

## NEWS RELEASE

Please find here a news release issued today by GACAG

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# 'CLEAR POINTERS, DIRECTION AND TARGETS' PROMISES GLOBAL AIR CARGO ADVISORY GROUP'S NEW CHAIRMAN

The Global Air Cargo Advisory Group (GACAG) must build on its achievements of the last two years and provide 'clear pointers, direction and targets,' says its new Chairman, Oliver Evans.



Oliver, Chief Cargo Officer of Swiss International Air Lines, assumed the role after his election as Chairman of The International Air Cargo Association (TIACA), one of the Group's four founders alongside the International Air Transport Association (IATA), FIATA - the International Federation of Freight Forwarders Associations, and the Global Shippers' Forum.

TIACA was chosen to act as the facilitator of GACAG upon its formation in 2010 and Oliver Evans succeeds Michael Steen, Executive Vice President and Chief Commercial Officer of Atlas Air Worldwide Holdings Inc., whose term as Chairman of both TIACA and GACAG ended in May.

"GACAG is very much a collaborative effort and therefore each member carries equal responsibility and weight. It is a great honour for each of us to have the responsibility to speak on behalf of the entire air cargo industry, thanks to our efforts to form such a powerful coalition. We have achieved much in the past 2 years, but the opportunities ahead are greater still. Our priority must be to provide clear pointers, direction and targets in such a complex industry. I am therefore delighted that the Cargo 2000

Board has sought an ongoing dialogue with us which started last month in Brussels, as this is a perfect example of how the various industry groups and associations are now pulling together around the banner of GACAG to simplify and strengthen our processes and value proposition," Oliver Evans stated.

The Global Air Cargo Advisory Group (GACAG) is an industry advisory group that was formed to ensure the air cargo industry has a strong, unified voice in its dealings with worldwide regulatory authorities and other bodies whose decisions directly impact on air cargo. The group has targeted four priority areas: security, e-commerce, customs and trade facilitation, and sustainability of the global air cargo industry.

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### Notes to editors:

#### **Profile: Oliver Evans, Chief Cargo Officer, Swiss International Air Lines Ltd**

Oliver was appointed to his present role in April 2005 and his responsibilities include full accountability for the cargo and mail business of Swiss International Air Lines, operating under the banner Swiss WorldCargo. He is a

Member of the Extended Management Board of Swiss International Air Lines and Member of the Group Executive Committee of the Lufthansa Cargo Group.

He joined SWISS in 2002 and prior to taking up his current role was Chief Sales and Marketing Officer and Member of the Management Board, with responsibility for passenger sales

and marketing worldwide. He previously worked for BAX Global, a leading international logistics service provider (from March 2001 until end 2002) and for KLM Royal Dutch Airlines from 1987 to 2001, occupying various senior cargo management functions in the United Kingdom, Singapore, Germany and, from 1997, the Netherlands. Prior to KLM, Mr. Evans worked for Ocean Transport and Trading of Liverpool.



### About GACAG

The Global Air Cargo Advisory Group (GACAG) is an industry advisory group formed in November 2010 to ensure the air cargo industry has a strong, unified voice in its dealings with worldwide regulatory authorities and other bodies whose decisions directly impact on air cargo. The four founding members of GACAG are the International Federation of Freight Forwarders Associations (FIATA), the International Air Transport Association (IATA), the Global Shippers' Forum (GSF), and The International Air Cargo Association (TIACA). The group has targeted four priority areas: security, e-commerce, customs and trade facilitation, and sustainability of the global air cargo industry.



### About TIACA

TIACA is a global not-for-profit trade association representing all the major segments of the air cargo and air logistics industry – combination and all-cargo airlines, forwarders, airports, ground handlers, road carriers, customs brokers, logistics companies, shippers, IT companies, aircraft and equipment manufacturers, trade press, and educational institutions. TIACA's objectives include:

- facilitating and monitoring the implementation of e-commerce practices throughout the air cargo supply chain;
- supporting security measures that are effective, workable, and affordable, and that create minimal disruption to the vital flow of air cargo, which essentially relies on speed;
- developing and promoting strategies and principles that address legitimate public concerns for sound environmental policies;
- reforming and modernizing customs practices and raising industry performance standards;

- increasing market access by the elimination or reduction of constraints imposed on air cargo by its current dependence on bilateral traffic rights agreements; and
- representing the interests of the air cargo industry before relevant regulatory bodies, at the national and multinational levels.

To accomplish its mission, TIACA engages in activities that seek to improve industry cooperation, promote innovation, share knowledge, enhance quality and efficiency, and promote education. TIACA aims to inform both the public and its membership about the role and importance of air cargo, industry developments and technical trends.

TIACA engages with relevant authorities, and publishes position papers on industry issues and the TIACA Times newsletter. The TIACA website is a valuable industry resource which contains a fully searchable database of information on industry issues. TIACA has developed research relationships with several universities through joint projects and student scholarship programs. For more information, see the TIACA website at [www.tiaca.org](http://www.tiaca.org).



### About IATA

IATA (International Air Transport Association) represents some 240 airlines comprising 84% of global air traffic. Over 60 years, IATA has developed the commercial standards that built a global industry. Today, IATA's mission is to represent, lead and serve the airline industry. IATA works with its members and global regulatory authorities to improve aviation safety, security, environmental performance and efficiency. It seeks to improve understanding of the industry among decision makers and increase awareness of the benefits that aviation brings to national and global economies. IATA can be followed at <http://twitter.com/iata2press> for news specially catered for the media.



### About FIATA

FIATA, the International Federation of Freight Forwarders Associations was founded in Vienna, Austria on May 31, 1926. It is a non-governmental organization that today represents an industry covering approximately 40,000 forwarding and logistics firms, employing around 8-10 million people in 150 countries.

FIATA has consultative status with the Economic and Social Council (ECOSOC) of the United Nations (inter alia ECE, ESCAP, ESCWA), the United Nations Conference on Trade and Development (UNCTAD), and the UN Commission on International Trade Law (UNCITRAL). It is recognized as representing the freight forwarding industry by many other governmental organizations, governmental authorities, private international organizations in the field of transport such as the European Commission (through CLECAT), the International Chamber of Commerce (ICC), the International Air Transport Association (IATA), the International Union of Railways (UIC), the International Road Transport Union (IRU), the World Customs Organization (WCO), the World Trade Organization (WTO), etc.



### About GSF

The Global Shippers' Forum is the world wide body that represents shippers and transport users internationally. The GSF comprises the major national and regional shippers' organizations in Europe, North America, Asia and Africa representing over 50 countries across the world's major trading regions.

The GSF was established to promote competitive global transport markets and supply chains to further the development of international trade and commerce. In this regard, a prime policy objective of the GSF is to promote efficient and competitive global supply chains.