

American Shipper

Air

If you haven't already done so, I recommend a couple stories from this week that show interesting pivots by air cargo stakeholders. We wrote about the pilots at all-cargo carrier ABX Air and their acknowledgement that an ill-fated work stoppage eight years ago stunted business and membership growth because Amazon felt betrayed. The pilots union, which is affiliated with the Teamsters, is trying to build back trust by actually working to promote the airline to customers, a rare occurrence in labor relations. Also, Saltchuk Aviation, which owns Northern Air Cargo and Aloha Air Cargo, has parked two freighters before their first commercial flight in large measure because of uncertain market conditions. You can find both articles below.

— Eric Kulisch, air cargo editor

This Week's Top Stories



[Decline in Delta Air Lines' Q1 cargo revenue has silver lining](#)

Company says airfreight revenue fell 15%, but at slower pace



[Cargo airline sends new Boeing 767 freighters directly to storage](#)

Soft airfreight market forces Northern Air Cargo affiliate to postpone use of aircraft



[ABX Air pilots choose cooperation over confrontation](#)

Union becomes airline's brand ambassador to win business, management's trust

Reporter's Notebook



(Photo: Maastricht Aachen Airport)

More freighters for Netherland's No. 2 airport

Malaysia Airlines has started a weekly freighter service from Kuala Lumpur to Maastricht Aachen Airport in The Netherlands using an Airbus A330. Maastricht is now the second airport in Europe that Malaysia Airlines freighter fleet flies to, after Schiphol Amsterdam Airport. Malaysia Airlines is the second airline to commit flights to Maastricht airport. In January, Royal Jordanian Airlines began service after a hiatus for the renewal of its fleet.

Schiphol and Maastricht airport have begun to synchronize operations since Royal Schiphol Group made a 40% investment in Maastricht last year, which has resulted in more cargo traffic at the junior airport. Royal Schiphol Group and the province of Limburg

invested \$32 million in renewing Maastricht's runway. The shareholders are investing \$43 million in further upgrades to infrastructure and equipment, the airport authority said.



(Photo: Shutterstock/Mitch Hutchinson.)

Measuring Canadian parcel carriers

ShipMatrix, a developer of shipment visibility tools for the parcel sector, has initiated research in the Canadian parcel market, where carriers serve a population one-eighth the size of the U.S. in a land mass that is 22% larger and the coasts are 1,300 miles further apart. Its analysis found that Purolator transit times for express services were faster than FedEx and UPS. For ground service, FedEx and Purolator were on par, with both faster than UPS.

The Canadian parcel market size is 5.5 million parcels per day compared to the U.S. domestic market at 80 million parcels per day and heavily concentrated in the metro areas of Toronto and Montreal. ShipMatrix found that all three carriers were comparable in transit times within the two metro areas.

However, Purolator Express has the fastest transit time to rural destinations within Canada. ShipMatrix software tools will allow intra-Canada shippers to benchmark multiple carriers transit times and other attributes based-upon their own shipping profiles.

What to Watch



(Photo: Jim Allen/FreightWaves)

United Airlines and Alaska Airlines release first-quarter earnings this week. We'll be especially interested in United's results since it is the largest cargo carrier among the big U.S. passenger airlines and to see how they compare with Delta Air Lines, which last week reported a 15% decline in cargo revenue year over year. You might think a 15% decline is bad news, but it actually represents a slower decline than during the previous four quarters. * * * Cargo Networks Services' Partnership Conference kicks off today in Dallas, Texas, with hundreds of airline and logistics representatives attending. * * * The International Society of Transport Aircraft Trading announced it will hold a [Freighter Forum](#) in Dresden, Germany, June 19-20.

View From the Hold

Media coverage: The Lever, a startup media outlet founded by presidential campaign speechwriter for Sen. Bernie Sanders, published a story last week pointing blame for the Francis Scott Key bridge collapse at former Gov. Larry Hogan, a Republican. As someone who has covered

the Port of Baltimore in the past, I think it was a shoddy piece of journalism. Here's why:

The reporter conflated a lot of circumstances that aren't directly connected to the bridge collapse. For example, the policy of port investment to handle large vessels was started well before Hogan took office, with Gov. O'Malley, a Democrat. She spun a project document that said retrofitting the container terminal would reduce "crashes, fatalities and injuries among transportation users" into a red flag that was ignored. The language actually is about reducing truck congestion and the need to drive further to deliver containers by having a modern port facility in Baltimore. It didn't mean it would stop vessel crashes into bridges or docks. The Allianz insurance report talks broadly about the risks of mega-ship accidents at sea due to weather or security breaches, and the difficulty of salvaging a big ship when one sinks. Again, no mention about bridge safety. The International Transit Forum report referred to talks about the difficulty of salvaging a mega-ships, and their impact on port infrastructure budgets, and costs imposed on the entire supply chain - not bridge safety.;

Naming the head of the Dredging Contractors Association of America to head the Port of Baltimore doesn't have anything to do with bridge safety. The reporter implied there was a special interest involved in not attending to bridge safety. Dredging companies dredge channels. They aren't involved in building bridges. There might be a reason to question Doyle's appointment as port administrator, but those are different issues that don't apply to the Key bridge accident. The Lever raised every concern about large container ships, including environmental ones, and threw them into a story bucket about the bridge collapse. We can have that debate, but it's a global one for ports across the U.S. and around the world. Baltimore wasn't unique in chasing this business. The story was inaccurate and unfair.
(Eric Kulisch)

In Other News

- **The International Air Cargo Association** announced that the sixth edition of the Air Cargo Sustainability Awards is [now open for applications](#). The competition aims to recognize outstanding businesses and industry initiatives leading the way to a more sustainable air cargo industry in the areas of environment, social well being, governance and workforce development. There are two categories of prizes: corporate and startup/small business.
- **Budapest airport** in Hungary has enlisted Kale Information Systems to implement a Cargo Community System, which will tie stakeholders together through a centralized IT system that will facilitate communication and data exchange. Expected benefits include real-time tracking and monitoring of cargo movements, automated regulatory compliance checks, and truck reservations.
- Cargo volumes at **Frankfurt airport** in Germany continued their positive trend in March 2024, rising by 6.3% year over year to 197,200 tons. **Brussels airport**, by contrast, saw flown cargo volumes fall 2%, to 59,520 tons. Cargo moving on all-cargo aircraft decreased 5%, while belly cargo increased 20% along with more passenger flights.

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