Tribute to Bert Sanders

Russia Ukraine

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MaRa Logistics

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EDITORIAL

After a recovery from an economic crises and covid, the present generation was enjoying a very good time until February 2022 when the Ukraine war started.

Unfortunately there is not too much to be done, but continuing our "normal" life and hoping in a quick peace.

In this issue you will find:

—a last farewell to a great friend and partner Mr. Bert Sanders that passed away on 26th April
—presentation of the new Mara Logistics premises
—the headquarter of the Alpi Germany in Bremen
—Alpi food department

and much more

Enjoy the reading

Piero Albini
Russia Ukraine

How the Russia-Ukraine war is worsening shipping snarls and pushing up freight rates

The Russia-Ukraine war is severely disrupting shipping and air freight. Russian forces are cutting off shipping routes, logistics firms are suspending services and air freight rates are skyrocketing, supply chain firms said. Russian naval forces have closed shipping in and out of the Sea of Azov — one of the few access points to ocean trade in Ukraine, said Dylan Alperin, head of professional services at supply chain software platform Keelvar.

“This has created a heavy buildup of vessels waiting to get through the Kerch strait. With 70% of Ukraine’s exports distributed via ship, the congestion is worsening by the hour,” he told CNBC.

Christian Roeloffs, CEO of container booking firm Container-xChange, said: “Parts of the Black Sea and Sea of Azov are now dangerous or unpassable. There have been missile attacks on vessels and ship arrests and lane closures for commercial shipping.”

The situation on the ground in Ukraine is extremely fluid, and reports from the area are difficult or impossible to confirm. “Multiple ships have been hit by munitions, seafarers have been killed and injured and seafarers of all nationalities are trapped on ships berthed in ports,” the International Chamber of Shipping warned on Thursday.

Supply chain firms told CNBC that cargo movements are at a standstill as the Ukrainian ports of Odessa and Mariupol are closed, damaged or under attack.

Roeloffs added that container movements have stopped, with cargo stuck at ports.

The port of Odessa is Ukraine’s largest and a major grain export port. The country is one of the biggest exporters of grains such as wheat, barley and corn. Russia and Ukraine account for about 29% of the global wheat export market.

Mariupol, an important port city and industrial center, has been experiencing heavy shelling. Russia’s invasion of Ukraine is now in its third week, and fighting continues in major cities.

Skyrocketing prices

Limited air capacity presents a double whammy for shippers. With airspace over Ukraine closed to civilian flights and airlines avoiding Russian airspace, air freight rates are spiking, according to the firms.

“The flying ban has canceled many of these flights and removed 10 million miles of airspace from international freight routes,” Alperin said. “With airlines responsible for flying around 20% of cargo, this will dramatically decrease capacity provided by carriers.”

Judah Levine, head of research at freight booking company Freightos Group, said that as airlines avoid Russian airspace, they will take alternate, longer routes — jacking up fuel costs.

Record price spikes for oil will worsen the already bad outlook for carriers as fuel costs rise, Alperin said.

“We’re in for record backlogs and delays while experiencing some of the highest prices on record for transportation and beyond.”
Oil prices have been rising for weeks and surging to record levels. Levine said that the Freightos Air Index’s China-to-Europe rates climbed more than 80% in late February to $11.36/kg, with some carriers already imposing war risk surcharges. Bindiya Vakil, CEO of supply chain risk management firm Resilinc, said some insurers are also increasing premiums for shipping goods in the Black Sea. Many logistics companies have also suspended deliveries to and from Russia as well as Ukraine, while container shipping firms are shunning Russia.

DHL said it has closed offices and operations in Ukraine until further notice, while UPS told CNBC that it has suspended services to and from Ukraine, Russia and Belarus. Alperin noted that the growing number of carriers that have suspended services in Russia make up about 62% of total ocean freight capacity. Meanwhile, tanker rates have “skyrocketed,” with a spike from 157% to 591%, said Alperin.

**Stranded shipping crew**

The International Chamber of Shipping warned on Thursday that the supply chain disruptions are set to be worsened by a shortfall in shipping crew due to the war.

Ukrainian and Russian seafarers account for 14.5% of the global shipping workforce, it said. “To maintain this unfettered trade, seafarers must be able to join and disembark ships (crew change) freely across the world. However, flights have been cancelled to and from the region, making this increasingly difficult,” it said in a statement. It added that some crews have abandoned their ships in Ukraine due to security worries. “Fears over crew safety and increasing insurance premiums to send ships to Ukraine or Russia have also discouraged shipowners from sending vessels to these countries,” the association added.

In February, the association, which represents 80% of global merchant fleets, said “the ability to pay seafarers also needs to be maintained via international banking systems.”

The United States, European allies and Canada have agreed to cut off key Russian banks from the interbank messaging system, SWIFT, which connects more than 11,000 banks and financial institutions in over 200 countries and territories.

As the value of the Russian ruble drops, that’s also set to have other knock-on effects.

“With the Ruble devaluation, a lot of Russian companies cannot afford to pay for merchandise that is in ships and it is going to cause a lot of abandoned shipments and unpaid debts for orders on the water,” said James Coombes, CEO at digital freight forwarder company Vector.ai.

“Freight forwarders are going to get stuck with a lot of unpaid freight bills.”

Source: CNBC
ALPI Danmark has been awarded the Education of the Year Award in freight forwarding in Denmark

Louise Holmgaard Nielsen, newly trained freight forwarder by ALPI Danmark has been awarded the Education of the Year Award in freight forwarding and shipping in Denmark - nominated by IBC International Business College. IBC is an educational institution for the Danish freight forwarding trainees. The award goes to the freight forwarding trainee who has excelled most through the freight forwarding education - and who at the same time possesses good social skills. Klaus Topholm, Hedorfs Foundation and Charlotte Sand, IBC were past ALPI in Herning to present the award to a surprised award recipient. They both expressed great recognition of the happy recipient's competencies and her completed efforts in her education and the final tests with a focus on technological possibilities in terminal operations within forwarding. Kjeld Tygesen, Managing Director ALPI Danmark, says that trainees are a strategic focus area by ALPI in Denmark. The trainees have a permanently organized student course to ensure the best possible personal and professional development. They quickly become responsible for their own tasks and become an integral part of the team; thus, they experience being an employee on equal terms with their colleagues. We are naturally pleased - and it makes us very proud - when our young employees gain extra recognition and deserve such an award, concludes Kjeld Tygesen.

Alpi at the international exhibitions - February 2022

FEBRUARY 2022 EVENTS

Arab Health

Gulfood

Ideafil

Albini&Pitigliani has been in February at three famous exhibitions in Dubai and Barcelona to assist and meet its customers.

ALPI Danmark 30th Anniversary

The ALPI family is glad to announce that ALPI Denmark celebrates its 30 Anniversary in 2022.

Congratulations on this milestone achieved!
Intervista di Lorenzo Albini, Managing Director, al Corriere della sera

Lorenzo Albini, Managing Director di Albini&Pitigliani S.p.A., racconta al Corriere della sera, il suo percorso formativo e professionale che lo ha portato a gestire l’azienda di famiglia.

Articolo completo e video al seguente link: https://www.corriere.it/economia/aziende/22-febbraio_08/manager-filosofo-svolta-lorenzo-albini-far-crescere-l-azienda-famiglia-8e57f7be-881a-11ec-8804-7df4f96b6d8.shtml

ALPI eConvention - 22/24 March 2022

The second edition of ALPI eConvention is over with more than 150 participants from around the world for almost 200 meetings confirmed. We want to thank all of our partners and colleagues that for three days were on Zoom around the world in one virtual continuous call. This is the ALPI Network, and we are proud of it.

Cibus - 3/6 May 2022

Our Food Division at the 21st International Food Exhibition in Parma!

Dynamic Fuel Surcharge 2022

A causa degli aumenti che si manifestano sul mercato odiero delle materie prime, siamo nostro malgrado obbligati ad introdurre a partire dal 1° Aprile nella fatturazione una nuova voce per adeguare le tariffe correnti.

Best Workplaces for Millenials 2022

- Galata Freight Forwarding

Our office in Turkey Galata International Freight Forwarding & Logistics Inc., after being chosen for the 3rd time as a Great Place to Work in Turkey and Great Workplaces for Women in Turkey, now has been chosen Great Place to Work for Millenials in Turkey. Vittorio Zagaia, CEO of Galata, said “our dynamic and global industry needs more than ever young people. We are more and more diving in to a digital world in our industry and we believe that the young generation is the one that will lead our business to the future. Therefore we will keep on investing in Galata more and more to the youngsters”.
Tribute to Bert Sanders

22/02/1942 – 26/04/2022

Friendship is the only cement that will ever hold the world together.
Bert Sanders passed away April the 26th, sadly and unexpectedly. We are in disbelief that an illness took him away in such a short time.

Bert has been for us a very important friend and partner, a truly special person for our family and our company.

We will miss his bright spirit and personality, his business competencies and talents as well as his humility and kindness. We truly will miss him deeply.

Bert has been a key partner for our organization in Europe and his work has been so important and valuable that we wholeheartedly believe we wouldn’t have achieved the same level of success without his meaningful contribution. Bert helped us exceeding expectations, certainly beyond what we thought was possible.

We are so grateful and thankful of Bert’s presence and partnership throughout the years in the development of business units and operations in Europe.

“When we told his family that we wanted to remember Bert in the best possible way, his wife Cobi and his kids Ilmari and Ainó sent us this message:

Bert was a loving husband and father. He enjoyed life at its most working in his garden while observing the birds, foxes, deer and rabbits running around his house. Finnish nature, fresh air and easy lifestyle were one of the most important aspects in his life.

And for us, we believe that those sweet and simple words, full of love and affection, are the best way to honor and remember a true friend, a very special man, a loyal partner.

Thank YOU Bert!

May you rest in Peace.
It all started in 1984 in Holland and his colleagues would like to remember him this way

Bert started the first office of Alpi outside Italy in 1984, after some pressure by and together with his friend Nando Albini "in the attic of a house in the center of Amsterdam. After some roaring years during which the staff grew from 2 to 10 persons he was asked to assist in the set up of some other offices in Belgium, Finland, Denmark, Ireland, etc. and with his drive, spirit and mentality he has always been an enormous help and friend for everybody that asked his advice or assistance.

Together with Ted Brandenburg and their staff they built up the office to become THE freight forwarder for textiles from Italy. Under his guidance the company was built to a complete freight forwarder with own warehouse, several groupage road services, air & ocean freight as well as customs department.

In 2009 we celebrated the 25 years anniversary, during which he was complimented by many colleagues and clients as well by the Italian management of the group:

Fabrizio Pitigliani, Piero and Nando Albinì, which meant a lot to him.

In 2011 he moved to Finland to spend more time with his children who lived there. However he remained involved in the company with his advices, comments, etc. up to the week before he passed away. Ever since I met him more than 27 years ago he has been a true friend, with whom I could speak about everything.

I for sure but I think that all of us shall miss him deeply.

René Manasse
Bert Sanders – Memories and appreciation from Ireland.

We first met Bert in 1993 when he arrived to help us create Alpi Ireland. Initially his main role was to set up the IT system but before long he was controlling the Carpenter, Electrician, Painter and Decorator. The Solicitors and Accountants heard from him almost daily as he instructed them on all things relevant to their profession. Over time he got to know the local Chinese Restaurant owners (they still ask for him) who even changed their menu to accommodate his suggested dishes – They had no choice, such were Bert’s persuasive powers. The local pub owner near where he stayed still recalls evenings listening to his expertise, knowledge and advice on the merits of the finest Irish whiskeys! Bert had already developed a huge love for Ireland long before Alpi Ireland was created through previous private visits and his great friendship with the Hogan family in County Clare on Ireland’s West Coast. During our set up period we think he secretly loved hearing of any problems we encountered so he could rush to Ireland to help! Since those days Bert would visit us regularly with family to renew acquaintances, keeping all the close personal friendships alive.

We always looked forward to his visits to Dublin where he loved nothing better than to travel into the city and do all the usual tourist things, but when asked how he enjoyed the trip, would usually complain that Town was full of “Bloody Tourists” who didn’t know their way around. He was such an amazing character and we have so much to thank him for. With his unique spirit, his influence in Alpi Ireland is still felt to this day even though it’s many years since he was involved operationally. His contribution in those early years was invaluable to us and instrumental to the overall success of the business. His infectious enthusiasm knew no bounds. He was always available to consult on any issue and his razor-sharp mind would invariably find a quick solution to almost any problem. We shall miss him greatly and will never forget him – a true legend and great friend to all. It was indeed our privilege to have known him and to have been his friend.

“Ní Bheidh a leithde arís ann” - We will not see his like again.

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Dear Bert,

I had the privilege to meet you at the beginning of 1992, when Nando had already convinced me for 99% to start Alpi Belgium. Your enthusiasm and positive attitude towards the families Albinì & Pittiglioni gave the final push and I am happy you helped me to take this good decision. We started 16.32 and you were here in Brussels to assist and help. In the following weeks, months and years you were always available for me and you helped me with all the possible questions I had.

We understood each other wonderfully well, being both strongheaded but fair and respectful. No discussion that you have always been an “alpi man” even if you always said what you thought and it was sometimes hard to accept, but you did it always in a constructive way. Only a few weeks ago you had this terrible diagnosis... we spoke a few times on the phone and I was impressed by your positive attitude and your will to fight as a fierce warrior. You were already making plans to move from Finland back to Rotterdam to get cured.

Unfortunately life decided otherwise. You will always be in our minds and I am proud that I have had the luck to know you.

Rest in Peace my dear friend.

Franco Scarpone
More Than Transport

Because we are good at what we do, since 2000 we are the correspondents of the Albini & Pitigliani Group in Romania. Thus, we benefit from all the advantages of a network with global coverage, with know-how and experience in expeditions over 75 years! MaRa Logistics Quality provides road transport, sea freight and air freight services, for import and export. Our motto is to be a reliable partner both for the current customers and for potential customers so that by quality and promptness we make our customers loyal and consolidate our long-term business relations.

MaRa Logistics organizes transport for various companies and the most frequently required service is the transport of general goods such as: mechanical products and spare parts for automotive industry, commodities, electronics, personal care products, furniture, ceramics/tiles, textiles and COH, building materials, sanitary ware, medical equipment, High-Tech equipment, household products, interior design, furniture, metallurgical industry, spare parts etc.

MaRa Logistics Quality is a leading freight forwarder in the industry of general goods. This is mainly due to the network with global coverage it benefits from as part of the Italian Group Albini & Pitigliani, network which allows the company customers to transport products almost anywhere in the world.

Thus, we make available to our customers:
- Road lines of direct traffic with daily departures from and to multiple destinations from Europe and Romania.
- Road transport of goods in less than truckload (LTL) and FTL (full truckload).
- Shipping containers (FCL full truckload or less than truckload (LCL).
- Air freight, sea freight and express regime.
- Customs assistance and export control.
- Storage and handling services.

Less than truckload (LTL)

Our main activity is the transport of goods in Less than Truckload regime (LTL). We collect the goods by using the Order Management System, which organises the transport of goods with the same destination so results for our customers in the significant reduction of costs, optimisation of storage space, efficiency of transit time and last but not least, the reduction of carbon emissions.

Full truckload (FTL)

If you have to transport high volumes of goods, we offer you assistance regarding the documentation, type of truck, necessary equipment and transit time.
**Intracommunity transport routes with regular traffic**
We have daily connections for transport in LTL and FTL to and from: Italy, France, Portugal, Spain, Netherlands, Sweden, Denmark, Germany, Poland, Bulgaria, Austria, The Czech Republic, Turkey, Greece, Republic of Moldavia etc.

**Type of trucks**
For the transport of goods in FTL we can make available from our portfolio of suppliers the following type of trucks: truck 13.60, tarpaulin XL code, multi lock system, Mega 3m with liftable ceiling, tandem or truck with trailer, freezer van with only one temperature or double temperature, coil truck/coil mulde, palettenanschlagleiste.

**Road transport**
Intracommunity

**Less than truckload (LTL)**
Our main activity is the transport of goods in Less than Truckload regime (LTL). We collect the goods by using the Order Management System, which organises the transport of goods with the same destination so results for our customers in the significant reduction of costs, optimisation of storage space, efficiency of transit time and last but not least, the reduction of carbon emissions.

**Full truckload (FTL)**
If you have to transport high volumes of goods, we offer you assistance regarding the documentation, type of truck, necessary equipment and transit time.

**International or extracommunity**
Apart from the classical procedures of intracommunity transport, in the international transport these procedures become more complex because the countries to/from which the transport is organised are not part of European Union. Thus, the customs assistance and customs clearance service intervenes and with its help we can finalise in good conditions the transport of goods.

**Intracommunity transport routes with regular traffic**
We have daily connections for transport in LTL and FTL to and from: Italy, France, Portugal, Spain, Netherlands, Sweden, Denmark, Germany, Poland, Bulgaria, Austria, The Czech Republic, Turkey, Greece, Republic of Moldavia etc.
Type of trucks
For the transport of goods in FTL we can make available from our portfolio of suppliers the following type of trucks: truck 13.60, tarpaulin XL code, multi lock system, Mega 3m with liftable ceiling, tandem or truck with trailer, freezer van with only one temperature or double temperature, coel truck/coel mulde, palettenanschlagleiste.

Airfreight
MaRa Logistics Quality assists in carrying goods through its network all over the world offering personalized solutions to its customers, having the possibility to deliver the goods door to door.

Express Service
When a delivery is urgent, MaRa Logistics Quality makes available the Airline Express Service, with short transit time and direct flights to and from multiple destinations.

Standard & Direct
By partnerships signed, MaRa Logistics Quality can provide you with a stable and reliable service for the transport of general goods.

Multimodal
We can assist you in finding the best transport route, by combining the sea and airfreight, so that you can benefit from an efficient service regarding the cost and transit time.

Seafreight
Through our worldwide network, your goods can reach the final destination easily either is FCL or LCL. Container options: container 20’ and 40’, standard universal, open-top, high cube, flat rack, platforms, freezer-refrigerator, tank containers.

LCL
If you do not have sufficient goods to load a full container, we can collect and consolidate the goods of your company with the goods of other companies in a single container, in order to be shipped to the final destination.

FCL
We can organise direct loading from your factory or your supplier and assist you with all the documents and informations neccessary for customs clearance procedure.

Multimodal
We can assist you in finding the best transport route, by combining the seafreight and airfreight, so that you can benefit from an efficient service regarding the cost and transit time.

Our mission
Our mission is to offer full solutions of transport. Our priority is and will remain to serve our customers at the highest level.

The protection of our position as exceptional supplier of transport services, storage and handling of goods at national and international level is a daring objective of us, considering that our objective is to take responsibility for the environment, the civil society and the employees. We like to see how the goods successfully arrive from the suppliers to customers by using our road transport, air freight and maritime freight services and thus, following our collaboration, the customers will be satisfied and will want to continue and also recommend our transport services. We want to build an extraordinary team, well-outlined and be part of their personal and professional development.

To accomplish this goal, we always take care of:
- The satisfaction of our customers;
- Promptness in provision of services;
- Observance of legal provisions and other requirements applicable in the transport of goods industry;
- Commitment and motivation of employees;
- Low costs of services, by assuring: prevention of pollution; reduction of impact of our business on environment; prevention of road accidents and diseases.
Alpi Germany was founded on October 1, 2021 as a 100% subsidiary of A&P Italy in Düsseldorf. Alpi Germany GmbH, Koppersstrasse 20 in 40549 Düsseldorf was registered on November 4, 2021.

As of March 17, 2022, we moved the company’s registered office to Bremen.

In the head office of Alpi Germany GmbH, Kurze Wallfahrt 3, 28195 Bremen you will find the German managing director, Mr. Dirk Eller also our sea freight competence center.
Mr. Moritz Mann, as branch manager, and his team are responsible for our sea freight import & export activities in Germany.

Our branch office in Düsseldorf is located in the building of our sister company Trans-Bavaria GmbH. There we have our own warehouses and logistics areas. We handle import distributions there.

The professional stowage of sea freight export containers is also a daily business in Düsseldorf.

The local contact in Düsseldorf is our Key Account Manager, Mr. Max Hilgers.

At our sister company Red-Line Logistics GmbH in Troisdorf we bundle our air freight competence.

The branch manager, Mr. Carsten Koschel and a team of experienced colleagues handle airfreight exports, customs clearance of import shipments and organize special transports such as special trips and charters on a daily basis.

We offer worldwide transport services from our all our locations in Germany.

With our many years of experience, especially in the areas of sea and air freight, we offer you a high and personal service.

Our own groupage container transports to and from the USA, Canada and China, worldwide full container shipments but also regular airfreight connections from and to almost all important airports are our core competence.

Of course always “Door to Door”.
During the three days of the fair, exhibitors, buyers, professionals, and media operators of great quality confirmed with their presence and a very concrete approach that Pitti Filati is an essential appointment at an international level, even more important at this moment in re-establishing the market mechanisms, giving impetus to the entire system and the calendar of the collections. We thank the whole community who trusted us also at this edition: in Florence we again discovered the desire to restart, network and find collaborative solutions for the benefit of the entire fashion supply chain, also by learning from the extra-ordinary experiences that we all had to face.

THE SPECIAL PROJECTS AT THE STAZIONE LEOPOLDA INCLUDED

Research Area: DUAL
The research area, curated as in every edition by Angelo Figus and Nicola Miller, was the place where the future of the yarn and fashion industries took shape. For spring/summer 2023: a dynamic and breakthrough explosion of our thoughts, energies, and ideas matured during the winter. Maybe even in reaction to winter itself, the most difficult season of the year, the title-theme “DUAL” has developed three essential concepts: freedom, quality, necessity.

“PITTI STUDIOS”
After launching last season, the – 100% sustainable – content production service returned to enhance the exhibitors’ proposals. In collaboration with the manufacturer of knitting machines Shima Seiki and the creative studio Kered, starting with just 30cm of yarn, Pitti Immagine is able to create an animated and 3D version of the finished garment, worn by an avatar as in a real fashion show.

“KNITWEAR PARADE” by the MASTER IN CREATIVE KNITWEAR DESIGN of Accademia Costume & Moda and Modateca Deanna
At the entrance of the Stazione Leopolda, a special scenographic installation of 78 knitwear looks – the Final Work and Industry Projects of the students of the Master course in Creative Knitwear Design of Accademia Costume & Moda and Modateca Deanna – presented to the international community of the fair the fresh knitwear talents, promoting the creativity of young designers and the precious partnership with industry companies.

FEEL THE CONTEST
A special area dedicated to the creativity of Raquel de Carvalho, the young Brazilian but London-based designer who won Feel the Contest in 2021. 5 outfits entirely Made in Italy by four Tuscan companies: Moma Concept, F.M.F., Twins, and Manusa, using yarns from 8 Feel the Yarn manufacturers.

A collection that overcomes gender stereotypes and traditional knitwear taboos, giving life to ethical garments that explore the body through lace, textures, transparencies.
Installation by Maurizio Vetrugno

The work of Maurizio Vetrugno (Turin, 1957) starts with the selection of individual elements - objects, images, signs, artworks - that are celebrated for their beauty and then transforms them according to a contemporary aesthetic. The Wild Life Wild Heat, 2022 project, created for Pitti Immagine Filati 91, evokes exam- ples of social theater, particularly in its exhibition of masks: the presences in André Breton’s work, a metamorphosis of materials and spirits; Andy Warhol’s vibrant Factory and its legacy on the New York disco scene; Le Theatre de la Mode by Christian Bérard.

Or La Mode au Congo by Man Ray, in which he adorned his man- nequins du monde, such as Consuelo de Saint-Exupéry and Meret Oppenheim, with African headdresses and jewels to testify – if ever it were needed – the sophisticated taste of African art and the persistence of its influence on the controversial affirmation of international modernism.

The Wild Life Wild Heat’s work take a symmetrical but inverted direction, bringing known and less- er-known subjects into the ceremonial and ritual context of the Balinese theater. The masks on this social stage are famous pop icons or exemplar rebels, exceptional models, unheard prophets, early Dadaists, or characters of pure and simple vanity.

Camilla Mozzato  
Curator and Special Projects Centro per l’arte contemporanea Luigi Pecci  
Fortezza da Basso  
Central Pavilion, Ground Floor
The first tennis tournament was held on the courts of l'Île de Puteaux in Paris in 1891 as one-day national championship. Only French players and players from Francais clubs took part in tournament, but first winner was H. BRIGGS from England. In 1925 French Tennis Federation decided to open the championship for the best foreign players. When in 1927 the French Musketiers, Jacques BRUCNON, Jean BOROTRA, Henri COCHET and Rene LACOSTE beat USA in The Davis Cup it was required a new stadium to be built to host the following year’s return match.

The French Tennis Federation allocated the area of three hectares near Porte d’Auteuil and their requirement was to name the new stadium as Roland Garros in honor of the former member of the Stade Francais club, aviator, who was the first man who in 1913 made the first non-stop flight across the Mediterranean Sea that lasted for nearly eight hours. The following year, Garros joined the French army at the outbreak of World War I. On 5 October 1918, he was shot down and killed near Vouziers, Ardennes, a month before the end of the war and one day before his 30th birthday. In 1968 French Open became the first Grand Slam tournament of tennis’s Open Era and the first Open Era champions became Ken ROSEWALL and Nancy RICHEY. In 2001, centre court got name of the former president of the French Tennis Federation - Court Philippe Chatrier. In 2020, Roland Garros became the final tennis grand slam venue to install a roof. In 1981, Philippe Chatrier, then President of the French Tennis Federation, called on Paris’ jewelers with the challenge of creating a new look to the Coupe des Mousquetaires (or The Musketeers’ Trophy) awarded for the Men’s Singles tournament at Roland Garros. It had to symbolize the victories of four great tennis players: Jacques BRUCNON, Jean BOROTRA, Henri COCHET and Rene LACOSTE. A French jewellery house Mellerio dits Meller, founded in 1613, won this tender thanks to the elegance and refinement of its project - a wide necked cup, edged with a border of vine leaves and decorated with two swan-shaped handles. The trophy is mounted on a marble base in which is inscribed the names of all winners since 1891.

Once a year, on the day of the final, the original cup leaves the office of the President of the Federation for just few hours. The winner takes only a replica, which is always smaller than the original, home with him. The king RAFA NADAL The only exception was in 2017 when full-size replica of the Coupe des Mousquetaires was awarded to Rafael NADAL for his 14th win of the French Open. Coupe Suzanne Lenglen (or The Suzanne Lenglen Trophy) is awarded to the winner of the Women’s Singles competition of the French Open. It was presented for the first time in 1979. True works of art, this trophy was designed by Mellerio dits Meller and was named after an French tennis legend Suzanne LENCLEN who won Roland-Garros six times. The trophy is almost identical, minus a few details, to the cup offered at the time by the City of Nice to Suzanne Lenglen. It is displayed in the National Sports Museum. The winner of French Open gets a small replica of the trophy which they can keep.

The king RAFA NADAL
Nadal has won 22 Grand Slam men's singles titles, the most in history, including a record 14 French Open titles.

He has won 92 ATP singles titles (including 36 Masters titles), with 63 of these on clay. Nadal's 81 consecutive wins on clay is the longest single-surface win streak in the Open Era.

Spain's Rafael Nadal won his 14th French Open championship over the weekend. It was his 22nd major tennis tournament victory of his career. The four major tennis tournaments are the Australian Open, the French Open, Wimbledon and the U.S. Open. A player wins the "grand slam" if they win all four tournaments in the same year. Nadal now has two more major wins than his rivals, Roger Federer of Switzerland and Novak Djokovic of Serbia. Nadal defeated Norway's Casper Ruud on Sunday in Paris. After his win, he said he may have to stop playing professional tennis because of foot pain. He said he had to receive pain-killing shots in his foot in order to play in the tournament. Nadal said he only accepted the pain-killing shots because the French Open is so important for him. At any other tournament, Nadal said, he would not have continued playing under such "extreme conditions." Nadal is 36 years old. He is the oldest-ever champion of the French Open, which began in 1925. Nadal said he could not feel his foot during Sunday's match. He is looking for other treatments that may help him keep playing. He said one possibility is to have a medical procedure that would "burn the nerve" that causes the pain. Howard Fendrich writes about tennis for the Associated Press. He called Nadal "indefatigable" -- someone who can do something for a very long time without becoming tired.

Nadal played two four-hour matches in the tournament, including one against Djokovic, the world's top player. If the nerve treatments do not work, Nadal said he will have to think about "what's the next step in my future." He said, "I can't and I don't want to keep going" if he can only play using painkillers. He thanked his family and supporters, including a doctor, for helping him in Paris. Without the doctor, he said, he would have had to give up earlier. "I don't know what can happen in the future," Nadal said. "But I'm going to keep fighting to try and keep going." Fendrich described Nadal's play as "crisp and clean" on Sunday, noting he hit 21 more winning shots than Ruud and made 10 fewer mistakes.

Nadal has never lost when he has made the French Open final. The next big tournament is Wimbledon, near London. It starts in three weeks. Those who follow tennis, like Fendrich, said it is unclear if Nadal will play. Nadal said tennis has been important in his life. He called it "a priority." However, he said it has not been more important than his own happiness. "If I am still able to be happy playing tennis ... I'm going to keep going. If I am not able, I'm going to do other (things)." Whatever happens, Fendrich said, Nadal's place in the sport's history is safe.
Trends and changes in the shipping sector coming in 2022

Following 2020’s lead, in 2021 the logistics and shipping industries have seen their fair share of challenges, unexpected circumstances and difficulties due to the pandemic all of which have made adaptation to the new global state a must. A transformation that will surely continue in 2022.

Although it’s expected this new year the situation will be more stable, or at least easier to manage thanks to everything learned in the last months, uncertainty still weighs in the future of the shipping industry. An uncertainty brought not only by the pandemic but also by the new regulations in China and the climate change, key aspects to consider when imagining the future of the logistics and shipping future.

With all that in mind, we’ve compiled some of the most important topics to focus on this year if you want to keep offering your best services this 2022 and be able to predict it possible and adapt faster to the changes the new year may bring.

How will the shipping and logistics sector change in 2022?

When we talk about shipping and logistics we are, in the end, talking about the supply chain and as with any other chain, its links depend on each other, making their futures also dependent of one another as we’ll see below, where the three main problems to face still in 2022 come from the pandemic but are intertwined.

High prices, congestions and lack of personnel. The big affectation triangle. There are three main problems to worry still in 2022, and those are the rising in shipping and container prices, port congestions and waiting times, and the lack of personnel.

Although it’s true that freight costs have been slowly falling in the last months, most probably because of the end of peak season, container and shipping prices are still almost ten time higher than before the pandemic. However, with the Lunar new year in just a few weeks and the resulting closing of factories and production in China plus the long waiting times in the West Coast of the United States it’s very difficult to say whether the prices are going to really go back to something resembling normal during 2022.

Congestions in major ports (like the ones in the West Coast or China) are expected to dilute in the following months, although this strongly depends on Covid breakouts and the measures to quarantine those areas. Waiting times have multiplied all over the world, but at the moment California has it the worst with Los Angeles and Long Beach ports experiencing so many problems vessels are changing their courses and docking at the East coast ports instead.

And the last piece of the triangle: workers. Lack of personnel has become more and more frequent and causing difficulties in the correct operation of ports, terminals, warehouses and much more. Covid breakouts are one of the causes for this but shortage of skilled professionals is something that has been a long time coming and just made visible due to the pandemic. Not only there’s a shortage of professional truck drivers or logistic operators, there’s also a rising need for new profiles, focused on digitalization, automation and the new technologies that will conform the future of the industry.

“The flying ban has canceled many of these flights and removed 10 million miles of airspace from international freight routes,” Alperin said. “With airlines responsible for flying around 20% of cargo, this will dramatically decrease capacity provided by carriers.”

Judah Levine, head of research at freight booking company Freightos Group, said that as airlines avoid Russian airspace, they will take alternate, longer routes — jacking up fuel costs.

Record price spikes for oil will worsen the already bad outlook for carriers as fuel costs rise, Alperin said.

“We’re in for record backlogs and delays while experiencing some of the highest prices on record for transportation and beyond.”

Increase in airfreight

Shipping has suffered an important blow during the pandemic and this has made air traffic rise significantly. According to the IATA demand for air cargo has increased a 7.9% in 2021 (compared to 2019) and it’s on its way to increase another 13.2% this 2022. This method of transportation has become vital for a lot of companies (the ones who can afford it), who have seen their supply chain disrupted or stopped and needed a way to deliver their cargo.

It should also be important to have in mind the changes shipping companies like Maersk or CMA CGM are doing, buying fleets to offer new air services as well as maritime ones.

New routes and services

Something that was well known what has become even more clear with the pandemic is the dependency of most companies and supply chains on China (and Asia). After all the disruptions due to lockdowns and quarantines in the zones companies have started to consider relocating to a closer distance that will make it easier to deliver their cargo if the Asiatic giant decides to close its borders again. These relocations will make it necessary to change and adapt routes and services, perhaps even increase the offers for rail services.

New contract negotiations

All those effects the pandemic has had in the industry can be well seen in the new contract negotiations for 2022-2023. This year new contracts not only focus on negotiating a good price (whatever this means in the middle of the rapidly changing market) they also focus on securing enough space to be able to move and deliver cargo.

Usually, negotiations start at the end of the year and are closed in April or May but this year contracts are being signed almost three months earlier due to the uncertainty and how will the sector be affected in the following months. On the one hand, shippers want to make sure their prices are something close to decent and that they will have enough space secured to answer the increasing demand of the market. On the other, carriers are playing their privilege giving still too high prices (that they know are going to be accepted) and contracts that go beyond the usual 12 month period, as well as entering in those contracts integrated logistics services provided by themselves to be present in most steps of the supply chain.

This lack of space has made, in turn, bigger shippers ask for a larger minimum quantity contract space leaving NVOCCs and minor shippers with even less space to work with.
Digitalization and sustainability

Another turning point that needs to be made this 2022 is reaching real digitalization of the industry and actual change towards a sustainable future for the shipping sector. This is something that has been talked about in the last years but as much of what we’ve said in this post, the pandemic has made even clearer how important this is.

Digitalization and process automation have been a big help during the pandemic and new technologies like 5G or IoT will only make themselves more present and transform the sector, a transformation that needs to go hand in hand of sustainability, adapting along vessels and trucks with greener energies and changing laws and regulations.

Changes in the shipping lines

Shipping lines have benefited most from the pandemic and its crisis and they will continue doing so in the following years. Focusing on what big players like Maersk or CMA CGM are doing with this large quantities of money we can sketch a little bit more of what may come in the future and how can this big players transform it, be it expanding their core business, changing altogether or just making the most of the momentum to try and gain an edge on the competition.

- **Fleet expansion**: The first step on the fight against lack of spaces has been buy new vessels, brand new or second hand, to expand shipping lines’ fleets. We don’t know what’s going to happen with the surplus when the market stabilizes but as we’ve said, this may also be a step towards surpassing the competition or, at least, obtaining as much benefits as possible while the situation allows it. It’s also worth noticing CMA CGM has bought 10 ice-breaking container ships to expand its presence on the Baltic, which may gain importance with the changes brought by climate change.

- **New services**: Shipping lines have also started to expand their services further from shipping. For example, as said before, Maersk and CMA CGM have bought airplane fleets to offer air services too. For its part, Mediterranean Shipping Company has bought 12 new cruise ships, making it the fastest-growing cruise line over the next years.

- **More control of the supply chain**: Faced with such disruption, several companies look for better control of their operations and supply chain, that’s why some of them have invested some of those pandemic benefits in buying port terminals, warehouses or even freight forwarding companies and other logistics companies. This way they can offer and integral transportation service that goes from end to end. That seems Maersk’s goal, as they have recently, as well as all of the above, started managing all logistic operation for Unilever, one of the biggest consumer goods companies.

In these estrange and uncertain years the pandemic has brought, the logistics and shipping industries have changed and we know they will continue to do so, it is inevitable. Observing we can draw a draft of what the future may look but a precise and clean vision is difficult in the midst of all those changes and challenges. But with that draft and a keening eye one can adapt and transform in time to soften the blow as best as possible. Only time will tell which of these trends and prospects will come true, but we hope to see you in 12 months to continue talking about the sector, its changes and what’s in store for us!

Transglory.com
The Air France-KLM Group and CMA CGM have announced the signing of a "long-term strategic partnership" in air cargo that is expected to come into effect in January 2023. A decisive alliance to secure a place on the world stage.

Expertise, network, fresh funds. This trio is at the heart of the "strategic partnership" agreement that has just been signed by the Air France-KLM group and the shipping company CMA CGM, "for an initial period of 10 years". While the global logistics landscape is undergoing a full recomposition, especially under the impetus of the major container shipping companies, the alliance of these two players should allow them to compete with the world leaders, in a sector where the minimum investment is high.
- Expansion of logistical activities

Last January, CMA CGM announced the signature of a promise to acquire Private Package, a specialist in parcel delivery to homes and to parcel pickup points. "The acquisition of a majority stake in Colis Privé is an important step in the development strategy of our logistics activities.

This operation will enable us to offer end-to-end logistics solutions to our e-commerce customers for whom the last mile is a critical stage. By leveraging the global presence of our subsidiary CEVA Logistics, our ambition is to develop Colis Privé internationally, starting with Europe where the company is already established", commented Rodolphe Saadé, CEO of CMA CGM.

This acquisition is all the more strategic as cross-border e-commerce, in particular between China and Europe, is in full development, and its logistical dispositions are undergoing major changes. The reconfiguration of the e-commerce supply chain will undoubtedly make it possible to make more room for maritime transport, to feed the specialised logistics hubs which will be located as close as possible to the consumer markets.

But e-commerce remains inseparable from air freight transport. It is therefore now becoming essential to master air assets if one wishes to claim to play a leading role in the global supply chain.

- Investment in air transport

In recent years, it is the large e-commerce platforms such as Amazon or Alibaba that have led the way and invested in the field of transport and logistics through direct investments or partnerships, in the face of financially impotent providers.

The profits accumulated by shipping companies now allow them to get back in the race.

After launching its own airline a little over a year ago, CMA CGM is accelerating its air freight operations by signing this strategic partnership with Air France-KLM. It is expected to enter into force in January 2023, subject to the approval of the relevant regulators.

The integration strategy of CMA CGM

Like other global maritime leaders, CMA CGM has embarked on a strategy to expand its business to other segments of the supply chain, starting with freight forwarding. The challenge was not an easy one. In 2004, the group acquired a stake in the capital of the French SME Qualitair, which it incorporated into its own logistics structure CCLog.

But the graft did not take and the adventure came to an end in 2007. Fifteen years later, CMA CGM attacked a much larger but ailing target: Ceva Logistics. The project was such that many observers wondered what the shipping company was doing getting mixed up in such a hornet's nest... However, the recovery is taking place, at the cost of a drastic restructuring plan, and with the unexpected help of a pandemic that has caused transport prices that have been sluggish for two decades to suddenly soar...

This influx of fresh funds makes it possible, above all, to awaken much broader ambitions. CMA CGM tackles three major challenges: deleveraging, greening, and the diversification of its activities.

Accordingly, the group continues its acquisitions in freight forwarding. On April 8, it bought up almost all of Gefco's capital. But its acquisition policy goes further: it aims to cover segments in which the group was not present, in order to make CMA CGM a world leader in the supply chain. Their counterpart and competitor Maersk is also rigorously on the same wavelength.
The Index & Hotel Show is a B2B event that takes place at the Dubai World Trade Center once a year.

There you can source from thousands of products from all major product sectors including local and international distributors and manufacturers in the field of furniture, home décor, hospitality, design and outdoor furniture.

This May, from 24th to 26th, the ALPI EXPO team went on-site and participated on behalf of ALBINI & PITIGLIANI for taking care of the customers and actively listen to their needs, in co-operation with SITE EVENT LOGISTICS, the trusted agent used for trade shows in the Middle East area.

Hope you will join us for the trade shows all around the world in the coming years.
ALPI events

Alpi & Ice Attends Festa della Repubblica Melbourne 2022

Albini&Pitigliani and our Australian freight forwarding partners, International Cargo Express, proudly sponsored the Festa Della Repubblica 2022, a celebration of the 76th anniversary of Italy’s National Day.

As corporate sponsors of the Italian Chamber of Commerce and Industry in Australia (ICCI), Alpi & ICE are proud to connect with the thriving Italian business community in Melbourne, Australia. The event counted with the illustrious presence of Mrs Hanna Papparlando, Consul General of Italy in Melbourne and the Premier of Victoria, The Hon. Daniel Andrews, who strongly featured the importance of the bilateral relationship between Italy and Victoria (AUS). We appreciate the opportunity of developing new strategic business connections and thank our partners in Australia for a fantastic evening of networking and celebration.
Are you ready to read perhaps the most detailed 4 days in Sydney Itinerary? If the answer is yes then read on!

Beautiful Sydney, Australia. You could spend weeks in Sydney and not see everything worth seeing so 4 days in Sydney will never be enough time – although you can cover some of the highlights if that is all you have to work with. With its iconic opera house, world-class dining, stunning city beaches, and pockets of National Park, Sydney gives any city around the world a run for its money in the best city stakes. It is absolutely one of the most beautiful cities in the world, but it’s not just beautiful, it has substance too. Sydney is the oldest city in Australia, and there are a number of historic sandstone buildings that are still standing today. There are parts of Sydney that will make you feel like you have stepped back in time, and they sit right next to modern skyscrapers. It’s this juxtaposition of old and new that makes Sydney a fascinating and beautiful city. Sydney draws over ten million tourists per year and is one of the top tourist destinations in Australia – Sydney tourism is booming. It’s not hard to find a Sydney Itinerary online, but it can be overwhelming trying to figure out what to do in Sydney.

There are so many places to visit in Sydney!

I lived in this gorgeous city two different times, for three years in total. I always knew that I wasn’t going to live in Sydney forever, so I made it my mission to explore as many Sydney attractions as possible during my time there. I now consider myself a Sydney Expert – especially when it comes to the best Sydney walks. So if you are wondering what to do for 5 days in Sydney – I’ve got you. If you have even less time, this 2 day itinerary is a good one. I created this 5 days in Sydney Itinerary based on the best Sydney sightseeing, as well as the things that I enjoy the most about the city – the hiking, the beaches, and the food. I could have literally put together an itinerary for one month in Sydney and still had more things to add, so this is really cut down. In fact, it was so hard to choose what things to see in Sydney, that I ended up adding a long list of bonus suggestions for things to do in Sydney at the end – just in case you do end up spending a month or more there.

So, without further ado, here is my ultimate five days in Sydney Itinerary to help you plan your Sydney trip.
Day One – City and Surrounding Suburbs

Day one will get you familiar with the city center and the surroundings, and some of the more well-known Sydney tourist attractions.

Morning – Paddington

Start the first day of your Sydney Itinerary in the lovely city suburb of Paddington, firstly grabbing breakfast at Paddington Markets if you are visiting on a Saturday, otherwise try Ampersand – a cafe/bookstore with great coffee. Paddington is one of the best places in Sydney to shop with many independent boutiques. If the market is on, make sure to browse the excellent stalls there too which include locally made jewelry, clothing, homeware, books, and more. William Street is home to an array of small and interesting stores so make sure you check it out too. Paddington Reservoir Gardens, which used to be one of the city’s reservoirs from 1866 to 1899, is now a peaceful sunken garden that is a great place to chill out. If you are visiting Sydney in spring, you will love all of the purple jacarandas that bloom along Oxford Street in Paddington.

Afternoon – Hyde Park, Opera House, and Botanic Garden

Day one is the only day I haven’t added a hike in, so if you want the exercise, I highly recommend walking from Paddington, along Oxford Street past the bars of Darlinghurst, to Hyde Park. Alternatively, you can take the bus. Grab lunch somewhere along the way – Arthur’s Pizza in Paddington is a great choice. At Hyde Park, make sure to check out the Art Deco ANZAC War Memorial and the small, free museum underneath it, if it’s open. St Mary’s Cathedral on the edge of the park is a stunning sight – it will make you feel like you are in a European Capital, not Australia’s largest city. Spend the rest of the afternoon wandering the gorgeous waterside Royal Botanic Garden, and around the Sydney Opera House. If you are a history lover, be sure to check out the sandstone buildings of Macquarie Street too, and if you have time – the Hyde Park Barracks Museum is worth a visit.

Evening – The Rocks

After freshening up back at your hotel, head down to The Rocks Sydney – the oldest European settlement in Australia – which is full of historic sandstone and brick buildings and small laneways where you can get pleasantly lost. In The Rocks, don’t miss a drink at one of the oldest pubs in Sydney – The Hero of Waterloo and The Lord Nelson Brewery Hotel are great choices, as well as checking out the view of the Opera House from Hickson Road Reserve, and exploring the piers of Dawes Point. If you have enough time and still have energy, walk over Sydney Harbour Bridge to Kirribilli – the view over the harbor and the Opera House is fantastic, and it’s free (unlike the ridiculously overpriced Bridge Climb). You can then take the ferry back to Circular Quay. If you decide to have dinner in Kirribilli, I recommend The Botanist – it offers creative cocktails and a fantastic food menu. For dinner in the Rocks, I recommend Lotus Dumpling Bar for dumplings and cocktails in a historic warehouse or Munich Brauhaus for German cuisine and beer in a lively atmosphere. If you have room for dessert – head to a local institution: Pancakes on the Rocks. They are open 24 hours.

If you’re not too tired, head for a nightcap at Opera Bar, right next to the Opera House – the views of the Harbour Bridge are fantastic.

Day Two – Bondi to Coogee Walk

Day Two is all about getting up close and personal with some of Sydney’s most iconic beaches – by doing the 10km Bondi to Coogee Coastal Walk! It’s absolutely one of the top things to do in Sydney.

Morning – Bondi Beach

Start off the morning in Bondi Beach, one of the most famous beaches in the world, where you can grab breakfast to fuel yourself up for the hike ahead – I love Gertrude & Alice Book Shop and Cafe. After checking out Bondi Beach, head south along the coast to pretty Tamarama Beach, before getting to the halfway point of your hike – Bronte Beach. Bronte Beach is home to both a natural and a manmade rock pool – and I highly recommend taking a dip here to cool down before continuing on your hike.

The next beach along from Bronte is narrow Clovelly Beach, which also has an ocean pool, then the last stop before Coogee is Gordon’s Bay, which doesn’t really have a beach as such, but it is a fantastic place to swim off the rocks. Your last stop is beautiful Coogee Beach, which is one of my favorite beaches in Sydney – I was lucky enough to live there for a couple of months during summer.
**Afternoon – Coogee**

For the afternoon, I recommend just relaxing on the beach and at Giles Baths – a stunning natural rock pool at the northern end of the beach. There are two other paid ocean pools in Coogee to choose from too. There is a small but interesting shrine to the Virgin Mary upon the headland above Coogee (by the entrance arch that leads to Giles Baths) where a local woman saw an apparition of the Virgin Mary on a fence.

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**Day Three – Manly and Sydney Harbour**

Day Three involves seeing more of the harbor and exploring one of my favorite beach suburbs in Sydney – Manly. A Sydney must-see.

**Morning – Ferry to Manly**

Take a morning ferry over to magical Manly, a beach suburb that was my home for a year. Visiting Manly is one of the best things to do in Sydney. The ferry ride takes half an hour. Make sure to get a seat outside so you can admire the views along the way – it’s a lot cheaper than doing a harbor cruise and just as nice. If you are really lucky, you might even see dolphins frolicking beside the ferry. Taking a ferry is one of the best and cheapest Sydney activities. If you haven’t eaten yet, treat yourself to breakfast at Belgrave Cartel or In Situ which both have lovely gardens to enjoy the sun. For something quick and light, grab some Swedish pastries and coffee from Fika Swedish Kitchen. Shout out to Barefoot Coffee Traders too – they do some of the best coffee in Sydney. You have a couple of choices from here, you could either tackle the 10km Manly to Spit Bridge walk, which will take you past some gorgeous harbor beaches, through pockets of National Park with views over the coast and to some aboriginal rock art. The second choice is to do a loop hike from Manly beach around to Shelly Beach – a great beach for swimming and snorkeling, and then up and over the headland to Collins Flat Beach and Little Manly Beach, before ending at Manly Wharf. You can add a couple of extra kilometers on and hike to Quarantine Beach too, which is home to Quarantine Station – one of the most haunted places in the world.

**Evening – Chinatown and Darling Harbour**

After relaxing back at your hotel for a bit, head out to Chinatown for dinner – I’m a big fan of the dumplings and bag at Old Town Hong Kong, or for cheaper eats, hit up one of the food courts. There is also a branch of the Taiwanese restaurant chain that does incredible dumplings – Din Tai Fung, in Chinatown. Any visit to Chinatown should finish with Emperor’s puffs – you will probably notice the long line at their otherwise blink and you’ll miss it dessert window, part of Emperor’s Garden Restaurant. These little pillows of choux pastry stuffed with hot and creamy vanilla custard should not be missed. Finish the night by wandering Darling Harbour and admiring how pretty it is when it’s all lit up, or grab a drink a bit further north in the newly developed inner-city suburb of Barangaroo.

**Day Three – Manly or Brookvale**

After grabbing lunch – Banana Blossom does amazing Asian salads or head to 4 Pines Brewery for delicious craft beer and gourmet pub food – chill out on one of the many beaches around Manly: Shelly Beach and Fairlight Beach, which has an ocean pool, are two of my favorites. If you have had enough of beaches, head to nearby Brookvale to do a self-guided brewery crawl – 7th Day Brewery, Nomad Brewing Co., and 4 Pines Truck bar are all great and close enough to walk between.

**Evening – Manly or Surry Hills**

If you want to stay longer in Manly (believe me, you probably will), you can catch a ferry back to Circular Quay till as late as midnight. There is a little penguin colony that lives under the wharf and if you are lucky, you can see them around sunset from around May till February. I was a Penguin Warden for around six months and I loved being around these loud and gregarious little birds – the smallest but loudest penguin in the world. For dinner in Manly, I recommend Daniel San, which has great Japanese comfort food and inventive cocktails. If you do decide to head back to the city early, head out to the chic inner-city suburb of Surry Hills for dinner and drinks. For cheap and cheerful pub grub, you can’t go wrong with local institutions Forrester’s or The Clock. Make sure to leave room for the famous gelato at Gelato Messina – which very well may be the best gelato you have ever tasted.
Day Four – Watsons Bay and Newtown
Day Four will be a mix of old and new – you will be visiting a historic fishing village and hiking to a lighthouse, then in the afternoon you will be checking out Sydney’s alternative side in Newtown.

Morning – Watsons Bay and Hornby Lighthouse
After grabbing breakfast from La Renaissance Bakery and Cafe in The Rocks – which has authentic French pastries, sandwiches, and tarts – take the ferry to Watsons Bay from Circular Quay. On arrival in pretty Watsons Bay, start the short 4km return hike to Hornby Lighthouse via Laings Point and Camp Cove Beach. Pop into Lady Bay Beach too if you don’t mind a bit of nudity. Hornby Lighthouse is a historic candy cane lighthouse – one of my absolute favorite lighthouses – that was built in 1858 and sits in a prime position overlooking Sydney Harbour, North Head, and out to sea. It is a great spot for whale watching during the winter months. Back at Watson’s Bay, reward yourself with a classic fish and chips lunch at the iconic Doyle’s on the Beach, Australia’s first seafood restaurant – it was opened in 1885. After a swim, take the ferry back to Circular Quay then the train to Newtown, in the Inner West.

Afternoon – Newtown
Newtown, and the Inner West in general, is the cultural heart of Sydney, the alternative compass point, and one of the best places for food and coffee in the city. I lived in Newtown for a year back in 2005, and although there have been changes in the past 13 years, it still has the same alternative vibe that it always has. Sydney can feel quite chichi at times, but Newtown is the antithesis of this – and that’s why I always feel so at home here. You can wear anything and be anyone here, and no one will bat an eyelid. Newtown is one of my favorite places to shop with so many alternative boutiques and eclectic shops, so I recommend spending some time doing just that. Newtown is also a street art mecca so you could easily spend a couple of hours hunting out the best of it. Also, if you love craft beer – then Newtown and the Inner West are great for that too. Sample the beer at Young Henry’s then walk to nearby Marrickville to try the eclectic and delicious beer at The Grifter Brewing Co.

Evening – Newtown
When you have had your fill of the shops and street art, head to one of Newtown’s excellent restaurants like The Stinking Bishops which specializes in fine cheeses.

Grab some American-style sweet pie from The Pie Tin for dessert, then grab a drink at a Newtown pub – Courthouse Hotel and The Marlborough Hotel are both good.

I hope you enjoyed Newtown as much as I do – I think it is one of the best places to go in Sydney.
The World's Top 10 Airports of 2021, voted for by airport customers from across the world during the 2020-2021 World Airport Survey

During the period of the global pandemic, Hamad International Airport in Doha, Qatar is named the World's Best Airport 2021, with Tokyo Haneda Airport in 2nd place and Changi Airport Singapore ranked 3rd

1 Doha Hamad
Hamad International Airport is the international airport for Doha, the capital city of Qatar. The airport has been described as the most architecturally significant terminal complex in the world, as well as being the most luxurious. It is the hub airport for Qatar Airways.

2 Tokyo Haneda
Tokyo Haneda International Airport is one of the world’s busiest airports, and is Japan’s busiest airport being located less than 30 minutes south of central Tokyo. The airport has three terminals: Terminal 1, Terminal 2 and the international Terminal 3.

3 Singapore Changi
Singapore Changi Airport is one of the busiest passenger hubs for southeast Asia, and is renowned for its unrivalled passenger experiences.

4 Seoul Incheon
Incheon International Airport is the largest airport in South Korea and one of the busiest airports in the world. It is a former winner of the Airport of the Year title at the World Airport Awards.
Hamad International Airport

Represents a new era for aviation in Qatar and for the nation. While we’re just 4 km from Doha International – the airport that has admirably served the country since the 1960s – this is effectively a total change in size, scope, and standards. Here’s the story of how this transition was planned and achieved.

The Need

As Qatar has grown so has its airline – and demand at its airport. Ten years ago just over 5 million people a year passed through. Now that’s closer to 25 million and likely to continue rising rapidly. Even with frequent expansion and refurbishment it has long been evident that Doha International Airport couldn’t be the answer the nation needed. This is also because Qatar has a spirit of not just delivering but of exceeding. While a new airport with more capacity was the obvious answer it wasn’t the chosen one. Instead a plan was created for a new airport that could do more: that could define the future. Driven by the combined vision of HH Sheikh Hamad bin Khalifa Al Thani and Akbar Al Baker, Group Chief Executive of the airport, an ambitious and exciting blueprint was drawn up: for a vast airport on a site a third the size of Doha itself, that would be purpose-built for the world’s largest aircraft, that would be designed to provide the ultimate passenger experience, and that would serve the nation and region for generations to come.

The Design

Spacious and stunning Hamad International Airport is all about flow. The flow of passengers, smooth and seamless. For that reason the airport has an aquatic theme. Many buildings feature a water motif, such as the passenger terminal’s wave-styled roof. The surrounding landscaping uses desert plants irrigated with recycled water. And the private Amiri terminal resembles a billowing sail. Other landmarks are the Islamic crescent-shaped control tower, visible from Doha; and the mosque, with its towering minaret and awe-inspiring glass dome that resembles a water droplet.

The main terminal is designed in an oval shape to minimize the distance passengers need to travel – to connect, to board, to disembark, to shop, dine or indeed use any facilities. Despite the huge scale – for example, check-in and retail areas are both around 12 times the size of Doha International Airport – everything is under one roof and cleverly designed to be accessible. Space and light are maximized through skylights and arched columns. There are multiple levels, three concourses and – throughout – a standard of outstanding finish commensurate with Qataris’ love of perfection and quality. Next to the airport 100 hectares have been set aside for an Airport City – with future commercial development opportunities available such as a free trade zone, office and business park, hotels and a retail mall.

The Project

Construction began in 2006. The undertaking was immense. For example 60% of the site is land reclaimed from the Arabian Gulf. This involved moving and desalinating 6.5 million cubic meters of waste material for landfill – the largest environmental project the region has ever seen. The first two phases opened in 2014. The third and final phase is now underway.

The Future

Hamad International Airport will continue to grow and develop. Once complete, phase 3 will boost our capacity from the current 35 million passengers a year to 53 million. In addition the Airport City project will extend and diversify the site’s role within aviation generally.

Haneda History of the Company’s Establishment

Tokyo Airfield (Haneda) was returned to the Japanese Government on July 1, 1952 and renamed as Tokyo International Airport. Since then it has served as a Japan’s main gateway to the skies for over 60 years. Nowadays it has grown into one of the world’s busiest airports used by over 85 million passengers a year.

In the meantime, most of the international services were transferred to New Tokyo International Airport (Narita) as it started its operation in 1978.

However, the promotion of the re-expansion project for Tokyo International Airport allowed Haneda to become again a greater Tokyo’s new gateway in October 2010 with scheduled international air services for the first time in 32 years. Along with the commissioning of Runway D and opening of the international passenger terminal.

The construction and operation of the international terminal and facilities at Tokyo International Airport, which has been undertaken by TIAT, were planned as part of the Tokyo International Airport re-expansion project by way of PFI (Private Finance Initiative), aimed at designing and supervising the construction of the passenger terminal, parking lot for airport users and the connecting walk-through linking these two facilities, as well as their efficient management and operation.

To this end, the Ministry of Land, Infrastructure, Transport and Tourism announced an implementation policy on April 15, 2005 and then application guideline on July 29, 2005.

On the background of the above movement, the founders of our company, Japan Airport Terminal Co., Ltd (JATCO), Japan airlines Corporation and All Nippon Airways Co., Ltd., formed a consortium comprising 14 companies under the leadership of JATCO, which, after primary and secondary government reviews, was designated as a candidate for the selection process.
As Singapore’s Changi Airport marks its 40th anniversary in 2021, Rebecca Tan uncovers fascinating facts behind the decision to build the airport and how it eventually took shape.

History

Changi airbase was built by World War II prisoners-of-war from 1943 to 1944. The Royal Air Force took over the airbase in 1946. At the time, the north-south and east-west strips, located in the northeastern point of Singapore, were unpaved, thinly grassed runways. Japanese prisoners then added perforated steel plates on the east-west strip and strengthened the north-south runway. The latter then served as the main runway for military aircraft until 1949.3

In the early 1970s, Paya Lebar Airport, then Singapore’s civil airport, did not have sufficient space for future expansion. A new airport was needed, and in a location where it would not interfere with high-rise developments. Changi airbase was selected as the site for this new airport.4

Proposed infrastructure for the new airport included two runways, three passenger terminals and an optional fourth terminal. Vital support facilities included aircraft engineering support, in-flight catering services, fire stations and utilities. In June 1975, preparation work on the Changi airbase site for an international airport began. At least 8.7 sq km of land was reclaimed. Canals were constructed to divert water from three existing streams flowing through the airport site: Sungei Tanah Merah Besar, Sungei Ayer Gemuroh and Sungei Mata Ikan. Construction was subdivided into two phases, with Phase I (Changi I) targeted for completion by 1981, and Phase II (Changi II) by the mid-1980s.5 The cost for Phase I alone was slightly less than S$1 billion.6 The airport was finished in record time despite a shortage of materials and workers. The speed and efficient organisation of the airport’s construction were attributed to sound management practices by the Public Works Department’s Changi Airport Development Division.7

Singapore Changi Airport became operational on 1 July 1981 and was officially opened five months later on 29 December. The first flight, SQ 101, which carried 140 passengers from Kuala Lumpur, Malaysia, touched down at 7.10 am on 1 July 1981. The first flight departing from the airport at 8 am on the same day was SQ 192, bound for Penang.8

Incheon Airport

Opened on March 29, 2001 and is Korea’s largest international airport. It has been selected as the world’s best service airport for 12 consecutive years due to its continued development, and is the world’s 7th largest international airport for international passengers and the 2nd largest international cargo airport. Incheon International Airport is the largest construction project ever in Korean history, and was created by reclaiming the tideland between Yeongjongdo and Yongyu-do Islands. The historic moment of its opening was on March 29, 2001, eight years after the start of the construction of the seawall in 1992. Incheon International Airport was built as an airport to be among the best in the world. After its opening, the second phase of the construction project was started to meet the increase in traffic demand that surpassed expectations, and to become a hub airport in Northeast Asia. The second passenger terminal started operation from 2018. Incheon International Airport is equipped with a variety of convenient facilities for passengers and transit passengers, and provides attractions and entertainment such as theme events and exhibitions, cultural performances, and spaces for experiencing Korean culture. For this reason, it is regarded as an airport with very high user satisfaction in the world.
PARMA CIBUS 2022 OPENS ON 3rd MAY
(Parma, 2 May 2022)

Parma Cibus 2022, organized by Fiere di Parma and Federalimentare, opens on 3rd May.

The exhibition will be launched by Stefano Patuanelli, Minister of Agriculture, Food and Forestry Policies and by Manlio Di Stefano, Undersecretary of State at the Ministry of Foreign Affairs, with an opening address by Federico Pizzarotti, Mayor of Parma, and by Stefano Bonaccini, President of the Emilia-Romagna Regional Authority. About 3000 exhibiting companies will present their products, ready to be placed on the market and 1000 of which are innovative ones, to the economic operators. Cibus 2022 will mark the return of foreign buyers from the United States, Latin America, Europe, the Middle East and a number of Asian countries.

The exhibition includes the Ho.Re.Ca the Hub area, the Cibus Innovation Corner with 100 new products selected by a panel of experts, and the Innovation Hub, with innovative Start-Ups.

Dozens of conferences will be held, with the participation of representatives from Industry, Agriculture, Distribution and the political world.

The “Cibus Off” collateral show will take place in the centre of Parma with tastings, exhibitions and debates.

It will kick off on 3rd May at 6pm with the opening of the “Art Save The Food” exhibition of art photography, curated by Claudio Composti and organized by Fiere di Parma and Mia Fair in the Monastery of San Paolo.

Thanks to the Cibus Food Saving programme, at the end of the exhibition BancoAlimentare volunteers will collect the products that the exhibiting companies choose to save from waste and donate them.
A THOUSAND NEW PRODUCTS ON EXHIBITION AT CIBUS

Ready to conquer the domestic and foreign market - Innovation underpinned by the tradition of taste and eco-sustainability - The complete list on the Cibus.it website - A selection of 100 products at the exhibition in the “Cibus Innovation Corner” (Parma, 28 April 2022) – True innovation always starts from tradition. The almost 1000 new products on display at Cibus, ready to be launched on the domestic and foreign market, are creative versions of the ancient history of Italian food know-how. These are products which respond to consumer demand by focussing on health products, on the search for taste even through novel combinations of ingredients, on the tradition of typical local products, on eco-sustainable packaging, and on animal welfare. Visitors will find cold pressed olive oils, deli meats with less fat and salt content, cold processed pesto sauce, lactose-free cheeses, veggie hamburgers, a vast range of niche products, “ready to cook” solutions.

One hundred of these products, intended for both the retail and Ho.Re.Ca sectors, will be on display in the “Cibus Innovation Corner”, located in Pavilion 8 and divided by sectors: Taste & Ingredients, Packaging, Sustainability, Regional Typicality.

Following the long period of the pandemic emergency, food industries generally continue to have a strong interest in health and well-being, as well as in organic and vegan products.

A few examples: maltagliatelle pasta made with red lentils and brown rice; oven-baked, organic broad bean and pea rissoles; roasted legume snacks, without preservatives; afternoon snack consisting of fresh fruit smoothie and chocolate-covered rice cakes; preservative-free salami matured for a long time; 100% veggie 0% chicken cutlets; Prosciutto di Parma from pigs fed with oilseeds rich in Omega-3; gluten-free pasta made with brown rice and Spirulina algae; anchovy fillets with 25% less salt, packed in organic vegetable oil.

The search for taste remains an absolute must, as shown by: sous vide Barolo-braised veal cheek; chocolate pralines with a filling of blue (mould-ripened) cheese; cooked ham with black truffle; “Scrigni” pasta filled with Gorgonzola cheese and pink chocolate; Marsala icing for sweet and savoury dishes; traditional green sauce enriched with parsley, coriander, chilli pepper and lemon juice; citrus pesto with oranges and almonds, a dressing for first courses and fish main courses; sautéed broccoli rabe in trays.
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