



No.77/ 2025. 02.10

WOJUNG GRAM



Global and Korean Air Cargo Market Trends

■ Xeneta : Talk of trade war impact on air cargo premature

There was lower-than-expected growth in global air cargo demand in January of just 2% year on year, but fears of a trade war over tariffs impacting volumes and growth forecasts for the year are premature, according to industry analyst Xeneta.

This drop in demand was a surprise following the double-digit monthly increases throughout last year. However, January's data was impacted by the earlier Lunar New Year reducing volumes out of China, said Xeneta's chief airfreight officer Niall van de Wouw. In fact, van de Wouw sees no immediate reason to change Xeneta's 4-6% growth forecast for global air cargo in 2025 despite the market's nervousness over new tariffs introduced by the US – particularly on China – and their subsequent retaliation.

However, he pointed out that the uncertainty of the situation means that shippers may be reluctant to make investments.

"The lower growth in air cargo demand in January was not down to President Trump, nor, entirely, the earlier Lunar New Year. It also compares to an unusually high comparison in January 2024," van de Wouw said.

"Nonetheless, the air cargo market is entering a period of uncertainty, which makes planning extremely challenging. The implementation of tariffs by the US and the responses of China, Canada, and Mexico are just the start of a negotiation. It's all transactional.

"We could end up in a global trade war, but in the case of president Trump, we have someone who's ready to negotiate everything and the rest of the world can influence the outcome, as we have already seen. The consistency here is he's looking for a deal."

He further observed "We don't know what will happen, but we do understand that uncertainty is not good for trade confidence, and it doesn't help investment. People like to see some kind of stability before they put their money down.

"If I were a shipper, I would not be rushing to make too many plans or take any drastic measures. I'd have my team ready to do things differently, but I'd wait to see what actually happens because, right now, there's a lot of sabre rattling and noise but little clarity."

[Risk to e-commerce]

Cross-border e-commerce demand has been one of the main pillars fuelling global growth in air cargo volumes since the third quarter of 2023 and the end of the de minimis exemption could have a big impact on China-US airfreight, but because of operational disruption rather than reduced consumer demand on its own, said van de Wouw

In 2024, China cross-border e-commerce shipments to the US accounted for 25% of its total global sales – and filled over 50% of cargo capacity from China to the US.

Suspension of the de minimis exemption could, therefore, have a profound impact on airfreight volumes between China and the US and beyond by prohibiting these import shipments from de minimis entry, increasing costs, and adding time-consuming entry filing requirements and potential customs delays.

"E-commerce volumes out of China grew 20-30% last year, following similar growth in 2023, so it's going to take a sledgehammer to crack that level of consumer demand and I'm not sure blocking de minimis alone is enough. China e-commerce was not set up to take advantage of de minimis loopholes – it has taken advantage of consumer demand for cheap, fast goods.

"E-commerce products may be slightly more expensive if de minimis is removed, but they will still be cheaper than buying through retailers in the US – but delays in receiving the goods due to operational disruptions could have a bigger impact than price because it takes away the attractiveness for consumers," he added. China's e-commerce giants also knew this day would come and will not allow a business model on this scale to collapse due to de

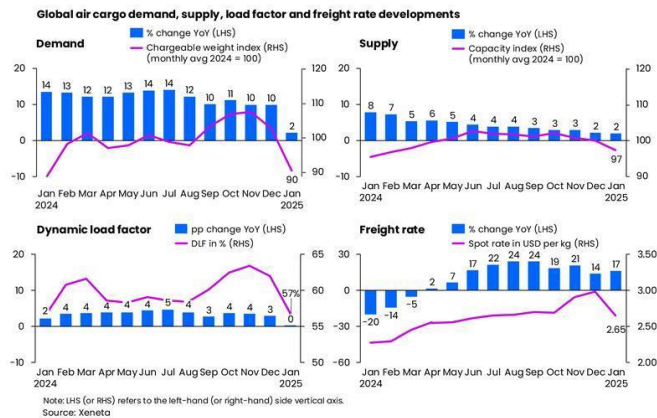
minimise, van de Wouw said.

“Even if de minimis is being blocked, the e-commerce retailers will still keep selling and shipping the goods. There may not be a significant impact on airfreight rates in the short term in this scenario, even if it causes chaos at the receiving airport in the US.”

In the longer term, demand for e-commerce – and therefore freight rates – will only be impacted if the consumer feels the cheap price is not worth it if they face a longer wait to receive their goods, said van de Wouw.

“In this scenario, we’d expect to see a major downward impact on freight rates at a global level – but to predict this now would be to ‘cry wolf’. Let’s wait and see. Maybe nothing changes,” he said. Van de Wouw says the winners of any muted growth in e-commerce volumes will be general freight shippers globally as capacity is deployed elsewhere, placing a downward pressure on rates in these new markets. But, general airfreight demand has recorded no real growth in recent years and there’s little expectation of any significant upturn in its fortunes in 2025, he cautioned.

2025 begins with modest cargo demand growth, creating a more balanced market



[Mixed performance]

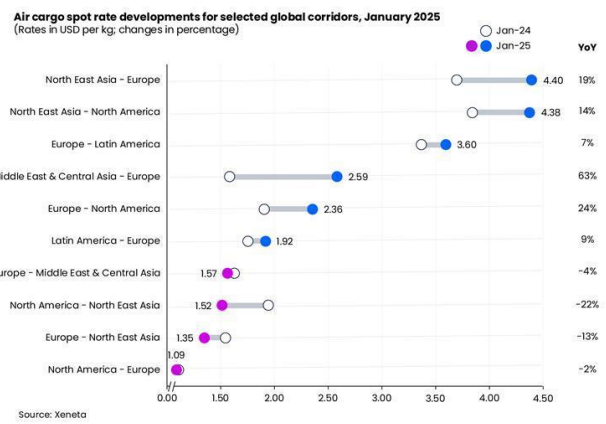
Global air cargo chargeable weight in the first month of the year grew just 2% year on year, influenced also by the diminishing impact of ocean shipping disruptions. As anticipated, global air cargo capacity showed similarly modest growth of 2% in January, lowering the dynamic load factor to 57% in January, on par with a year ago. Dynamic load factor is Xeneta’s measurement of capacity utilisation based on volume and weight of cargo flown alongside available capacity. Nevertheless, global air cargo spot rates in January remained 17% higher than a year ago, reaching \$2.65 per kg and 56% above pre-pandemic 2019 levels. Xeneta found these elevated rates can be attributed to the e-commerce boom, limited air cargo capacity from slow aircraft production, flight rerouting due to Russian airspace closures, and the delayed adjustment of freight rates to supply-demand changes. Month-on-month, January’s global air cargo spot rate fell 11%, a slower decline compared to the same period a year ago (13%). In terms of corridor trends, fronthaul trades on major global corridors continued to rise year-on-year in January. The largest

increase was seen in trade from the Middle East and Central Asia to Europe, with the air cargo spot rate surging 63% from a year ago to \$2.59 per kg, driven by ongoing Red Sea disruptions.

This was followed by the Europe to North America corridor, where the spot rate grew 24% year on year to \$2.36 per kg. A strategic shift in freighter capacity towards Asia-related trades contributed to moderate rate growth from North East Asia. Spot rates from North East Asia to Europe increased 19% to \$4.40 per kg, while rates to North America rose 14% to \$4.38 per kg. In contrast, backhaul trades on these corridors saw spot rate decline due to growing trade imbalances: ranging from -22% on the North America to North East Asia corridor to -2% on the North America to Europe corridor.

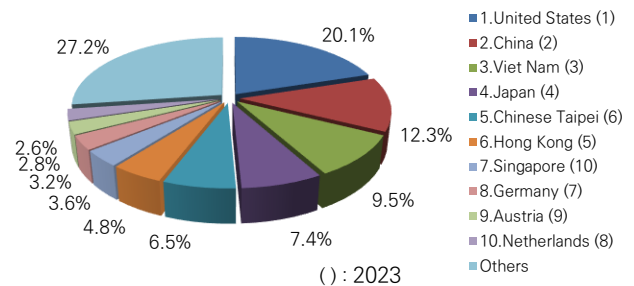
The only corridor where air cargo spot rates grew in both directions was between Europe and Latin America, with high single-digit year-over-year increases. [AirCargoNews]

Diverse trends across fronthaul and backhaul trades



■ Korea's export air cargo status

According to the CASS statistics, in Dec 2024, the total air export volume of each country in Korea was the highest to the United States, followed by China, Vietnam and Japan. The total volume of the top 10 countries accounted for 72.8% of the total. [CASS]



1st Division – America/C&S America/Canada

- Hyunsuk Chu : hschu@woojungair.co.kr ☎ 02-3271-3520
- Changjin Song : cjsong@woojungair.co.kr ☎ 02-3271-3528
- Youngduk Jeong : ykjeong@woojungair.co.kr ☎ 02-3271-3529
- Hoyoung Eom : hyeom@woojungair.co.kr ☎ 02-3271-3527
- Suhyun Park : shparki@woojungair.co.kr ☎ 02-3271-3526
- Jinyoung Kim : jkim@woojungair.co.kr ☎ 02-3271-3521
- Yunhee Kim : yh1kim@woojungair.co.kr ☎ 02-3271-3522
- Sunghee Cheon : shcheon@woojungair.co.kr ☎ 02-3271-3524
- Hyeonji Yu : hjyu@woojungair.co.kr ☎ 02-3271-3523
- Division eMail : usa@woojungair.co.kr

Capacity to America in Feb.2025

월요일	화요일	수요일	목요일	금요일	토요일	일요일
27	28	29	30	31	01	02
					DL196 1LDP DL158 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP	DL196 1LDP DL158 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ282 2~3MDP OZ587 1~2MDP
03	04	05	06	07	08	09
DL196 1LDP DL158 1LDP OZ244 ORD/DFW 2~3MDP OZ284 2~3MDP	DL196 1LDP DL170 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP OZ587 1~2MDP	DL196 1LDP DL170 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP	DL196 1LDP DL170 1LDP DL188 1LDP OZ248 ORD/DFW 2~3MDP OZ286 2~3MDP	DL196 1LDP DL158 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP OZ587 1~2MDP	DL196 1LDP DL158 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP	DL196 1LDP DL158 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ282 2~3MDP OZ587 1~2MDP
10	11	12	13	14	15	16
DL196 1LDP DL158 1LDP OZ244 ORD/DFW 2~3MDP OZ284 2~3MDP	DL196 1LDP DL170 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP OZ587 1~2MDP	DL196 1LDP DL170 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP	DL196 1LDP DL170 1LDP DL188 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP	DL196 1LDP DL158 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP OZ587 1~2MDP	DL196 1LDP DL158 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP	DL196 1LDP DL158 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ282 2~3MDP OZ587 1~2MDP
17	18	19	20	21	22	23
DL196 1LDP DL158 1LDP OZ244 ORD/DFW 2~3MDP OZ284 2~3MDP	DL196 1LDP DL170 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP OZ587 1~2MDP	DL196 1LDP DL170 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP	DL196 1LDP DL170 1LDP DL188 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP	DL196 1LDP DL158 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP OZ587 1~2MDP	DL196 1LDP DL158 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP	DL196 1LDP DL158 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ282 2~3MDP OZ587 1~2MDP
24	25	26	27	28	01	02
DL196 1LDP DL158 1LDP OZ244 ORD/DFW 2~3MDP OZ284 2~3MDP	DL196 1LDP DL170 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP OZ587 1~2MDP	DL196 1LDP DL170 1LDP DL188 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP	DL196 1LDP DL170 1LDP DL188 1LDP OZ242 ORD/DFW 2~3MDP OZ286 2~3MDP	DL196 1LDP DL158 1LDP OZ248 ORD/ATL 2~3MDP OZ284 2~3MDP OZ587 1~2MDP		

- ① OZ284/286/282 to Western area Daily, securing Max space based on contract!
- ② OZ244/242/248 to Central area & ORD Daily, DFW on D1246, ATL on D357!!
- ③ OZ587 to Eastern area & JFK, D257
- ④ DL196 to SEA Direct & Western area, Daily 1LDP
- ⑤ DL158 to DTW Direct & Central/Eastern area, D1567-1LDP
- ⑥ DL170 to MSP Direct & Central/Eastern area, D234-1LDP
- ⑦ DL188 to ATL Direct & Latin America area, D347-1LDP

Chile	SCL IQQ PUQ ANF 등	CNEE RUT
Argentina	EZE COR MDZ ROS 등	CNEE CUIT, HS CODE

** In addition to the above regions, CNEE TAX ID is required for most Latin American regions, so please check before proceeding.
 ** Some carriers that only admit the carrier's weight must be corrected in the event of postal (and agency) attendance value and dipper, so please be especially careful when proceeding in Latin America and check in advance before proceeding.

C/S America : Mandatory to insert the following special remarks on AWB

Country	DEST	Special remarks
Mexico	MEX MTY GDL 등	CNEE RFC
Guatemala	GUA 등	CNEE NIT
Colombia	BOG MDE BAQ CLO 등	CNEE NIT
Ecuador	UIO GYE 등	CNEE RUC
Peru	LIM 등	CNEE RUC
Brazil	GRU VCP GIG CWB 등	CNEE CNPJ

Special note

- ① AA Airline's direct service between ICN and DFW will run only until 2/7, after which it will be served by T.S. services such as BNE/NRT/HNL.
- ② AC : All G.WT/C.WT on MAWB need to be closed based on the airline's entry, and if it needs to be closed with a separate WT due to reasons such as pre-confirmation of local documents, it can be confirmed by submitting a WT DIFFER memorandum. (Effective in January)

③ AC : Due to the airline rotation issue, AC Airlines will have 7 FLT cancellations on YVR/YYZ route, so please contact us about the schedule before proceeding.

④ Due to aircraft maintenance at YP airline, there will be 9 FLT cancellations on EWR/LAX route in February, so please contact us about the schedule before proceeding.

2nd Division – Europe/Middle East/Africa/Central Asia

- Namsu Hwang : nshwang@woojungair.co.kr ☎ 02-3271-3540
- Angella Lim : angella.lim@woojungair.co.kr ☎ 02-3271-3549
- Sojung Park : sj.park@woojungair.co.kr ☎ 02-3271-3562
- Gyungmin Kim : gmkim@woojungair.co.kr ☎ 02-3271-3543
- Jinyoon Jin : jjin@woojungair.co.kr ☎ 02-3271-3530
- Songi Han : sihan@woojungair.co.kr ☎ 02-3271-3525
- Hyeryeon Cha : hrcha@woojungair.co.kr ☎ 02-3271-3542
- Jaeyoung Choi : jychoi@woojungair.co.kr ☎ 02-3271-3564
- Youngmin Jeon : ymjeon@woojungair.co.kr ☎ 02-3271-3541
- Duckju Na : djna@woojungair.co.kr ☎ 070-8833-2117
- Hyun Kim : hkim@woojungair.co.kr ☎ 070-8833-0381
- Youngwoong Choi : ywchoi@woojungair.co.kr ☎ 070-8833-2116
- Division eMail : eu1@woojungair.co.kr, eu2@woojungair.co.kr, bsa@woojungair.co.kr

■ QR (Qatar Airways)

- ① Self BUP process every 4 time a week. (D3567)
- ② Smooth connection to the main European region.
- ③ Secure connection ALLOTMENT for smooth connection.
- ④ High volume cargo request price matchable.
- ⑤ Africa region have connection backlog. So Booking is required after checking the connection in advance for large cargo.
- ⑥ New Other charge for Italy as of 15 Feb (Code : GT)
: The Italian Government applies tax on all cargo imported from non-European Countries

Name of Other charge	Charge	QR code	Currency	Amount	Application	Charges Details
Government Tax	To/ Transit MXP	GT	KRW	15	per Gross Weight	Min KRW15 based on gross wt.
	To/ Transit FCO			5		Min KRW35 based on gross wt.
	To/ Transit VCE			40		Min KRW40 based on gross wt.

■ TK (Turkish Airlines)

- ① You can adjust the airfreight at all times, so please make a lot of inquiries.
- ② BSA is operated on D3,D5,D6,D7.

Day	Flt No.	비고
D3	TK091	PAX / CUT OFF Tue at 15:00
D5	TK6545	FRTR / CUT OFF Thu at 15:00
D6	TK091	PAX / CUT OFF Fri at 15:00
D7	TK6545	FRTR / CUT OFF Sat at 16:00

- ③ TK change of BUP cargo warehouse from July.2024
: New BUP cargo warehouse is WRT on 05.July
** WRT cut off time **
▶ Friday TK6545 : Thursday at 3pm
▶ Sunday TK6546 : Saturday at 5pm
- ④ CSD file upload is required after export cargo is brought in according to ICAO security regulations for all regions carried out with TK.
** X-RAY Search Progress -> SPX
** All cargo X-RAY search required, X-RAY non-searchable cargo (SCO) is contacted separately.

■ LH (Lufthansa Cargo AG)

- ① LH8387 / LH8385 / LH8383 DAILY (0220-0820)
- ② WAW Trcuk service : FRA->WAW Trucking (D12347)
- ③ Information on temporary cancellation in Feb 2025.
 - LH8035 / 01 FEB CXX , LH8035 / 05 FEB CXX
 - LH8385 / 07 FEB CXX , LH8385 / 14 FEB CXX
 - LH8383 / 24 FEB CXX

■ CV/C8 (Cargolux/Cargolux Italia)

- ① Self BUP process every 3 time a week (D136)

Day	Flt No.	Allocation
1	C87111	04:10(ICN)-16:30(MXP)-20:25(LUX)
3	C87113	06:40(ICN)-18:45(MXP)-22:40(LUX)
6	CV9015	04:10(ICN)-18:20(LUX)

- ② Flights cancelled on February 5th and 10th

※ LH/QR/TK/CV/C8 can support stable space and competitive rates through BUP, and other airlines' rates can also be negotiated, so please inquire for Europe/Middle East/Africa/Central Asia.

■ KE (Korean Air)

- ① In accordance with the plan to mandate the use of e-AWB for departures from Korea after March 1, 2024, a fee will be charged when using a paper waybill (M/AWB). (Europe/IST/TLV/DXB)
CODE: MWC 15,000/MAWB

■ OZ (Asina Airlines)

- ① CAI direct flight during winter season
: ICN-CAI OZ557 D24 [10:20-16:00] A350

■ EY (Etihad Airways)

① Winter season flight number change (24.10.27 to 25.03.29)

기존 스케줄

Flt No.	Days	From	To	Equip	Dep.*	Arr.*
EY859	D1246	ICN	AUH	B787-9	0:55	5:50
EY857	Daily	ICN	AUH	B787-9	18:00	23:00

등계 스케줄 (27OCT'24 ~ 29MAR'25)

Flt No.	Days	From	To	Equip	Dep.*	Arr.*
EY827	D1246	ICN	AUH	B787-9	0:20	5:50
EY823	Daily	ICN	AUH	B787-9	17:50	23:20

* 화물 CUT OFF TIME (항공기 출발 4 시간전)

EY823 - 13:50LT
EY827 - 20:20LT

- ② Pre-submission of liquid and powdered MSDS and shipper memorandum.
- ③ Do not mark Middle East (JED/RUH/DMM/AMM/KWI) CONSOL or CONSOLIDATION
- ④ Due to DXB warehouse backlog, it is currently only available to DWC
 - ★ DXB airport : Only special cargo (COU,PER,VAL etc..)
 - ★ DWC airport : General and special cargo

■ ET (Ethiopian Airlines)

① ICN-ADD regular schedule

FREQ	FLT NO	ETD	ETA	A/C
D1/2/4/5/6/7	ET673	0030	0745	WIDE
D1/4	ET3618/3673	1105	1950	FRT(77X)
D3	ET3618	1230	2020	

- ② New service areas as of January 15: PZU (Sudan), ROB (Liberia), Resumption area: BEY (Lebanon)
- ③ HS CODE must be transmitted on MAWB/HAWB for all EU regions (including DME and OSL) and Cameroon (DLA/NSI) and other SHJ and DXB regions (required for ZIP CODE)
- ④ Information of other charge.
MYC : KRW 710, AEC(Aviation Security charge) : KRW 10/CW,
AWC : KRW 12,000/MAWB, CGC :KRW 12,000/MAWB

■ HY (UZBEKISTAN AIRWAYS)

① ICN-TAS-VKO/DME/LED/ALA/FRU/TBS/DYU, etc. Can be transported. Contact us separately

SECTOR	FLT NO.	ETD/ETA	DAY	A/C
ICN-TAS	HY512	10:00 / 13:10	MON, TUE, WED, FRI	B788
	HY514	10:00 / 13:10	THU, SAT	B788
	HY516	07:50 / 11:00	SUN	B788

- ② Mandatory compliance.
 - A. Allow AWB only ASARRANGED
 - B. Master single only,
: CONSOL and CONSOLIDATION cannot be written on AWB
 - C. HS CODE on EDI Transmission
- ③ Information of other charge.
 - A. MYC 400/CW
 - B. AWC 11,000/MAWB
 - C. MCC 12,000/MAWB (RU, BY, KZ, KG, IL)
 - D. MCC 40,000/MAWB (EU, AE)

■ 5J (CEBU PACIFIC AIR)

- ① Flight schedule.
ICN-MNL 5J187 D24567 [01:15-04:30]
MNL-DXB 5J14 DAILY [14:55-20:40]
- ② Unable to ship ELM and SP

■ KC (Air Astana)

① Schedule of Feb 2025.

Destination	Flight #	ETD	ETA	Frequency	A/C Type	Remark	
ALA	Almaty	KC910	11:40	14:50	D4567	B763	01FEB25~UFN (07 CNXL)
					D2	A21N	
NQZ	Astana	KC210	08:15	12:05	D47	01FEB25~UFN	

* VIA HKT to ALA (전 구간 Wide-body operation)

Route	Flight #	ETD	ETA	Frequency	A/C Type	Remark
ICN	HKT	KE663	1655	2140	DAILY	VIA HKT
HKT	ALA	KC564	1045	1615	DAILY	

② MYC 410/CW

■ AF/KL (AIR FRANCE/ KLM)

① Change the Other charge from 01 Jan 2025.

Code	Description	Current	As of 01Jan'25 (KRW)
CC	FHL Data Processing Fee	per FHL	7,150
DF	Offline Booking Fee	per Booking	14,800
DF	Online Booking Fee	per Booking	3,000
DH	CCA Fee	per CCA	103,200
DJ	POD Fee	per POD	54,300
HR	Handling Human Remains	per AWB	NEW
MU	SAF Contribution Fee	per Gross weight	NEW
NE	Paper AWB Fee	per AWB	73,900
PA	Pharma Acceptance Fee	per AWB	45,100
RA	DG Handling Fee	per AWB	138,000
RA	DG Light Handling Fee	per AWB	70,000
RD	Hidden/Undeclared DG Fee	per AWB	NEW

■ LO (LOT-Polish Airlines)

① Winter Schedule.(24.10.27 ~ 25.03.29)

ORIGIN	DEST	FLT NO.	ETD	ETA	FREQUENCY	A/C TYPE
ICN	WAW	LO098	12:35	17:45	2 4	B787-800 & B787-900
			13:25	18:35	6	
	LO1098	08:50	14:00	7		
	WRO	LO2006	08:50	14:25	5	
BUD	LO2002	09:20	14:00	1 3		

DEST	MON	TUE	WED	THU	FRI	SAT	SUN
WAW		LO098		LO098		LO098	LO1098
WRO					LO2006		
BUD	LO2002		LO2002				

- ② Temporary suspension of non-stop Incheon (ICN) – Budapest (BUD) flights during the 2025 summer season
*Reason : Due to a problematic Rolls-Royce Trent engine inspection since last year, it has been cancelled.
*Contents: LO2002 / ICN-BUD / 31MAR'25-25OCT'25/CNXL
- ③ Correct zip code and country code for Shipper & Consignee required for MAWB and EDI
- ④ Correct postcode notation : ##-### (“-“ Symbols required).
Failure to do so may result in a delay in customs clearance

■ AY (FINNAIR O/Y)

- ① No cargo shipments to Russia, Belarus due to sanctions imposed due to Russia/Ukraine war.
 - ** Including other DEST or final deston AWB are Russia, Belarus.
 - ** Include if CNEE is Russia, Belarus under MAWB & HAWB
 - ※ Ship back or disposal of cargo when detecting HEL or destination customs & Penalty Occurred
- ②Forbidden E-commerce items
 - A. Firearms (including toy guns, practice wood guns)
 - B. RLI (UN3090, UN3480)
 - C. Swordsman (including woodwork)
 - D. Firecrackers
 - E. Liquids such as Sampu: Need airport permit about MSDS

■ GF (걸프항공)

- ① New Other Charge : When all DESTs are in progress
 - ** Date of application : 01 Jan 2025
 - ** Contents : Custom Transit Screening Charge for cargo via MNL
 - ** Cost : KRW 25/C.WT
 - ** Code : ZCC

3rd Division – South East Asia/South West Asia/Oceania/Northeast Asia

- Daegeun You : dkyou@woojungair.co.kr ☎ 02-3271-3580
- Jinsun Kim : js1kim@woojungair.co.kr ☎ 02-3271-3583
- Minyoung Yang : myyang@woojungair.co.kr ☎ 02-3271-3582
- Jeeay Yoon : jayoon@woojungair.co.kr ☎ 02-3271-3584
- Kyuseek Hwang : kshwang@woojungair.co.kr ☎ 02-3271-3581
- Minjoo Kim : mjkim@woojungair.co.kr ☎ 02-3271-3585
- Youngsung Kim : yskim@woojungair.co.kr ☎ 02-3271-3560
- Yoomin Lee : ym1lee@woojungair.co.kr ☎ 02-3271-3561
- Jaegeon Yoon : jgyoon@woojungair.co.kr ☎ 02-3271-3547
- Haesoo Kwon : hskwon@woojungair.co.kr ☎ 02-3271-3546
- Jiseon Kim : jskim@woojungair.co.kr ☎ 02-3271-3548
- Seulki Lee : sk2lee@woojungair.co.kr ☎ 02-3271-3544
- Haein Lee : hilee@woojungair.co.kr ☎ 02-3271-3545
- Division eMail : asia@woojungair.co.kr, china@woojungair.co.kr

South East Asia & West Asia/Oceania

■ Schedule changes by carrier

Airline	Changes
OZ	Cancellation of regular SIN flights. ① ICN-SIN : SQ605 , 2/17~3/13 CNXX
YP	Cancellation of BKK on Feb. ① ICN-BKK YP601 2/5,8,12th :temporary cancellation due to maintenance
CA	Cancellation of CGK on Feb. ① ICN-CGK GA879(direct) 2/8,22th CNXX
7C	HAN FRTR discontinuance Notice. : 7C9205 not operate until 2025.02.02-2025.03.29
MH	Schedule information on Feb.2025 ① ICN-KUL : *MH067 [11:05-16:45] DAILY *MH039 [00:10-05:55] D1467 *MH037 [01:45-07:30] D5 ② KUL-MAA *WW209 [18:00-20:15] D246

Northeast Asia

■ Schedule changes by carrier

Airline	Changes
KE	SZX BULK type operate from 2/5 to 3/8, Please note that only a small amount of carton size is available
KJ	Recently, there was a case of reusing dangerous goods packaging with dangerous goods labels when shipping general cargo. It is a problem that can have a significant impact on safe transportation. As a result, we ask for your active cooperation as we cannot reuse dangerous goods packaging materials. **This is non-operating flight 233 to HAK / YNT as of February. Please refer to your work

Others

■ Fuel & Other Surcharges by Carrier

- ① **KE/OZ etc** : Long Haul : KRW 570/Kg, Medium haul : KRW 540/kg, Short haul : KRW 510/kg From 16 Feb 2025.
- ② **LH** : FSC KRW 1,420/Kg From 28 Jan 2025.
- ③ **CV/ C8** : FSC KRW1,320/KG From 27 Jan 2025.

■ Other Airline & Forwarder's information

① Lufthansa Cargo to add freighter flight to Poland.

Lufthansa Cargo will add regular freighter flights to Poland as it increases its focus on demand in central and eastern Europe.

The new flights will be launched on 3 April, operating between Frankfurt Airport and Katowice Airport twice per week.

The route will be operated by the airline's Airbus A321 freighters on Thursdays and Saturdays, landing in Poland at 4pm and taking off from Frankfurt at 5.30pm.

Wojciech Ryglewicz, director sales and handling, central and eastern Europe, Lufthansa Cargo, said: "Launch of regular all-cargo flights between Frankfurt and Katowice is an important step for us when it comes to further development of Lufthansa Cargo routes in central and eastern Europe.

"Katowice Airport is a dynamically growing airport, which plays a gradually bigger role in the air logistics of the region. We are certain that the new route will contribute towards even better handling of cargo, as well as increase of air transportation efficiency in this part of Europe."

Katowice Airport will be the first airport in Poland from where Lufthansa Cargo will fly with its freighters.

Artur Tomasik, the president of the board of airport operator the Upper Silesian Aviation Group, said: "It is an important moment for the development of the cargo offer at Katowice Airport.

"I wish to thank the management of Lufthansa Cargo for the trust. This decision shows the potential of the market, as well as of Katowice Airport in the area of cargo. We want our airport to become one of the most important points when it comes to handling airfreight, especially e-commerce, in this part of Europe.

"We are intensively working on a project to expand the cargo area and add a second cargo terminal, with up to 10 thousand m² sq m of built-up area."

Lufthansa Cargo already has a presence at the airport. In 2021, the airline launched a Road Feeder Service (RFS) freight consolidation facility for Poland in the Katowice Airport cargo terminal.

[AirCargoNews]

② UPS plans to offload 50% of Amazon business.

Shares in express giant UPS fell today after the company revealed plans to offload 50% of its business with its largest customer Amazon when announcing fourth-quarter results.

The company reported a 1.5% year-on-year increase in fourth-quarter revenues to \$25.3bn, while operating profit improved by 18.1%

to \$2.9bn and net income was up 7.2% to \$1.7bn.

However, for the full year, revenues were up just 0.1% to \$91.1bn, operating profit was down 7.4% to \$8.5bn and net income declined 13.8% to \$5.8bn. The company also announced a series of measures to improve profitability. First, it has reached an agreement in principle with its largest customer (Amazon) to lower its volume by more than 50% by the second half of 2026.

Second, effective 1 January, the company has insourced 100% of its UPS SurePost product where it partnered with the US Postal Service on deliveries. And third, in connection with these efforts, the company is reconfiguring its US network, and launching multi-year "efficiency reimagined" initiatives to create \$1bn in savings through an "end-to-end process redesign". The company also announced its outlook for the year, with revenues expected to fall to \$89bn. "We are making business and operational changes that, along with the foundational changes we've already made, will put us further down the path to becoming a more profitable, agile and differentiated UPS that is growing in the best parts of the market," said UPS chief executive Carol Tomé. During the fourth quarter, the company also logged a total charge of \$639m, of a pension charge of \$506m, transformation strategy costs of \$73 million, asset impairment charges of \$46m and \$14m related to the withdrawal from a multiemployer pension plan.

Following the announcement of the results, UPS shares had fallen by more than 20% by 10.30am.

Looking at fourth-quarter segment performance, the domestic US segment saw revenues increase 2.2% year on year to \$17.3bn and operating profits were up 16.1% to \$1.7bn.

Improvements were driven by a 2.4% increase in revenue per piece and increases in air cargo. The international segment saw revenues increase 6.9% to \$4.9bn and operating profit was up 14.5% to \$1bn. The revenue increase was on the back of an 8.8% increase in daily volumes.

Finally, the supply chain solutions business reported a 9.1% decrease in revenues to \$3.1bn but operating profits were up 62.6% to \$226m. Results were due to a reduction in revenue following the divestiture of trucking firm Coyote, partially offset by growth in air and ocean forwarding. [AirCargoNews]

③ HongKong Air Cargo(HK) : HKG-PIK service

Hong Kong Air Cargo will operate Hong Kong (HKG) and Scotland's Glasgow (PIK) routes from the 10th.

Recently, the airline has beefed up its international cargo routes due to increased demand for e-commerce from China. In October last year, it started operating Birmingham (BHX) routes in the UK. In September last year, it also started operating Budapest and Oslo (BUD) routes in Hungary. In March last year, it also operated a Saudi Riyadh route. [Cargo News]

④ AIR PREMIA(YP) : operates 4FLT per week on ICN-HKG Route

Air Premia (YP) began operating four regular flights a week on Hong Kong (HKG) routes on the 24th.

The airline said it had a 97.5 percent boarding rate for the first flight. It departs from Incheon International Airport every Monday, Wednesday, Friday, and Sunday at 8:20 a.m.

An official of the airline explained, "With the Hong Kong route, the proportion of long- and short-haul routes has been balanced."

[Cargo News]

⑥ LX Pantos To Set Up Logistics Joint Venture In US With ONE

: 'Boxlinks' Targets U.S. Inland Transportation Market

LX Pantos recently announced that it has established Boxlinks, a joint venture (JV) with ONE, the world's sixth largest shipping company, in the U.S. It is the first time that a Korean logistics company has established a JV with Japan's largest shipping company in the U.S.

ONE (Ocean Network Express) was launched in 2017 by Japan's three major container shipping companies (NYK, MOL, and K-Line) by integrating the container sector into one network. It is headquartered in Singapore. It has announced the launch of "Premier Alliance," a new shipping ally, in February this year along with HMM, a national shipping company, and Yangming Shipping of Taiwan.

LX Pantos holds 51% of JV and ONE holds 49%. Since 2023, the two companies have formed a consensus to target the North American logistics market and have established a close cooperative relationship. After about two years of business preparation, the establishment of JV was recently completed.

The two companies will enter the U.S. intermodal business through JV Box Links. Intermodal refers to a multimodal transportation service that combines railroads and trucks.

It is a structure in which JV exclusively secures ONE's containers transported to the U.S. inland through ports and generates new profits by developing rail and truck transportation businesses using Empty containers. It is a mutually win-win structure business in terms of efficiency in collecting public containers and generating additional revenue for transportation.

The U.S., the world's largest consumer market, has a container cargo market centered on imported goods, so after containers imported to western (LA, etc.) and eastern (Savannah, New York, etc.) ports move inland, about half of the containers are recovered to ports in public containers without finding export cargo.

To promote the project, JV recently signed direct agreements with Union Pacific (UP), NS (Norfolk Southern), and BNSF, the largest U.S. railroads, to establish a railway line service linking major bases across the U.S. while securing competitive fares.

The U.S. intermodal market is growing fast. According to the Intermodal Association of North America (IANA), the North American intermodal market is worth about 79 trillion won (approx. The annual average growth rate will reach 10.9 percent by 2030.

Lee Yong-ho, CEO of LX Pantos, said, "The establishment of JV has laid the foundation for new intermodal business in the United States, the world's largest market. We will strengthen our position in the U.S. market by upgrading end-to-end services that link international transportation and inland railways."

[Cargo News]

⑥ Hellmann Merges U.S. Fresh Logistics Company HPL Apollo

Hellmann WorldWide Logistics merged HPL Apollo, a fresh logistics company, on the 3rd.

HPL Apollo, based in Los Angeles, USA, is a fresh logistics company that specializes in air, sea, and land transportation. The merger will be completed within the next year under consultation between the two parties, while a 50% stake in HPL will be acquired.

With this acquisition, Hellmann will further strengthen its fresh logistics business in North America. It will also establish its presence in Peru, Mexico, Brazil and Chile. Hellmann plans to strengthen its strategic presence in Colombia, Ecuador and Latin America.

[Cargo News]

⑦ ICN's 'Sea&Air' volume from China hits record high

: 118,000 tonnes up 20% on expansion of e-commerce

Last year, the combined volume of Sea & Air transportation at Incheon International Airport reached 118,000 tons, up 20 percent from the previous year (98,000 tons). It is the highest performance since the opening of Incheon International Airport.

The "Sea&Air" cargo is a logistics system in which e-commerce products, mainly produced in China, are transported to Incheon International Airport by sea and then shipped worldwide by air from the airport. It is rapidly growing based on Incheon International Airport's excellent geographical access to China and its hub network connecting 192 cities around the world.

Sea&Air's final destination continues to be dominated by countries in distant regions such as North America (42%) and Europe (28%). However, emerging regions such as Asia, Latin America, and the Middle East increased 67% year-on-year, achieving a high growth rate by achieving a 30% share. As a result, the number of countries that reached the final destination also increased significantly from 35 countries in 2023 to 47 countries in 2024, confirming that the e-commerce market is rapidly diversifying.

Regarding the Sea&Air outlook for this year, the corporation said that short-term volatility is expected to increase due to strengthened e-commerce regulations from China following the launch of the new U.S. administration. However, it is expected that steady growth will be possible this year as it takes advantage of the expansion of cargo planes on key routes such as the U.S. and Europe and the thorough cargo search system conducted three times at domestic ports, logistics complexes and airports.

Lee Hak-jae, president of Incheon International Airport Corporation, said, "Uncertainty surrounding the air cargo market is growing, but if Incheon International Airport utilizes its geopolitical capabilities, it is expected to be used as an opportunity for great growth. We will strategically attract rapidly growing global e-commerce cargo and develop it into a key pillar of Incheon Airport cargo growth."

[Cargo News]

■ National Holidays

Please refer to the national holidays provided by Forward.KR thru the link below. [Forwarder.KR]

<https://www.forwarder.kr/curr/holiday.php>