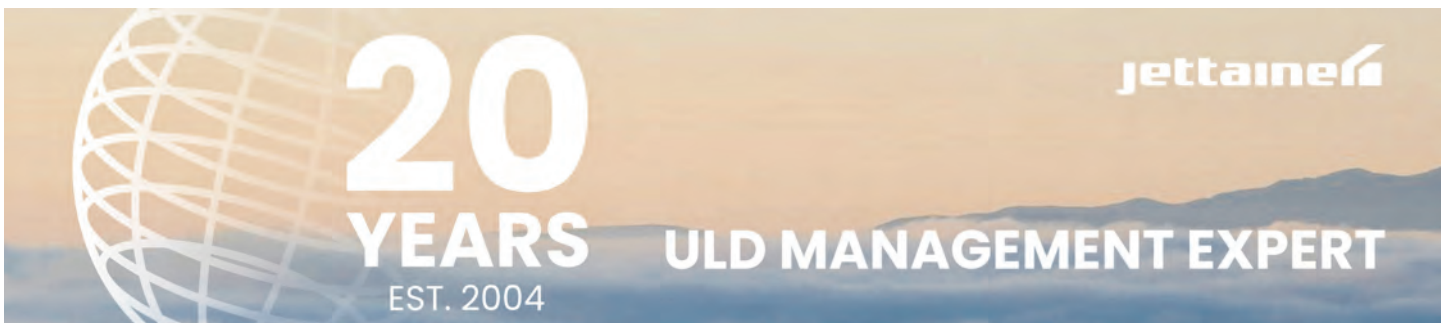


distribution, competition and sales, and this year, teams were tasked with creating a market entry strategy for a product to address sustainable delivery solutions.

"We have a responsibility to take bold action to address the environmental challenges our region is facing," Kawal Preet, Regional President, Asia Pacific of FedEx, said.

"Across our business here in Asia Pacific, we are seeking out projects and opportunities to ensure that our planet can continue supporting global economic growth and prosperity. We have raised the bar this year and increased our contributions towards programmes that drive sustainable logistics and foster a green culture among our employees and in the community."

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RATES STAY FIRM DRIVEN BY ASIA AND MIDDLE EAST

Air cargo rates are holding firm during what is traditionally a quieter period for the market, boosted by continuing strong demand and high spot rates from Asian and Middle Eastern origins, according to the latest weekly figures and analysis from WorldACD Market Data.

Although total worldwide tonnages in the last full week (10th-16th June) slipped by 2 percent, average rates remained more or less stable at US\$2.51 a kilo, up 8 percent compared with the equivalent week last year and significantly above pre-Covid levels, based on the more than 450,000 weekly transactions covered by WorldACD's data. Combining the figures for the last two full weeks reveals a 1 percent rise in both rates and tonnages.

Comparisons with last year show that both tonnages and rates are well above last year's levels, thanks to significantly higher demand from all the main worldwide origin regions, led by higher rates and tonnages from the Middle East and South Asia.

Analysis of certain individual lanes reveals some interesting changes taking place in the last few weeks in the big Asia Pacific-USA and China-USA markets. For example, there have been some significant increases in average spot prices in the last five weeks to the USA from Asia Pacific as a whole, taking those prices up 52 percent and 38 percent above their levels this time last year.

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BEIJING CAPITAL AIRLINES LAUNCHES CARGO ROUTE TO LIEGE AIRPORT



LIEGE Airport has announced a new cargo flight route operated by Beijing Capital Airlines.

Launched on 24th June, the inaugural flight arrived at Liege Airport on at 2:30 AM, connecting Nanchang Changbei International Airport (KHN) to Liege Airport (LGG) with three weekly scheduled flights.

This new route will enhance the cargo transportation network between China and Belgium, providing efficient and reliable logistics solutions for businesses.

"We warmly welcome Beijing Capital Airlines as a new cargo airline partner in LGG. The new freighter link from Nanchang will further cement Liege Airport's role as the biggest European freighter hub," Torsten Wefers, Vice President of Sales and Marketing of Liege Airport, said.

"This new cargo service underscores our commitment to expanding our global network and supporting international trade. We look forward to the opportunities this route will bring for our logistics partners and the broader business community."

ACTIVITY ACROSS ASIA



The Asia Pacific (APAC) region was traditionally the strongest region for airfreight, with the big production hubs in Greater China, South Korea, Japan and Southeast Asia. Now, on top of the traditional automotive, semiconductor and electronics production, there has been heightened growth in the e-commerce sector, which is giving some of the declines in traditional products a boost.



"Through our collaboration with our interline partners, we have created a network that helps us reach even more destinations in the APAC region."

"Next to being the biggest commercial airline on the Transpacific, we also have the most diverse network of all in the region by serving North, Central, South Asia, Australia, New Zealand, and as well our hub in Guam, with

connections in Micronesia," Mirco Renfer, VP of APAC for United Cargo, explained.

"As we are unable to truck in APAC between most of the countries, the biggest key to connectivity is building a strong interline network that goes way beyond traditional interlining from the past.

"Through our collaboration with our interline partners, we have created a network that helps us reach even more destinations in the APAC region. Most importantly, it's built for success for United, our interline partners and our customers.

"We always hope for additional flights as we've run above our own capacity for years. As a large passenger airline, we always try to find alternatives outside our own network to build new partnerships and opportunities to grow outside our own belly capacity.

"Our network, along with our interline opportunities to serve those hubs, has created a one-stop shop for every market in the APAC region."

Targeted approach

Having designed their products for all transit time requests and customer needs, United Cargo works closely with teams across the world to ensure they are always refining operational processes to meet customers' needs.

For example, with the opportunity in the market at the moment, United Cargo is working to capitalise on trending commodities, such as automotive, semi-conductor, electronics, and e-commerce.

"From traditional general cargo via various express products and TempControl shipments, all the way to smaller shipment solutions via QuickPak, our approach delivers the full operational excellence of United Cargo," Renfer stated.

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PEARL OF THE ORIENT'S POSITION



Shanghai boasts several significant advantages as an airport hub in the Asia-Pacific region, particularly in terms of connectivity and density of the network, which links Shanghai to the rest of the world.

Being a harbour city, Shanghai has a long history as a centre of trade and logistics. As a large-scale composite hub integrating the functions of a local distribution hub, gateway hub and domestic and international transit hub, Shanghai's two airports now own a total of four terminals, one of the world's largest single satellite halls, five cargo areas, six runways, 435 parking spaces, and the design capacity of passenger and cargo has reached 120 million passengers and 5.2 million tonnes.

At present, Shanghai's two airports have opened two remote city cargo terminals in the Yangtze River Delta region, which enhances the service radiation scope to the Yangtze River Delta region. The subsequent construction of Shanghai's aviation hub will serve the development of the Shanghai Pilot Free Trade Zone and the new area, give full play to the rich route resources and unique location advantages of the Pudong Airport Comprehensive Bonded Zone. Therefore, Shanghai will continue to improve and be a leading world class airport.

"In today's interconnected global economy, being based at such a strategic location provides advantages for businesses navigating the complexities of international trade and logistics," Carsten Hernig, Deputy General Manager at PACTL, highlighted.

"As a leading cargo terminal at Shanghai Airport, PACTL plays a pivotal role in facilitating the movement of goods between the Far East and the rest of the world. Such a crucial location enables us to reduce transit times, increase efficiency, and provide access to a larger market, all of which are vital for meeting the demands of modern supply chains.

"By serving as one of the most important gateways in Asia, PACTL facilitates quicker connections between major manufacturing centres in the Far East and global markets, ensuring just-in-time delivery and enhancing supply chain reliability.

"Furthermore, our commitment to first-class service and multimodal transportation options allows us to offer seamless connectivity to cities on five continents. This strategic advantage attracts businesses seeking to optimise their supply chains and take advantage of the emerging opportunities in the dynamic Far East region.

"In essence, being based at such a strategic hub enables PACTL to provide efficient, reliable, and seamless connectivity between Far East and global markets. This empowers businesses to thrive in an increasingly interconnected world."

Global picture

The evolving global landscape may introduce uncertainties that could affect operations at the Shanghai hub. Airspace restrictions and closures, possibly stemming from geopolitical tensions, may necessitate route adjustments for carriers, potentially leading to increased costs and logistical challenges.

While such instabilities pose challenges, it's crucial to view them as part of the dynamic nature of the aviation industry. In other words, dealing with instability will remain an issue for always - but the key to success is to find new opportunities in the changes. Those opportunities are usually found when you focus on your customer needs and develop adequate new solutions for the client's needs in a rapidly changing environment. There are plenty of opportunities ahead of us!

Additionally, the global economic climate and trade policies also play their role in the future, which we can expect.

"Taking all this together, one could say the environment could be better, but at the same time, we know that this has always been our daily environment in this industry and this airport," Hernig outlined.

"In other words, despite all that is happening, there is reason to be strongly optimistic because success is driven by doing the right thing in the respective scenario – and that is what we are good at."



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For more information, as well as e-tracking of your cargo, please visit skyteamcargo.com

TRAVERSING ASIA'S TRENDS

There has been a notable transformation in market demands in the airfreight sector. This 'new normal' reflects a significant departure from pre-Covid business patterns, with a marked increase in online shopping as consumers opt for the convenience of home-based purchases. As a result, spending behaviours have shifted, leading to a distinct shift in demand patterns that diverge

significantly even from those figures observed in the pre-Covid era of 2019. In light of shifting behaviour, where almost instant delivery is increasingly expected, the industry anticipates that the speed of goods delivery will continue to define the future of the airfreight industry.

"We prioritise flexibility and agility in our cargo operations to effectively navigate supply chain challenges," Ludovica D'Angelo, MSC Air Cargo's Head of Marketing & Communications, explained.

"With a fleet of four aircraft, we possess the capability to swiftly adapt schedules and operations, often more rapidly than larger airlines.

"Additionally, our extensive network enables us to efficiently reposition assets, ensuring seamless movement of cargo even amidst evolving logistical complexities.

"Operating on a global scale, we connect the Americas, Europe, and Asia through a robust network.

"Our emphasis on the Asia-Pacific region is significant, where we seamlessly support and handle diverse sectors including high tech, automotive, specialised cargo, aerospace, pharmaceuticals, and e-commerce. This enables us to bridge continents effectively and meet the dynamic demands of the market."

Shift in demand

The e-commerce market is often tied to seasonal fluctuations in consumer demand. During periods of heightened global spending, cargo clients of MSC Air Cargo tend to favour airfreight for faster deliveries.

External factors such as port strikes or regional disruptions, like the current situation in the Red Sea, prompt customers to seek alternative solutions, including a switch to airfreight. Similarly, when airfreight costs become prohibitive, there is a migration towards sea freight as a cost-effective alternative for clients who cannot absorb those increased costs.

"Our focus remains on maintaining efficiency amidst these dynamics. With our fleet comprising a single type of aircraft, the Boeing 777-200F, we gain invaluable flexibility to swiftly adapt to diverse market conditions and tailor our network accordingly," D'Angelo highlighted.

"This strategic approach allows us to remain agile and responsive, ensuring that we meet the evolving needs of our customers while navigating the complexities of the airfreight landscape."

40
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“Our focus remains on maintaining efficiency amidst these dynamics. With our fleet comprising a single type of aircraft, the Boeing 777-200F, we gain invaluable flexibility to swiftly adapt to diverse market conditions and tailor our network accordingly”

Factors in focus

The China +1 policy has significantly diversified investors' portfolios, leading to substantial growth. This growth has created new logistics demands, which we are well-prepared to accommodate and support with our air cargo services.

Sustainability is integral to operations at MSC and across the airfreight industry. MSC's fleet, comprised of four Boeing 777-200F aircraft (soon to be five), reflects the carrier's commitment to minimising environmental impact. These aircraft are currently the most fuel-efficient in the industry, aligning with the company's goal of reducing carbon emissions.

Digitalisation is revolutionising operations, as MSC remains dedicated to

innovation and the continual evolution of its services. By embracing digital transformation, particularly in the realm of airfreight, the carrier is able to deliver high-level services across the globe.

“Our focus is on streamlining processes and enhancing efficiencies, ensuring swift and seamless operations that meet the demands of our customers in today's fast-paced world,” D'Angelo outlined.

Your Reliable Air Cargo Terminal Partner

With 25 years of extensive ground service experience in the air cargo industry, PACTL offers state-of-the-art air cargo solutions at Shanghai Pudong International Airport (PVG). Now, we are serving over 70 international and domestic airlines and over 200 forwarders. With 3 terminals at PVG, 2 terminals at SHA, 1 terminal at NTG, we provide highly secured, efficient air cargo handling for your shipments. The launch of our Cool Center marked PACTL becoming the first IATA CEIV Pharma Certified ground handler in China. PACTL Cross-border E-commerce Cargo Handling Center started operation in 2020 and can handle 200,000 shipments per day.

For more information, please visit www.pactl.com

ADAPTIVE ALLIANCE



The cargo industry is always subject to change. The sector faced its biggest crisis ever, Covid, where air cargo proved a crucial asset that helped airlines mitigate the dramatic drop in passenger revenues. Right now, it's a very challenging market, with passenger capacity growing rapidly after the pandemic, resulting in overcapacity for cargo. Elsewhere in the sector, other areas like digitalisation, pharma, e-commerce are evolving rapidly.

"As an alliance, we have the capabilities to respond well to the ever-changing environment and work together on initiatives," John Engelaan, SkyTeam Cargo's Vice President of Cargo, declared.

"We inform each other what challenges we face and how we deal with them, and we support each other if needed. Obviously, connecting our networks is vital to fill white spots and offer more routing options, but at the same time, it is complex; accessing each other's networks still requires a lot of work to make this easy for our customers.

"Right now, SkyTeam Cargo has 3,500 aircraft operating to 850 destinations globally - the biggest air cargo alliance in the world.

"At the same time, we remain competitors, so we need to comply with strict competition law rules. However, exchanging ideas of legitimate interest and enabling cross-pollination of best practices is inspiring and contagious."

Shifting segments

Offering both tailor-made and standardised solutions under one unified brand enables SkyTeam to adapt to market volatility and move quickly. It's well-established and clearly branded SkyTeam products are its foundation, bolstered by exploring where they can improve and fine-tune other products.

"Cargo is a business-to-business market, and it proved to be very beneficial to have a unified branded portfolio like ours – something we've offered for more than 20 years - because it makes shipping cargo much more straightforward for our customers," Engelaan outlined.

SkyTeam Cargo has seen growth very clearly and rapidly across the Asia Pacific region. Next to boosting the e-commerce industry, the alliance with two major players – China Cargo Airlines and Korean Air Cargo – in the region has seen centres of industry shifting to other countries in the Far East.

"We all feel the sense of urgency here, so our focus remains on these



"Right now, SkyTeam Cargo has 3,500 aircraft operating to 850 destinations globally - the biggest air cargo alliance in the world"

segments; we keep a close eye on developments, and we keep investing in equipment, warehousing, and tooling to ensure we're ready to meet customers' evolving needs," he added.

"We look forward to bringing the industry up to speed on the latest SkyTeam Cargo developments in Shanghai and we will have cargo representatives available throughout Air Cargo China from the SkyTeam Cargo Alliance members who can expand on all elements of our operations."

A black and white photograph of Michael Jordan in a crouching pose, looking forward with a determined expression. He is wearing a basketball jersey with the number 23. The background is dark and out of focus.

**THERE WAS BASKETBALL.
UNTIL THE DAY THERE WAS MICHAEL JORDAN.**

**THERE WAS GSSA.
UNTIL THE DAY
THERE WAS ECS GROUP.**

ECSGROUP



ASIA'S FREIGHTER OUTLOOK

The Asia-Pacific (APAC) region has long been a powerhouse of global trade, fuelled by robust economic growth, expanding consumer markets, and strategic geographical advantages.

As the world emerges from the challenges of the Covid-19 pandemic, the region's economy is poised for a resurgence, driving demand for air logistics services and shaping the future of freighter fleets in the process.

Economic recovery

With economies gradually reopening and vaccination efforts underway, the APAC region is witnessing a gradual recovery from the economic impact of the pandemic. Governments are implementing stimulus measures and infrastructure investments to stimulate growth, while businesses are adapting to new market realities and consumer behaviours.

As trade rebounds and supply chains stabilise, the outlook for air logistics in the APAC region remains positive. e-commerce continues to thrive, driving demand for express delivery services and spurring investment in air cargo infrastructure and capacity expansion. Moreover, the region's position as a manufacturing hub for electronics, automotive, and consumer goods ensures sustained demand for airfreight services.

Marvin Tan, Senior Vice President of Cargo at Singapore Airlines, expressed his views on the importance and readiness of the air cargo segment by explaining: "Over the weekend, with what happened over in with Iran and Israel, we've compiled issues now that we're going to grapple with, right, because a lot of our capacities and medical, so the flights will go non-stop, and they have to go non-stop for the passenger experience.

"But it means, unfortunately, cargo gets the short end of the stick, we have to adapt with that, we have to quickly find some solutions, work with our partners, to try to recover the cargo that's been held back."

Industry trends

In response to shifting market dynamics, airlines operating in the APAC region are adapting their fleet strategies to optimise capacity and meet evolving customer demands. The grounding of passenger aircraft during the pandemic highlighted the importance of dedicated freighter fleets in maintaining supply chain resilience and meeting the surge in demand for air cargo services.

Thus, as a result of this, Singapore Airlines is preparing for the arrival of its first Airbus A350F as it continues to manage the hurdles challenging the freighter market across its network. Singapore Airlines Cargo has a fleet of 10

dedicated freighter aircraft consisting of 7 Boeing 747-400F and Boeing 777F. Being the first Boeing 747-400F operator to place an order of 7 Airbus A350F, the carrier has decided to gradually phase out its 747F by 2026.

"From an operational perspective, I think two things. One is that you lose the nose-loading capability; for us, this is a fairly small segment of the cargo, so I think it's manageable for us. The other aspect, of course, is more just the loading configuration. Because of the different contours of the aircraft, some adjustment is needed there," Tan stated.

Airlines are investing in modernising and expanding their freighter fleets to capitalise on opportunities in the APAC air cargo market. New-generation freighter aircraft, such as the Boeing 777F and Airbus A330-200F, offer increased payload capacity, fuel efficiency, and range, enabling airlines to enhance operational flexibility and cost-effectiveness.

"All these factors come into play in terms of us figuring out how best to make use of the capacity that we have on hand until, of course, the A350Fs come online," Tan added.

Moreover, the conversion of passenger aircraft into temporary freighters has emerged as a viable solution to address the capacity crunch in the APAC region. Airlines are leveraging cargo-only operations to maximise utilisation of existing fleet assets and capitalise on the growing demand for air cargo services.

Logistics outlook

Looking ahead, the APAC region is poised for continued growth and innovation in trade and air logistics. The implementation of trade agreements such as the Regional Comprehensive Economic Partnership (RCEP) and the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) will further facilitate cross-border trade and investment, driving demand for air cargo services.

However, challenges remain, including geopolitical tensions, supply chain disruptions, and environmental sustainability concerns. Stakeholders in the APAC air logistics industry must collaborate closely to address these challenges and seize opportunities for growth and development.

By investing in infrastructure, embracing digitalisation, and adopting sustainable practices, the APAC region can strengthen its position as a leading hub for trade and air logistics. With a focus on innovation, collaboration, and resilience, the region is poised to shape the future of global commerce and air transportation in the years to come.

"I think there will be opportunities where the numbers are very strong and very robust, which will make a good case for freight operations," Tan concluded.

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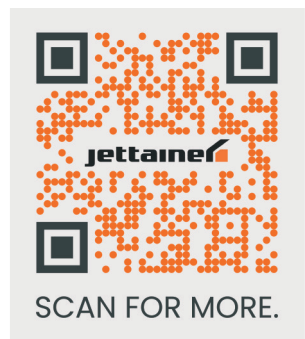
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亚洲各地的活动...


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4

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6

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10

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在截至5月31日的上一财年，联邦快递在亚太地区11个市场对以志愿者为基础的可持续社区项目的资金支持同比增长了30%。

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建立可持续发展的未来还需要有一个人才管道，持续输送渴望并有能力做出贡献的人才。联邦快递(FedEx)正通过与Junior Achievement联合举办的“国际贸易挑战赛”(International Trade Challenge)，帮助年轻人培养创业精神。

这一年一度的挑战赛已经帮助亚太



社区的可持续性


地区10个市场的5000多名学生更好地了解了全球贸易、产品分销、竞争和销售。今年，参赛团队的任务是为一个提供可持续运送方案的产品制定市场进入战略。

“我们有责任采取大胆行动，应对本地区面临的环境挑战，”联邦快递亚太

区总裁Kawal Preet说。

“在亚太区的整个业务中，我们都在寻找项目和机会，以确保我们的地球能够继续支持全球经济增长和繁荣。今年，我们提高了标准，增加了对推动可持续物流、在员工和社区中培养绿色文化的项目的贡献。”

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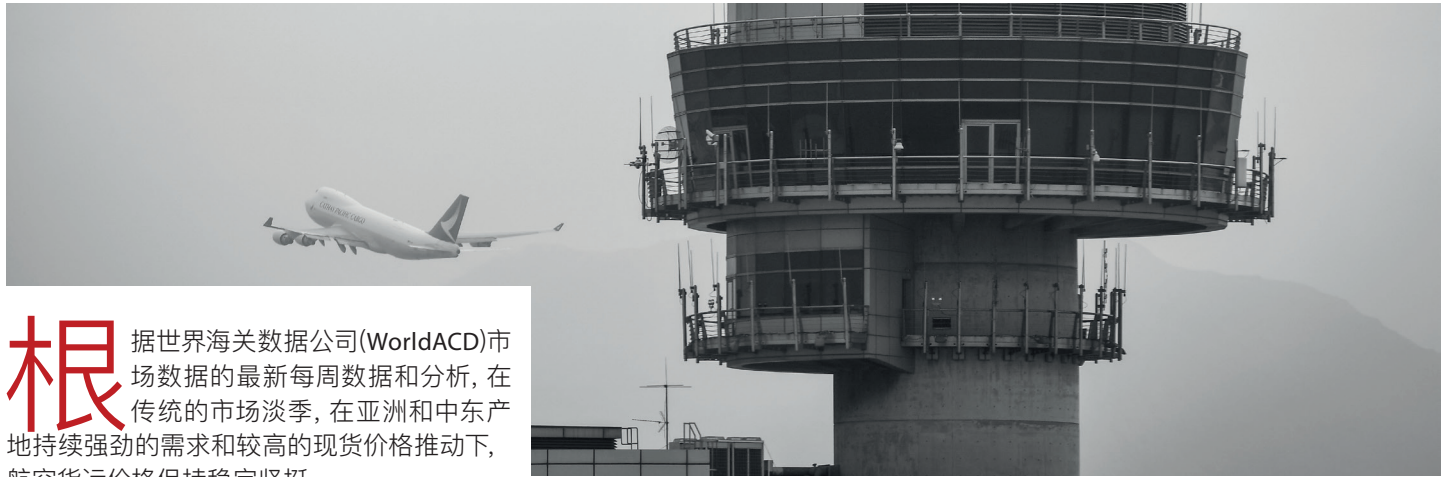
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根 据世界海关数据公司(WorldACD)市场数据的最新每周数据和分析, 在传统的市场淡季, 在亚洲和中东产地持续强劲的需求和较高的现货价格推动下, 航空货运价格保持稳定坚挺。

WorldACD数据覆盖的每周超过45万笔交易数据显示: 虽然上周(6月10日至16日)全球总吨位下降了2%, 但平均运费基本稳定在每公斤2.51美元, 与去年同期相比增长了8%, 明显高于新冠疫情前的水平。过去整整两周的数据表明, 运价和运力都上升了1%。

与去年同期相比, 由于全球所有主要原产地的需求大幅增加, 空运吨位和运价均远高于去年的水平, 以中东和南亚最为显著。

对某些个别航线的分析显示, 过去几周亚太—美国和中国—美国大市场发生了一些有趣的变化。例如, 在过去的五周中, 亚太地区至美国的平均现货价格整体大幅上涨, 比去年同期分别上涨了52%和38%。

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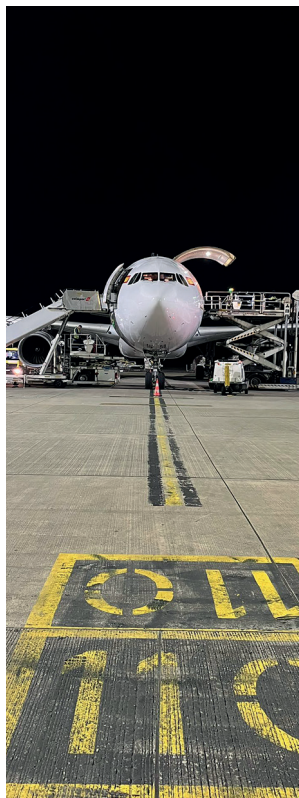


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北京首都航空 开通列日机场 货运航线



列日机场宣布新开一条由北京首都航空公司运营的新货运航线，每周三班，连接南昌昌北国际机场(KHN)和列日机场(LGG)。

6月24日凌晨2:30，首航航班抵达列日机场。这条新航线将加强中国和比利时之间的货物运输网络，为企业提供高效可靠的物流解决方案。

列日机场负责销售和市场营销的副总裁Torsten Wefers说：“我们热烈欢迎北京首都航空成为列日机场新的货运航空合作伙伴。新货运航线将进一步巩固列日机场作为欧洲最大货运枢纽的地位。”

“这项新的货运服务彰显了我们扩大全球网络和支持国际贸易的承诺。我们期待着这条航线为我们的物流合作伙伴和商界带来机遇。”

亚洲各地的活动



凭借大中华区、韩国、日本和东南亚几个大型生产中心，亚太地区(APAC)一直是空运实力最强劲的地区。现在，除了传统的汽车、半导体和电子产品生产之外，电子商务领域也显著增长，一定程度上提振了衰退的传统产品销售。



“通过与联运合作伙伴的合作，我们创建了一个网络，可以到达亚太地区更多的目的地。”

联合货运公司亚太区副总裁Mirco Renfer解释说：“我们不仅是跨太平洋航线上最大的商业航空公司，而且还拥有该地区最多样化的网络，为北亚、中亚、南亚、澳大利亚、新西兰以及我们在关岛的枢纽提供服务，并与

密克罗尼西亚建立了联系。”

“由于我们无法在亚太地区的大多数国家之间使用卡车运输，因此连接性的最大关键在于建立一个远胜往昔的、强大的联运网络。”

通过与联运合作伙伴的合作，我们创建了一个网络，可以到达亚太地区更多的目的地。最重要的是，它是为联合货运、我们的联程合作伙伴和我们的客户的成功而建立的。

我们一直希望增加航班，因为多年来我们的运载量一直超出自己的运力。作为一家大型客运航空公司，我们总是试图在自己的网络之外寻找替代方案，以建立新的合作伙伴关系，并在自己的腹部运力之外寻找发展机会。

我们的网络以及联运能力可以为亚太地区的每个市场提供一站式服务。”

针对性方案

联合货运公司不仅针对所有运输时间要求和客户需求设计产品，并与世界各地的团队密切合作，确保不断改进操作流程，满足客户需求。

例如，针对目前的市场形势，联合货运正致力于利用汽车、半导体、电子和电子商务等热门商品所带来的机遇。

Renfer表示：“从通过各种快递和TempControl装运的传统普通货物，到通过QuickPak提供的小型装运解决方案，我们的方法充分体现了联合货运公司的卓越运营能力。”

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东方之珠 的位置



作为亚太地区的机场枢纽，上海拥有若干显著优势，尤其是在其通达世界的连通性和密度方面。作为一个港口城市，上海成为贸易和物流中心也是由来已久。作为集本地集散枢纽、门户枢纽和国内国际中转枢纽功能于一体的大型综合枢纽，上海两大机场目前共拥有4个航站楼、1个全球最大的单体卫星厅、5个货区、6条跑道、435个停机位，设计客货运能力达到1.2亿人次、520万吨。

目前，上海的两个机场已经在长三角地区开设了两个偏远城市货运站，增强了对长三角地区的服务辐射范围。上海航空枢纽的后续建设将服务于上海自贸试验区和新区的发展，充分发挥浦东机场综合保税区丰富的航线资源和独特的区位优势。因此，上海将不断完善，成为一个领先的世界级机场。

货运站副总经理Carsten Hernig强调说：“在全球经济互联的今天，位于这样一个战略要地，为企业在复杂的国际贸易和物流中提供了优势。”

“作为上海机场领先的货运站，货运站在促进远东和世界其他地区之间的货物运输中发挥着举足轻重的作用。如此重要的地理位置使我们能够缩短转运时间、提高效率并进入更大的市场，所有这些对于满足现代供应链的需求都至关重要。

“作为亚洲最重要的门户之一，PACTL促进了远东主要制造中心与全球市场之间的快速连接，确保了准时交货，提高了供应链的可靠性。

“此外，我们致力于提供一流的服务和多式联运选择，使我们能够与五大洲的城市实现无缝连接。这一战略优势吸引了众

多寻求优化其供应链的企业，助力他们把握远东地区的新兴机遇。

“从本质上讲，位于这样一个战略枢纽，PACTL能够在远东和全球市场之间提供高效、可靠、无缝的连接。这使企业能够在日益互联的世界中蓬勃发展。”

环球视角

不断变化的全球格局可能会带来一些不确定因素，从而影响上海枢纽的运营。地缘政治的紧张局势可能会导致空域限制和关闭，从而使承运商不得不调整航线，导致成本增加和物流方面的挑战。

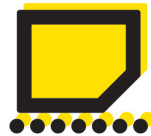
虽然这些不稳定因素会带来挑战，但关键是要将其视为航空业动态性质的一部分。换句话说，不稳定性将始终存在，但成功的关键是在变化中寻找新的机遇。当你关注客户需求，并在快速变化的环境中针对客户需求开发出适当的解决方案时，通常就能找到这些机遇。摆在我们面前的机会很多！

此外，可以预期的是，全球经济环境和贸易政策也会在未来发挥作用。

“综合所有这些，可以说环境可能会更好。但同时我们也知道，这一直是我们这个行业和这个机场的日常环境。”赫尔尼格概述道。

换句话说，尽管发生了这么多事，但我们仍有理由保持强烈的乐观，因为成功正是来自于在各种情况下做正确的事，而这正是我们所擅长的。”

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穿越亚洲的趋势



运行业的市场需求发生了显著变化。如今的“新常态”与新冠前的商业模式大相径庭：由于在家购物更为便利，网购数量显著增加。

消费行为的转变导致需求模式也发生了明显变化，甚至与2019年新冠前观察到的数字也相去甚远。鉴于这种转变，人们越来越期待即刻交付。

业内人士预计，货物交付速度将继续决定空运业的未来。

MSC Air Cargo 的营销与传播主管 Ludovica D'Angelo 解释说：“我们在货运业务中优先考虑灵活性和敏捷性，以便有效地应对供应链挑战。

我们有四架飞机，可以迅速调整航班时刻表和运营，通常比大型航空公司更快。

此外，我们广泛的运输网络使我们能够高效定位货物，即使物流状况复杂多变也能确保货物的无缝运输。

我们通过强大的网络连接美洲、欧洲和亚洲，运营范围遍及全球。

我们非常重视亚太地区，在那里我们可以无缝支持各种行业，包括高科技、汽车、特种货物、航空航天、制药和电子商务。因此，我们能够有效地连接各大洲，满足市场的动态需求。”

需求变化

电子商务市场往往与消费者需求的季节性波动息息相关。在全球消费高峰时期，地中海航运航空货运公司的货运客户倾向于选择空运，以加快交货速度。

港口罢工或地区性干扰等外部因素（如目前的红海局势）会促使客户寻求替代方案，包括改用空运。

同样，当空运成本过高时，对于无法承受的客户来说，海运也是一种具有成本效益的替代方案。

D'Angelo 强调说：“我们关注的重点依然是在种种变化中维持高效。由于我们的机队只有波音777-200F一种机型，我们获得了宝贵的灵活性，能够迅速适应不同的市场条件，并相应地调整我们的网络。”

“这种战略方法使我们能够保持敏捷的反应能力，确保满足客户不断变化的需求，同时驾驭复杂的空运环境。”

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“我们关注的重点依然是在种种变化中维持高效。由于我们的机队只有波音777-200F一种机型，我们获得了宝贵的灵活性，能够迅速适应不同的市场条件，并相应地调整我们的网络。”

焦点因素

“中国+1”政策极大地丰富了投资者的投资组合，带来了可观的增长。这种增长带来了新的物流需求，而我们已经做好了充分准备，通过我们的航空货运服务来满足和支持这些需求。可持续发展是MSC和整个航空货运业运营不可或缺的一部分。

MSC的机队由四架波音777-200F飞机组成（不久将增至五架）。这些飞机是目前业内燃油效率最高的飞机，符合公司减少碳排放的目标。这反映了该公司致力于最大限度地减少对环境的影响。MSC始终致力于创新和服务的不断发展，并正在利用

数字化彻底改变运营。通过拥抱数字化转型，特别是在航空货运领域，该公司能够在全球范围内提供一流的服务。D'Angelo概述说：“我们的重点是简化流程和提高效率，确保快速无缝的运营，满足当今快节奏世界中的客户需求。”



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货运业总是瞬息万变。该行业曾面临有史以来最大的危机——Covid-19危机。当时航空货运是帮助航空公司缓解客运收入急剧下降的重要资产。现在，大流行病之后，客运能力迅速增长，导致货运能力过剩，变成一个极具挑战性的市场。该行业中的其他领域如数字化、制药、电子商务等也在快速发展。

天合联盟货运部副总裁约翰·恩格兰 (John Engelaan) 表示：“作为一个联盟，我们有能力很好地应对不断变化的环境，并共同采取各种举措。我们互相通报面临的挑战和应对方法，并在必要时互相支持。显然，连接我们的网络对于填补空白点和提供更多航线选择至关重要，但与此同时，这也很复杂；访问彼此的网络仍然需要大量的工作，以方便我们的客户。”目前，天合联盟拥有3500架飞机，飞往全球850个目的地，是全球最大的航空货运联盟。“与此同时，我们仍然是竞争对手，因此我们需要遵守严格的竞争法法规。然而，交流合法利益的想法，实现最佳实践的相互渗透，是令人鼓舞和具有感染力的。”

不断变化的细分市场

在一个统一的品牌下提供量身定制和标准化的解决方案的做法使天合联盟能够适应市场波动并迅速采取行动。天合联盟以其享有盛名的特色产品为基础，并通过不断探索改进和微调其他产品而加强其竞争力。

“货运是一个企业对企业的市场，事实证明，拥有像我们这样的统一品牌产品组合是非常有益的——我们已经提供了20多年——因为这让我们的客户在运输货物时更加直截了当。”Engelaan概述道。

在整个亚太区，天合货运的业务都在迅猛增长。除了促进电子

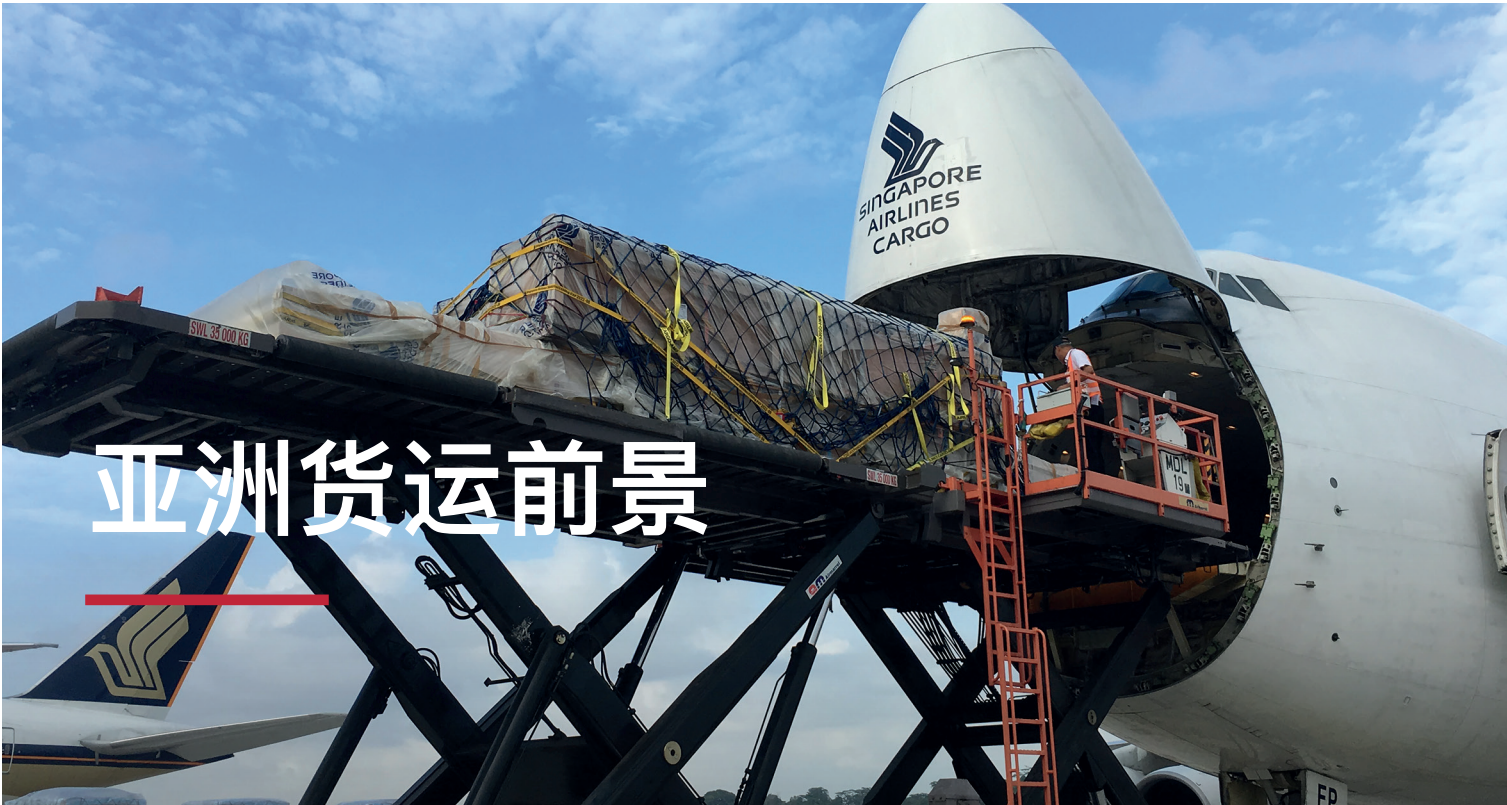
商务行业的发展外，与中国货运航空公司和大韩航空货运公司这两大巨头结盟后，该地区的产业中心已经转移到远东地区的其他国家。

他补充说：“我们都有紧迫感，所以我们的重点仍然放在这些领域；我们密切关注发展，并不断投资于设备、仓储和工具，以



“目前，天合货运联盟拥有3500架飞机，飞往全球850个目的地，是全球最大的航空货运联盟。”

确保我们准备好满足客户不断变化的需求。我们期待着在上海向业界介绍天合货运联盟的最新发展情况，我们将在整个中国国际货运航空展期间派驻来自天合货运联盟成员的货运代表，他们可以介绍我们运营的方方面面。”



亚洲货运前景

长期以来，亚太地区凭借强劲的经济增长、不断扩大的消费市场和战略性的地理优势，一直是全球贸易的动力源。随着全球从Covid-19的挑战中走出来，该地区的经济正蓄势待发，推动了对航空物流服务的需求，并在这一过程中塑造了货运机队的未来。

经济复苏

随着经济逐步恢复和疫苗接种工作的开展，亚太地区正从大流行病的经济影响中逐步复苏。各国政府正在实施刺激措施和基础设施投资，以刺激经济增长，而企业也在适应新的市场现实和消费者行为。随着贸易的反弹和供应链的稳定，亚太地区的航空物流前景依然乐观。电子商务继续蓬勃发展，推动了对快递服务的需求，刺激了对航空货运基础设施和运力扩张的投资。此外，该地区作为电子产品、汽车和消费品的制造中心，也确保了对空运服务的持续需求。

新加坡航空公司货运部高级副总裁Marvin Tan就航空货运业的重要性表达了他的观点。他解释道：“上周末，伊朗和以色列之间发生了一些事情，我们现在需要解决一些问题，对吧，因为我们的很多运力和医疗设备都在运转，所以航班不会停，为了乘客的体验，航班绝对不能停。

“但不幸的是，这意味着货运会受到影响，我们必须适应这种情况，我们必须迅速找到一些解决方案，与我们的合作伙伴合作，努力恢复被滞留的货物。”

行业趋势

为应对不断变化的市场动态，在亚太地区运营的航空公司正在调整其机队战略，以优化运力，满足不断变化的客户需求。大流行病期间客机停飞凸显了专用货运机队在保持供应链弹性和满足航空货运服务需求激增方面的重要性。因此，新加坡航空公司在应对其整个货运网络中所面临的挑战的同时，也在为其首

架空中客车A350F的到来做准备。新加坡航空货运拥有一支由10架专用货机组成的机队，其中包括7架波音747-400F和波音777F。作为首家订购7架空客A350F的波音747-400F运营商，该公司已决定在2026年前逐步淘汰747F。

Tan说：“从运营角度来看，我认为有两点。一是失去了机头装载能力；对我们来说，这是相当小的一部分货物，所以我认为这对我们来说是可控的。当然，另一方面更多的是装载配置。由于飞机的轮廓不同，那里需要进行一些调整。”航空公司正在投资更新和扩大其货机机队，以抓住亚太地区航空货运市场的机遇。新一代货机，如波音777F和空客A330-200F，具有更高的有效载荷能力、燃油效率和航程，使航空公司能够提高运营灵活性和成本效益。“所有这些因素都有助于我们在A350F投入使用之前充分利用手头的运力。”Tan补充道。此外，将客机改装为临时货机已成为解决亚太地区运力紧张的可行方案。航空公司正在利用货运业务最大限度地利用现有有机队资产，并抓住航空货运服务需求增长的机遇。

物流展望

展望未来，亚太地区的贸易和航空物流将继续增长和创新。《区域全面经济伙伴关系》(RCEP)和《跨太平洋伙伴关系全面进步协定》(CPTPP)等贸易协定的实施将进一步促进跨境贸易和投资，推动航空货运服务的需求。然而，地缘政治紧张局势、供应链中断和环境可持续性等问题等挑战依然存在。

亚太地区航空物流业的利益相关者必须密切合作，以应对这些挑战并抓住增长和发展的机遇。通过投资基础设施、拥抱数字化和采用可持续发展的做法，亚太地区可以加强其作为贸易和航空物流领先枢纽的地位。随着对创新、合作和应变能力的重视，该地区将在未来几年塑造全球商业和航空运输的未来。Tan总结道：“我认为，机遇就在那些数据非常强劲的地方，这将为货运业务提供一个很好的案例。”