

The air cargo industry has weathered its share of cloudy skies over the past few years, but the future seems brighter. A recovering global economy has resulted in a slow but steady increase in air cargo volumes through 2014.

International freight volumes are expected to continue their growth at a rate of 4.1 percent through 2018, according to the International Air Transport Association. As technology advances, freight forwarders are no longer just scheduling cargo for shipment. Many are becoming full-service logistics providers in their own right, as they provide shippers with multi-modal transportation options, new technologies, and solutions to streamline supply chains.

But regulatory challenges continue to plague the industry, and forwarders are fighting to make sure they are appropriately represented when new rules are formed. For example, the U.S. Customs and Border Protection's Air Cargo Advance Screening pilot program, which applies a risk rating to U.S.-bound cargo based on foreign screenings before transport, has small and mid-sized forwarders making a lot of noise to ensure they are represented as the program moves from pilot to policy.

Meanwhile, across the pond, air cargo providers are still having trouble finding independent validators to inspect cargo as they struggle to remain compliant with the European Union's ACC3 regulations for incoming cargo. Six-month extensions granted to companies for compliance run out at the end of 2014.

Competitiveness with other modes has also become an issue. With ocean carriers stepping up their game with larger, more technologically advanced vessels in advance of the Panama Canal expansion, air carriers and forwarders have struggled to keep pace.

There has also been a shift of cargo to rail, as shippers sacrifice a few days to save a few dollars. Air cargo's response includes alliances between airlines, movement toward electronic documentation, and shifting more cargo to passenger flights in order to remain competitive.

And, of course, sustainability remains high on the industry's priority list, as global cooperation between providers and governments continues to succeed in reducing harmful emissions.

With regulations shifting, and new technology constantly changing the industry, it can be tough to keep the major players straight. *Inbound Logistics'* annual Who's Who in Airfreight Forwarding provides a comprehensive listing of some major intermediaries, both large and small. Use this guide to help assess and engage partners that can meet your unique airfreight needs.



KEY: Asset- or Non-Asset-Based: A = Asset-based; N = Non-asset-

based; B=Both

Compliance:Shipments comply with government, security, and trade regulations

Documents:Shippers can book/
create customs
or import/export
documents online

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Geodis Wilson www.geodiswilson.com	732-362-0600
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Hellmann Worldwide Logistics www.hellmann.net	305-406-4500
International Bridge www.myib.com	801-735-6922

	AIR FREIGHT SERVICES												отн	ER SE	RVICE	s	WEB SERVICES CERTIFICATIONS										
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SNIGINOGG SGX	FORWARDING SVCS.	ASSET OR NON- ASSET BASED	CUSTOMS CLEARANCE	COMPLIANCE	HEAVY FREIGHT	HAZMAT	DOOR-TO-DOOR	PERISHABLE	OVERNIGHT	NEXT FLIGHT OUT	CHARTER	HIGH-VALUE	OCEAN	CUSTOMS BROKER	CONSOLIDATOR	LOGISTICS	RATE QUOTES	REAL-TIME TRACKING	DOCUMENTS	IAC	ТАРА	BASC	ISO	IATA	SMARTWAY	с-трат	HAZMAT
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	50	N	•	•	•	•	•	•	•	•	•	•	•	•		•		•			•		•	•		•	0
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Mach 1 Global Services www.mach1global.com	800-553-7774
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12	24	N	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
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6	56	N	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•					•		•	•
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2	27	N	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•			•	•	•	•	•
3	30	N		•	•	•	•	•	•		•	•	•	•	•	•		•	•	•	•			•		•	•
4	19	N	•	•	•	•	•	•	•	•	•	•	•	•	•	•		•					•	0		•	•
3	88	N	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•				•	•	•	•	•
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