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VOLUME ONE, ISSUE FOUR | 2026

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What they mean for
temperature-controlled
logistics worldwide.

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MESSAGES FROM GCCA LEADERS

SAYING THIS HAS BEEN AN EVENTFUL SUMMER FOR OUR INDUSTRY IS AN UNDERSTATEMENT. THE COLD CHAIN IS WORKING THROUGH A GLOBAL HEAT WAVE, AND ACTIVITIES FROM OPERATIONAL CHALLENGES TO POLICY DEVELOPMENTS TO MILESTONES ARE WORTH RECOGNIZING.

As I write this, the United States has just marked its 250th birthday – a milestone that asks all of us to think, even briefly, about what has been built in all of our home countries around the globe over two and a half centuries. At every family gathering this summer, there have been meals made possible by a cold chain that never stops moving, through extraordinary heat, extraordinary volume, and increasingly, extraordinary complexity.

This summer has tested us. When any facility in our industry faces a crisis – whether from fire, weather, or cyber-attack – it reminds all of us how quickly the unexpected can arrive, and how much we depend on each other in those moments. Since our last issue, GCCA members have shown up for one another in a spirit of mutual support, professional recognition, and respect. We understand the threat to our industry when negative messaging spreads, and that those of us most informed are responsible for delivering a measured and factual response. That's why we're working hard, alongside our members, subject matter experts, and stakeholders, to build resiliency into our supply chains – both operationally and through industry promotion and protection.

Meanwhile, the world outside the warehouse walls has not slowed down. Trade policy is shifting, and regulatory frameworks are being reconsidered. Accountability and traceability continue to drive conversations. Energy costs, labor availability, and infrastructure investment remain heated discussions in

capitals around the globe. The GCCA team has been on the move, in meetings, in hearings, and in coalition rooms across multiple regions. We are making the case that cold chain infrastructure is not a peripheral concern but a foundational one – the backbone of the food supply chain.

These conversations reiterate the lack of understanding of exactly what third-party logistics providers do. In the absence of knowledge, bad policies and regulations have been created without us at the table. We're changing that, ensuring our industry is considered and included, with our concerns and challenges noted from the beginning. We're meeting with the Canadian Food Inspection Agency (CFIA) in Canada, with legislators and regulators in D.C., with the European Parliament, and with the Ministry of Agriculture, Livestock and Food Supply (MAPA) in Brazil; GCCA has a stronger and louder voice than ever before.

Our conversations with government officials, regulators, trade experts, agency leaders, and coalition partners are stronger because they are backed by the real experience of our members – the people who understand, better than anyone, what it actually takes to keep the world fed.

As we move toward fall, thank you for your resilience this summer, for the way you've supported one another, and for trusting GCCA to carry your voice into rooms where these decisions get made. There is a great deal of work still ahead, and we are glad to be doing it alongside you. ☯



SARA STICKLER, CAE
GCCA PRESIDENT AND CEO

COLDFACTS

COLD FACTS magazine is published every other month by the **Global Cold Chain Alliance (GCCA)**, an organization that unites partners to be innovative leaders in the temperature-controlled warehousing, transportation and logistics industry.



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THE 2026 U.S. MIDTERMS

What they mean for temperature-controlled logistics worldwide.

Control of the United States Congress will be decided on November 3, in one of the closest midterm contests in years. For cold chain operators, the outcome matters less as a matter of politics and more as a matter of predictability.

Refrigerated warehousing, transportation, and the trade lanes that depend on them run on long planning horizons, capital-intensive infrastructure, and stable rules at the border. Washington's current trajectory offers rela-

tively little (if any) of that, and the midterms will determine whether the next two years bring more of the same or a genuine reset.

In this article, the GCCA Policy Team sets out how this election could reshape the way

business gets done in Congress and the White House, what it means for global trade policy, and how it will inform your association's advocacy priorities.

What's at Stake

Republicans currently hold the House by a razor-thin margin, and forecasters predict Democrats are modestly favored to flip it, needing a net gain of just a few seats. The Senate math runs the other way: of the 35 seats up this cycle, 23 are held by Republicans, and Democrats would need a net gain of four

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to take control, a tall order given the states that are going to the polls.

The result is a real possibility of a split outcome. Either party could end up with full control of both chambers, but a divided Congress isn't some fringe scenario, it's genuinely on the table. Complicating the picture further is an unusually aggressive, multi-state redistricting fight that began in mid-2025. It has touched at least nine states, as both parties have redrawn congressional maps mid-decade in pursuit of extra – seats actions – rarely, if ever, seen in modern times.

Whatever the outcome, the record number of retirements alone means that the Congress convening in January 2027 will include an unusually large wave of new members. At GCCA, we expect to reintroduce ourselves and our issues to a meaningfully changed roster of lawmakers on both sides of the aisle.

How Business Gets Done

The current Congress has operated under a one- or two-vote margin for most of the year, and that has shaped how legislation has both moved and failed to move. The federal government has already experienced two shutdowns in 2026, tied to disputes over immigration enforcement policy, and a further funding deadline falls at the end of September, just five weeks before voters go to the polls.

Narrow majorities of this kind tend to concentrate power in the hands of a small number of swing members and committee chairs, making must-pass legislation like appropriations bills unpredictable. This also pushes more policymaking toward the executive branch, where agencies can act through rulemaking and executive orders without needing floor votes.

For cold chain businesses, this has practical implications. Regulatory certainty is increasingly coming from agencies such as the Environmental Protection Agency (EPA), the U.S. Department of Agriculture (USDA), and the Food and Drug Administration (FDA), rather than from statute. Currently, relationships with agency staff and career regulators carry as much weight as relationships with members of Congress. A change in House or Senate control would not eliminate this dynamic, but it would change which committees hold

"Either way, the midterms are being watched abroad less as a referendum on trade policy itself and more as a gauge of how much runway the president has left for enforcement."

gavels, which chairs set hearing agendas, and how much appetite there is for using appropriations riders or oversight hearings to shape agency behavior.

GCCA will continue to be at the table in these conversations, advocating for pro-business solutions and long-term stability to bring predictability back to business and investment decisions. Engaging regulators early – both career staff and political appointees – has never mattered more. We must ensure they grasp the nuances of the cold chain and the role third-party logistics providers play in the overall supply chain.

Global Trade Policy in Flux

Trade policy is where the stakes for the cold chain are most direct, and 2026 has already been an eventful year regardless of the midterm outcome. The administration's tariff agenda has expanded to include new duties tied to forced labor concerns, proclamations affecting semiconductors and critical minerals, and ongoing evaluation of further Section 301 action covering agricultural policy and pharmaceutical pricing, alongside exemptions carved out for a wide range of agricultural imports.

Most consequential for the cold chain specifically is the USMCA joint review. The United States declined to confirm a 16-year extension of the agreement on July 1, even as Mexico and Canada both confirmed their support. This means the three countries now move into a cycle of annual reviews rather than a settled multi-year framework.

The agreement remains in force, and a longer extension is still possible at any point. However, the shift introduces a new layer of uncertainty into the roughly \$1.6 to \$2 trillion in annual trilateral trade that depends on

predictable customs, sanitary and phytosanitary, and tariff treatment. For an industry that moves perishable food and pharmaceuticals across borders on tight timelines, as cold chain operators know only too well, uncertainty at the border is costlier than any single tariff line.

The World Is Watching

Foreign governments negotiating with Washington know that most of the tariff authority driving current trade tensions, from anticompetitive practice investigations to reciprocal tariff proclamations, sits with the President and does not require congressional approval. A change in House or Senate control will not, by itself, unwind existing tariffs or reopen settled frameworks like the EU deal or the Brazil measures.

What it does change is negotiating positions. A Republican Congress has given the administration a relatively free hand to set trade policy through executive action with little institutional pushback; a Democratic House would bring more oversight hearings, more scrutiny of tariff justifications, and a louder platform for critics of the administration's approach, even without the votes to reverse it outright.

Trading partners are watching for that shift because it affects timing as much as substance. Capitals, weighing whether to make concessions now or wait out the remainder of the term, will read a divided Congress, and the political weakening it implies, as a reason to slow-walk rather than settle.

A unified Republican Congress, by contrast, signals sustained leverage and less incentive for Washington to compromise. Either way, the midterms are being watched abroad less as a referendum on trade policy itself and more

as a gauge of how much runway the president has left for enforcement.

Advocacy Priorities and the Road Ahead

None of this changes the fundamentals of GCCA's global legislative and regulatory framework, but it does sharpen where the association's energy will go over the next two years.

The case for predictable, evidence-based infrastructure incentives grows stronger as businesses hold back capital in the face of fiscal uncertainty. Trusted partner programs and digital SPS clearance remain the most direct way to keep goods moving even when

the politics of trade are unsettled. More relevant than at any point in recent memory, GCCA will continue to have a role as a counterweight to protectionist instincts, on both sides of the aisle and in trading partner capitals. The EPA's decision to extend the compliance deadline for low-GWP refrigerants in cold storage warehouses to 2032 remains a useful proof point that patient, evidence-led engagement with regulators can secure workable outcomes even amid political turbulence elsewhere.

What will need to change after November is the breadth of engagement: a closely divided Congress, a wave of new members following an unusually aggressive redistricting cycle, an

executive branch driving more policy through agency rulemaking, and a trading environment where governments worldwide are all recalibrating in real time, all point toward the same conclusion.

GCCA's advocacy in Washington will be broad-based, responsive to member need, bipartisan by design, and sustained well beyond election night. The businesses that move the world's food and medicine across borders do not have the luxury of waiting for political certainty before they invest, hire, and build. 



GCCA Cold Chain Connections provide a space for regional leaders to join together with both local professionals and visitors from around the world. An informal opportunity to get to know or stay in touch with the work of GCCA, Cold Chain Connection agendas, featuring industry experts speaking on a range of topics.

As energy costs rise and net-zero targets approach, the industry must ask: Is -18°C still necessary, or can we innovate for a more sustainable future? Learn more at the

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Washington Dulles International Airport in Northern Virginia.
(Photo courtesy of the Virginia Economic Development Partnership.)



COLD CARGO TAKES FLIGHT

Pharmaceutical innovation and year-round demand for fresh products are pushing airports and logistics providers to strengthen the temperature-controlled links surrounding air cargo.

By Keith Loria

Airfreight has always sold speed. For temperature-sensitive cargo, however, speed alone is not enough. A shipment of biologics, cut flowers, or fresh seafood may cross an ocean in hours and still be compromised during a short wait on the tarmac, a poorly managed warehouse transfer, or a delayed final-mile delivery.

That vulnerability is becoming more consequential as airborne products grow more valuable, sensitive, and diverse. Cell and gene therapies may require deep-frozen handling and an unbroken chain of documentation, while produce and flowers move in far greater volumes and lose value with each delay. Both

depend on refrigerated facilities, specialized packaging, trained handlers, regulatory coordination, and real-time information. Miami International Airport (MIA) illustrates the scale of the opportunity. MIA handled a record 3.4 million U.S. tons of airfreight in 2025, becoming the leading U.S. airport

for total airfreight, according to Dimitrios “Jimmy” Nares, Chief of Cargo Development in the Air Service Development Division of the Miami-Dade Aviation Department. Perishables remain central to that position. MIA received 755,046 U.S. tons of perishable air imports last year, representing 67% of the national total. Its share included 91% of U.S. cut-flower air imports, 67% of fruits and vegetables, and 50% of seafood.

“Much of the airport’s success in perishables can be attributed to its extensive air-route network and connectivity with major perishable-producing countries in the region,” Nares says. “In pharmaceuticals, we are seeing growing trends in biologics, cell and gene therapies, vaccinations, and clinical-trial shipments.”



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Pharma Raises the Stakes

Life sciences are driving some of airfreight's most demanding growth. Lorant Kovacs, Vice President of Global Strategy and Sales for the Life Sciences Division at AIT Worldwide Logistics, says demand changes, geopolitical uncertainty, and greater cost consciousness are altering transportation decisions.

The pharmaceutical patent cliff expected through 2030 is contributing to the shift as manufacturers race to introduce generics and biosimilars. Companies are also scrutinizing when a product truly requires air transport. Less urgent freight may move by ocean to lower costs and emissions, while high-value, time-critical products continue to favor air.

Packaging decisions are becoming more selective as well.

"For products that have strong stability data, we are seeing a migration toward hybrid or passive packaging, especially for airfreight," Kovacs says.

At the sensitive end of the spectrum, biologics, specialty pharmaceuticals, peptides and clinical trial materials are expanding requirements for 2 °C to 8°C, deep-frozen and ultra-deep-frozen transportation. Some therapies require temperatures near minus 80°C, extending the challenge beyond the aircraft and into packaging.

"Companies on the packaging side are developing more robust phase-change materials, and we also anticipate increased demand for liquid-nitrogen shippers," Kovacs says.

Logistics networks must therefore be able to manage dry ice and, in some cases, refill or recharge liquid-nitrogen shipping systems. Every facility and transportation partner must be prepared for the required temperature range.

MIA began building that airport community through its Pharma Hub initiative in 2015, encouraging cargo tenants to earn IATA Center of Excellence for Independent Validators (CEIV) Pharma certification. Its certified community now includes six airlines, three ground handlers, and two freight forwarders.

The cluster reduces the risk that pharmaceutical cargo will encounter an unprepared handler. Since 2019, pharmaceuticals have risen from MIA's sixth-largest export commodity by volume to its third largest, Nares says.

Protecting the Handoffs

An air shipment moves through a relay of truckers, forwarders, warehouses, ground handlers, airlines, and inspection agencies. Every transfer introduces dwell time and potential exposure.

"The handoff points where temperature-controlled cargo changes hands are the most vulnerable points," Kovacs says. "The industry has focused on addressing those points by adding temperature-controlled infrastructure and creating more robust processes to minimize exposure."

Preconditioned processes and temperature-controlled vehicles can protect the first mile, while direct airport-to-airport routings eliminate connections and additional transfers. Even within a well-controlled route, Kovacs identifies tarmac time as a persistent exposure window.

MIA's physical arrangement helps compress that interval. Freighters carry 86% of its cargo, and aircraft can park directly in front of on-airport warehouses. That reduces the distance between an aircraft and more than 500,000 square feet of refrigerated cooler space. Tenants also use gel and ice packs, thermal blankets, and active temperature-controlled containers to protect cargo while it is outside a cooler.

The risk does not end once a shipment leaves airport property. Ariane Mary Kemper, Co-founder and Chief Operating Officer of eGourmet Solutions, says air tends to be the exception in her company's frozen and refrigerated fulfillment network because ground transportation provides sufficient speed for most orders at a substantially lower cost.

"The airfreight leg itself tends to be the more dependable part of the journey," Kemper says. "Even in a mixed air-to-ground shipment, the ground segment is usually where temperature-exposure risk concentrates. The handoff points, like dock transfers and last-mile delivery, are where monitoring and tight standard operating procedures matter most."

UPS Healthcare is addressing that exposure through investments in temperature-controlled cross-dock facilities.

"Our investment is designed to help reduce that risk by keeping sensitive products within a controlled environment as they move between air and ground transportation," says Kiel Harkness, Vice President of UPS Healthcare Strategy. "The facilities streamline

transfers, reduce time spent on loading docks or airport ramps, and maintain tighter control over shipments throughout the process."

Of course, nothing is handled on a one-size-fits-all basis. Pharmaceuticals and biologics generally carry the narrowest tolerances and most rigorous documentation requirements, while food and wellness products add allergen-segregation and shelf-life considerations. Temperature, humidity, lot codes, and expiration dates must follow the shipment through every mode and facility.

Visibility Becomes Actionable

Passive loggers traditionally provided information after delivery, when cargo might already be quarantined or lost. Current Internet of Things devices relay conditions while a shipment remains in transit.

"The provider landscape and technology are at a very accessible place, and that helps the pharmaceutical industry and service providers access actionable data more quickly," Kovacs says. "A quality investigation or product-release decision can begin while the shipment is still moving rather than after a logger is retrieved and downloaded. The technology has an important limit. Temperature monitoring does not prevent excursions. Only proper temperature protection and temperature management can mitigate the risk."

UPS combines real-time monitoring with control-tower capabilities, and predefined contingency plans.

"When it comes to complex healthcare logistics, you have to expect the unexpected," Harkness says. "What matters is how quickly you identify the situation and how effectively you respond."

Those capabilities allow teams to reroute shipments, adjust transportation plans, or intervene proactively when high-priority healthcare cargo is threatened.

Kemper sees predictive tools adding another layer by helping operators prepare shipments for the conditions they are likely to encounter. Weather and route modeling can inform insulation and refrigerant levels instead of forcing every order into a worst-case packaging configuration. When disruption occurs, real-time information gives operators an opportunity to reroute a shipment, hold an order, or alert a customer before the product is compromised.

Airports are also looking beyond shipment-level sensors. MIA is working toward an Airport Cargo Community System that would provide logistics partners with real-time cargo information. Nares says the system is intended to improve truck queuing, reduce dwell time, coordinate schedules, and connect systems across the airport cargo community.

Capacity in the Right Place

Expanding temperature-controlled aviation logistics requires more than adding refrigerated square footage. Operators must determine which temperature ranges, commodities, and locations can support an investment – a question Virginia is confronting as it works to develop Washington Dulles International Airport into a larger cargo gateway.

Eric Jehu, Vice President of Transportation and Logistics at the Virginia Economic Development Partnership (VEDP), notes the state's broader cold chain study extends beyond Dulles. At the airport, however, temperature-controlled handling is integral to serving Virginia's growing pharmaceutical manufacturing base and food and beverage sector.

Major investments announced by pharmaceutical companies Eli Lilly, AstraZeneca, and Merck are expected to place additional demand on the region's infrastructure as production comes online.

"The demand that temperature-controlled pharmaceuticals will place on the existing infrastructure is greater than what the existing infrastructure can support," Jehu says.

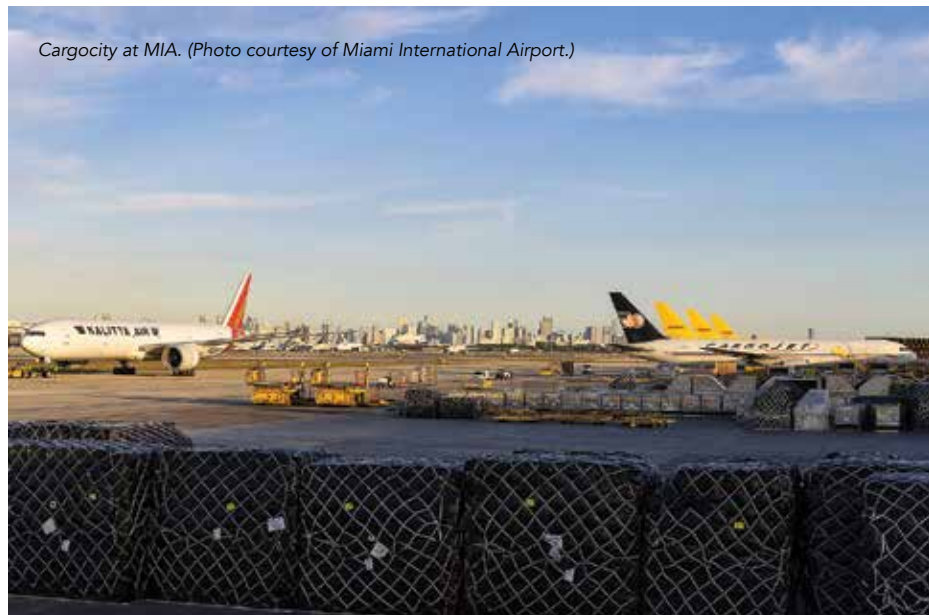
His proposed sequence begins with high-value pharmaceuticals, expands into premium perishables, and eventually develops the larger ecosystem needed for high-volume produce.

Building in that order matters because mass-market perishables require more infrastructure and more participants while producing lower yields.

"The hardest question to answer is exactly what to build where, and maybe even more importantly, when," Jehu says.

Some parts of Virginia already have excess frozen capacity, while facilities serving different temperatures or agricultural production areas could fill quickly. Aging cold-storage assets may also be positioned far from where demand has migrated.

Dulles already has cargo from Virginia and neighboring states trucked to New York, Newark, or Chicago because local infra-



Cargocity at MIA. (Photo courtesy of Miami International Airport.)

structure is constrained. The airport offers something those mature gateways largely lack: developable land inside the fence. Its wide-body passenger network is another asset because more than half of global air cargo travels in passenger-aircraft belly space, Jehu notes.

VEDP has signed a memorandum of understanding with Brussels Airport Company, Air Cargo Belgium, and United Airlines to promote a Brussels-Dulles pharmaceutical corridor. The next step is attracting airport investment from an existing operator or new tenant, including temperature-controlled capabilities.

MIA, meanwhile, is adding capacity within a mature and heavily utilized gateway. A planned phytosanitary treatment and cold-chain processing facility adjacent to the airfield will add 200,000 square feet of cold storage and 50,000 square feet for irradiation. The chemical-free treatment could accommodate products such as proteins and pet snacks that cannot use traditional gas fumigation and may extend the shelf life of some perishables.

Resilience Takes Flight

Geopolitical conflict, scarce capacity, extreme weather, and cost pressure are making contingency planning a core cold chain capability. A preferred airline, package, or route may work under normal conditions but leave a shipper exposed when a lane closes or capacity tightens.

"In today's world, a simple supply chain

design is definitely not enough," Kovacs says. "When markets are tight and capacity is scarce, having secondary options – whether that is packaging, a different mode of transportation, or a different way to reach the market – is crucial."

That optionality ties together the industry's major investments. Airports need cooler capacity and efficient inspection processes, but also connected cargo communities. Logistics providers need real-time data, but also packaging and procedures capable of preventing the excursion an alert detects. Shippers need airfreight speed, but also protected first- and last-mile connections.

As pharmaceutical innovation raises the value and sensitivity of airborne cargo and consumers expect uninterrupted access to fresh products from around the world, the air cargo cold chain will continue expanding. Its success will be measured not simply by how quickly an aircraft crosses the sky, but by how reliably every participant protects the product before takeoff, through each handoff, and all the way to its destination. ☞

KEITH LORIA is an award-winning journalist who has been writing for major newspapers and magazines for close to 20 years, on topics as diverse as sports, business and technology.

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(Photo courtesy of NewCold Bucharest.)

THE COLD CHAIN IN CENTRAL AND EASTERN EUROPE

A maturing food supply chain brings vigorous professionalization and consolidation.

By Isobel Davidson

Change is afoot in the Central and Eastern European food industry. Food processing is transitioning from local independent specialists to large multinational producers. Distribution is changing from small convenience stores to large multinational retailers.

The consumption balance is shifting from fresh cooking and small local bistros towards frozen convenience meals and large food-service chains. There is a marked professionalization of food supply chains currently underway, and demand for temperature-controlled logistics is growing more strongly in Eastern Europe than in its Western neighbors.

The region's cold chain businesses are responding with vigor.

A Changing Food Supply Chain

Food logistics across Central and Eastern Europe now have strong scope for structural evolution, says Casper Roex, Partner at OC&C Strategy Consultants. To date, demand for outsourced third-party cold chain services in the region has been materially less than in Western Europe, where a bigger share of food already travels through the cold chain in its journey from farm to fork. "In Central and Eastern Europe, there has been less large-scale grocery or professional foodservice distribution and less penetration of quick service restaurants," says Roex. "Food processing has been smaller in scale and in earlier stages of professionalization. There has been less propensity to outsource logistics services to 3PLs. As a result, cold chain solutions are smaller in scale, and few businesses operate multiple sites. Now, with the region's food supply chain starting to mature, we can expect professionalization and consolidation across the cold chain."

As this process continues, the rate of demand for cold chain is expected to differ by country and product category, but OC&C anticipates growth in the high single digits across the region.

The increasing demand for cold chain is not focused solely on space but also on quality and integration of service. Maciej Kisiel is CEO and Managing Director of Coldstore Gdańsk, which specializes in high-quality handling of frozen food products at Poland's Port of Gdańsk. Maciej Kisiel says, "We are seeing rising demand for solutions that combine frozen storage with a broader logistics and port service package. Customers increasingly want one reliable partner who can manage the cargo safely from vessel or container to warehouse and then onward into the domestic or regional market. The strongest demand today is for reliable reefer logistics embedded in a port ecosystem because for many customers,

speed, predictability, and risk management are now just as important as the cold store itself."

Poland: Leading the Response

In recent years, Poland has set the pace in the region's cold chain development. Artur Spala, Operations Director Central & Eastern Europe at NewCold, which operates two sites in the country, says, "Poland is one of the biggest food producers in Europe and a worldwide leader in production of certain food segments such as poultry or pork. Although price pressure is extremely high, there is an increasing demand for high-quality and sustainable logistics solutions. Customers are increasingly interested in co-operation with one logistics provider offering a full spectrum of services in multi-vendor distribution centers like Kutno and Modlin."

As well as strengthening its role as a domestic food logistics market, Poland has also become a gateway for frozen and chilled cargo moving into Central and Eastern Europe from all directions. There is high value in cold chain operators' ability to connect storage with maritime logistics, intermodal transport, border procedures, and increasingly complex customer requirements. The industry has become more professional, more infrastructure-dependent, and more tightly linked to wider supply chain resilience.

A key area of growth is the cold chain's response to investment in Polish ports. A number of cold store developments and

expansions are due for completion in the coming year, including the expansion of Coldstore Gdańsk facilities at the Port of Gdańsk, a 45,000-pallet high-bay Cedrob warehouse also at the Port of Gdańsk, and a new 30,000-pallet facility under construction by MSC at Gdynia port. Further west, Paula Fish is constructing a 30,000-pallet temperature-controlled warehouse in Slupsk.

"Investment in Polish ports is strengthening the cold chain in three fundamental ways: throughput capacity, hinterland connectivity, and operational reliability," Maciej Kisiel says. "A fourth element that matters greatly is digitalization and system integration. Here, we have a lot still to do."

NewCold Invests in Romania

With Poland leading the way, the food supply chain is changing also in other Central and Eastern European countries. Industry-leading businesses such as Citronex, one of the largest fruit traders in Europe, are expanding their operations beyond Poland into Hungary and Romania.

"Romania is strategically important because of the role of Constanca port and the wider Black Sea logistics environment," explains Maciej Kisiel. "From a cold chain perspective, Romania is a market with clear growth potential. It has a large domestic food market, an increasingly relevant port gateway, and a growing role in regional trade flows. Romania is moving from being a market of



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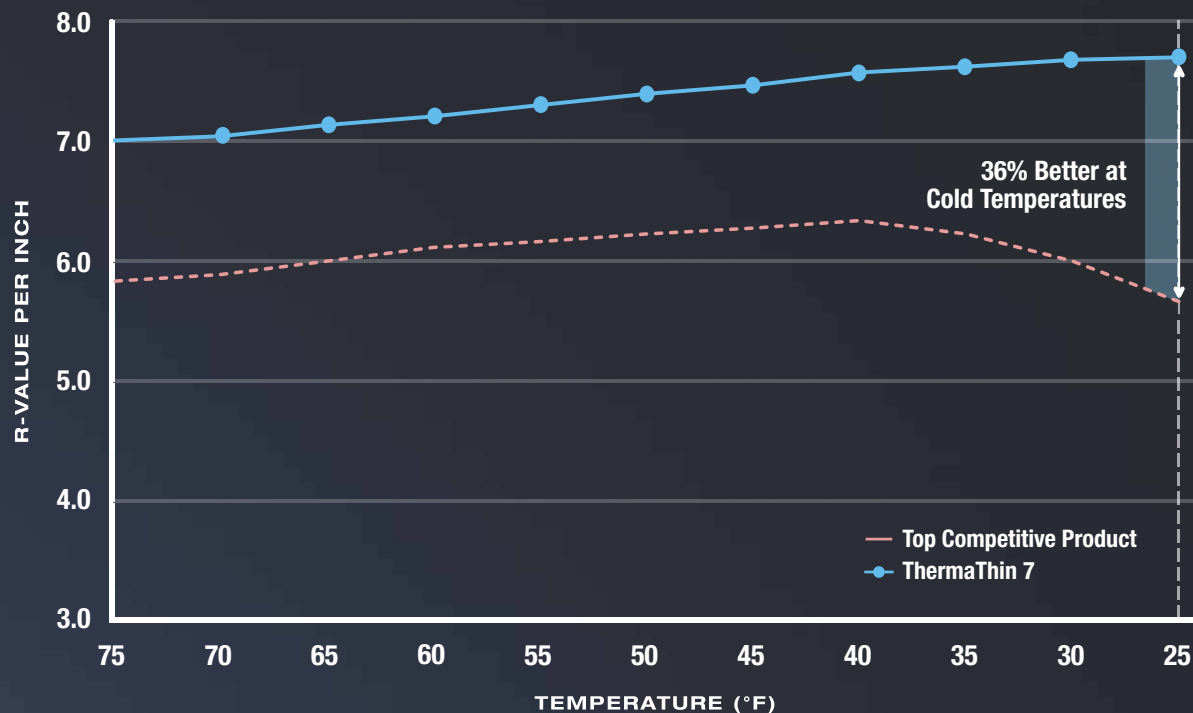


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¹Tested in accordance with ASTM C518 and using publicly available competitor data. (2) Energy savings estimates are based on modeling of the DOE EnergyPlus Benchmark Large Refrigerated Warehouse template with an R-60 roof assembly across U.S. ASHRAE climate zones. Actual results will vary depending on climate, energy costs, building design, operating conditions, and other factors.

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local importance to one of much stronger regional relevance.”

Global cold chain business NewCold is completing a major project in Bucharest to create a new hub for the business network in the region. This 75,000-pallet high-bay site, which will become fully operational at the beginning of 2027, is set to be the most advanced facility in the Balkan region with automated storage, handling in and out, picking and VAS (mixing, labeling, copacking) designed to respond to the needs of NewCold’s current and future customers in Romania. The facility’s throughput will reach 10,000 pallets daily, operating 24/7.

“NewCold is following the needs of our key partners worldwide,” explains Spala. “The development of our site in Romania was due to long-term co-operation with one of the biggest bakeries located in Bucharest. We are also responding to the increased demand for cold chain more widely in the food sector of the Romanian market, as one of the biggest importers of food products

in Europe. Romania plays an increasingly important role in the European food supply chain, and our investment here reflects our confidence in the region. Our new project in Bucharest will become the center of vendors’ consolidation and an important part of our end-to-end solution.”

To date, automation has been confined to Central and Eastern Europe due to concentration of demand and relatively low labor costs. But as the market develops, automation is expected to increase, and the NewCold facility in Romania is set to deliver.

Global investment

With less penetration and more fragmentation than in Western Europe, the potential for international investment in Central and Eastern Europe’s cold chain growth is strong. OC&C expects that investment in the sector will follow a similar pattern to Western Europe.

Roex says, “Investor-backed platforms will likely look increasingly for opportunities in

the region, as a way to broaden their scope beyond Western Europe, where consolidation has reached a more mature level, and opportunities are harder to find. Poland and the Czech Republic have already experienced material interest from investors and platforms, as those markets are closer to Western Europe on the maturity curve.”

Outside those nations, the size and modernization of cold storage operators is still limited in comparison to Western Europe. Roex adds, “That provides opportunities for local investors to support the development of such professional at-scale operations that could be attractive targets for investors currently active in Western Europe.”

Impacts of World Events

The global supply chain disruptions associated with war in the Middle East and closure of the Strait of Hormuz have had clear impacts on Central and Eastern Europe. For NewCold’s Spala, the impact has been clearly visible in energy, fuel, and gas prices, impacting the

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overall costs of warehousing and distribution.

Maciej Kisiel considers that the challenges have underlined the value of cold chain resilience. "Customers need partners who can manage delays, rerouting, changes in transit time, and administrative complexity without compromising temperature integrity or service continuity. Cold chain is no longer just an infrastructure business; it is increasingly a resilience business."

Temperature-controlled logistics operators in the region are contending with localized challenges, too. Maciej Kisiel is working with a delegation discussing the inefficiencies of inbound procedures for seafood imports with Polish Ministers. He also highlights energy costs and infrastructure imbalance as key challenges in Central and Eastern Europe. "Some parts of the region are developing quickly, especially around ports and major transport corridors, but other areas still lack the road, rail, intermodal or utility infrastructure needed for efficient temperature-controlled logistics."

Looking to the Future

With a higher rate of growth expected than in the more mature Western Europe market, the outlook overall is positive for Central and Eastern Europe. Roex says, "The combination of high demand growth for the cold chain and a fragmented competitive landscape represents a big opportunity in Central and Eastern Europe. For local operators, achieving scale and high professional standards will attract the interest of investors and platforms that have so far primarily focused on Western Europe."

Maciej Kisiel also sees exciting opportunities for cold chain development in the region: "As well as the growth of Central and Eastern Europe as a logistics gateway, we will see further professionalization of food supply chains and continued growth in frozen and chilled food consumption and trade. There are also significant opportunities in the development of intermodal and regional distribution networks. As the market becomes more integrated, there is a strong opportunity to build

cold chain platforms that connect ports, road, rail, and inland markets more efficiently."

As the professionalization of the region's food supply chains continues, temperature-controlled logistics in Central and Eastern Europe are certainly important to watch. 🌐

ISOBEL DAVIDSON is a media consultant in the food and logistics industries.

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COLD CHAIN AND AMERICAN INGENUITY

A timeline of 250 years of progress and 20 examples of creative resourcefulness.

The United States celebrated its 250th birthday on July 4, 2026. Over those 250 years, the progression of the cold chain has exemplified American ingenuity: advancing chemistry, mechanics, transportation logistics, food and pharmaceutical science, and technologies like software and sensors. Few innovations have touched as many American lives, for as long, as those that allow us to keep things cold.

1. **The Natural Ice Trade (early 1800s)**

Frederic Tudor, a Boston businessman, is credited with founding the commercial ice trade. In the early 1800s, Tudor harvested ice from New England ponds and shipped it as far as the Caribbean and India, packed in sawdust for insulation.

2. **Icehouse Infrastructure (1800s)**

A network of icehouses and iceboxes

spread through the United States in the 19th century, representing early construction and logistics achievements: insulated storage structures, harvesting operations, and new distribution networks.

3. **John Gorrie's Ice-Making Machine (1850s)**

Physician John Gorrie, working in Florida, patented a mechanical ice-

making and air-cooling device that was originally intended to cool patient rooms.

4. **Refrigerated Rail Cars (1860s–1880s)**

The development of refrigerated railcars in the meatpacking industry combined insulated car design, supply logistics, and rail coordination to move perishable goods around the country.

5. **Mechanical Compression Refrigeration for Industry (late 1800s)**

By the late 19th century, ammonia-based systems emerged in warehouses, breweries, and meatpacking plants – a shift from harvested ice to engineered machinery.

6. **Household Mechanical Refrigerators (1900s–1920s)**

Companies such as Kelvinator and Frigidaire introduced electric home refrigerators in the early 1900s. Shortly after,

mechanical refrigerators began to make their way into American households.

7. **Clarence Birdseye and Flash Freezing (1920s)**

Clarence Frank Birdseye II was an American inventor, entrepreneur, and naturalist regarded as the founder of the modern frozen food industry. He developed and commercialized a quick-freezing process for food in the 1920s.

8. **Synthetic Refrigerants (1930s)**

Thomas Midgley Jr. and colleagues at General Motors and Frigidaire developed chlorofluorocarbon (CFC) refrigerants, like Freon, in the early 1930s.

9. **Mechanical Refrigerated Trucking (Reefer Trucks) (1930s)**

Frederick McKinley Jones is commonly credited with developing a practical automatic refrigeration unit for trucks in the 1930s. This was a major advance, moving some refrigerated transport from rail routes, enabling door-to-door cold delivery by highway.

10. **Intermodal Refrigerated Shipping Containers (Reefer Containers) (mid-to-late 20th century)**

The adoption of standardized, self-refrigerating shipping containers, building on the major intermodal container revolution of the 1950s, allowed frozen and chilled goods to move seamlessly between ship, rail, and truck.

11. **Long-Haul Interstate Trucking Networks and the Interstate Highway System (1950s–1970s)**

The construction of the U.S. Interstate Highway System, beginning in 1956, substantially expanded the reach and reliability of refrigerated trucking.

12. **USDA and Academia Move Food Science Research Forward (late 19th century–today)**

The U.S. Department of Agriculture (USDA) and land-grant universities across the country remain key contributors to research on food preservation, cold

storage practices, and shelf-life science. For those looking to go deeper on these topics, GCCA's Council of Scientific Advisors offers valuable expertise and insight worth exploring.

13. **Pharmaceutical and Vaccine Cold Chain Research (20th century–today)**

Cold chain logistics for pharmaceuticals – particularly vaccines requiring precise temperature ranges, including some requiring deep-freeze or ultra-cold storage – became a significant area of applied research, with visibility increasing markedly during COVID-19 pandemic vaccine distribution efforts.

14. **Food Safety Regulation and Cold Chain Standards (late 20th century–today)**

Regulatory frameworks such as the Food Safety Modernization Act (FSMA)

established more rigorous cold-chain and traceability requirements for food transportation.

15. **Air Cargo Cold Chain (mid-20th century–today)**

The growth of temperature-controlled air freight, including specialized packaging (insulated containers, dry ice, gel packs) and airline cold chain handling procedures, expanded the cold chain to time-sensitive goods such as fresh seafood, cut flowers, and vaccines. Check out page 12 for this issue's story on air cargo.

16. **Automated Warehousing and Robotics (late 20th century–today)**

Automated storage and retrieval systems, robotics, and warehouse automation have increasingly been applied to cold storage facilities, partly because automation



reduces the amount of time workers need to spend in extreme cold environments.

17. Real-Time Monitoring, IoT Sensors, and Data Logging (2000s–today)

Temperature and humidity sensors connected to networked monitoring systems are increasingly common across the cold chain, allowing real-time tracking of shipments and storage facilities – a fast-moving area of technology with new innovations constantly emerging.

18. Additional Emerging Technologies

Areas such as blockchain-based traceability, predictive analytics for cold chain failure prevention, and alternative

refrigerants with low global warming potential are active areas of innovation and development.

19. The Cold Chain Workforce

Academia, research, and professional and trade associations like GCCA and many of our partner organizations have played important roles in standardizing refrigeration engineering practice and educating and training the cold chain workforce.

20. Industry Standards and Trade Organizations

GCCA coordinates industry best practices, market intelligence, education and training, research, networking, and

pro-industry advocacy and policymaking for cold storage and cold-chain logistics ... both in the United States and around the world.

Distance, climate, or time should never limit access to safe food for Americans. From the icehouses of the colonial era to the sensor-laden trucks and freezers of today, the cold chain has shaped the American story... and what America eats. As the nation marks 250 years, each generation of cold chain professionals is building on previous innovations: keeping food fresh, medicine viable, and communities healthy.

GLOBAL COLD CHAIN DEVELOPMENT

SUMMARY OF GCCF ACTIVITIES

This column features news about key projects of the Global Cold Chain Foundation (GCCF) and its work with members, aid organizations and international development partners to help emerging economies and lower-income countries meet the challenges that arise when growing a safe and efficient global cold chain.

ACTIVE PROJECTS

Cold Chain Development in Honduras, El Salvador, and Guatemala, 2023 – 2027

In July, project participants attended the GCCA Cold Chain Institute Latin America and participated in a site visit to GCCA Member COLDS to observe cold chain best practices. In addition, Dr. Elhadi Yahia is preparing a virtual training series on postharvest handling for a variety of perishable commodities and will deliver the training in August and September. Further technical assistance to support companies in improving their operations and energy efficiency is planned.

Powering Food Banks Project, 2025 – 2027

Partnered with Michael's Energy, University of Arkansas Sam M. Walton School of Business, and Feeding America

GCCF and partners are piloting an energy efficiency program with two food banks in Texas. The project's goal is to reduce energy consumption to generate cost savings. After conducting energy audits and generating a total of 28 recommendations, the food banks have incorporated the operational recommendations to improve energy efficiency. The project team is now working to implement higher-investment options such as LED lighting, doors, and thermal energy storage. In August, the project team will evaluate the impact of equipment and operational improvements to date on energy consumption.

Ongoing Industry Support to Reduce Food Loss and Waste

GCCF launched the Food Waste Reduction Initiative in 2022, centered around three objectives:

- Support food rescue groups by increasing their access to GCCA's resources and network.
- Alleviate the barriers that prevent GCCA members from donating food that would otherwise go to waste.
- Increase awareness within the membership of the problems caused by food loss and waste and potential solutions.

GCCF has more than 90 food waste reduction members. In addition, GCCF has developed virtual training for food rescue organizations and a Food Waste Reduction toolkit to support members with donation and community support, both of which will be promoted in 2026. The Energy Excellence program, piloted through the Powering Food Banks project, has also demonstrated the cost savings that can be achieved by food banks when utilizing private sector expertise to reduce energy consumption. 

NEW MEMBERS

NEW MEMBER COMPANIES OF GCCA CORE PARTNERS

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Avalon Services Group, Inc.

Alpharetta, Georgia, United States

Corvus Robotics

Mountain View, California,
United States

Empire Panel & Infrastructure Company, LLC

Beach Haven, New Jersey, United
States

G&L Corporation

Fort Wayne, Indiana, United States

Igloo Installations Inc.

Cambridge, Ontario, Canada

Terroso Group

Atlanta, Georgia, United States

Ware Malcomb

Irvine, California, United States

XportEase

Ajax, Ontario, Canada

GCCF

Boston Area Gleaners, Inc.

Acton, Massachusetts,
United States

Are you a current GCCA member who wants to learn more about specific programming, networking, technical resources, and other benefits?

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ASSOCIATION NEWS

NEWS ABOUT GCCA CORE PARTNERS

GCCA 2026 Americas Capacity Report

In August, the Global Cold Chain Alliance (GCCA) will publish the most comprehensive and up-to-date report on third-party logistics refrigerated warehouse capacity across the Americas, marking the first analysis of its type for the cold chain.

The report provides vital new information to help inform decisions as the temperature-controlled logistics industry and investors evaluate the cold storage asset development pipeline. GCCA analysis of the findings indicates that while there is room for growth in several regions across the Americas, new cold storage development and expansion programs should remain cautious to avoid overcapacity challenges.

The Capacity Report will cover 18 countries from Canada to Chile, and is the most comprehensive assessment of cold storage infrastructure in the Western Hemisphere. It provides new information as a key resource alongside the GCCA's annual Top 25 Report (which details the largest global and regional operators in GCCA membership). Members can learn more at www.gcca.org.



GCCA Around the Industry

Cold chain representatives stayed active this summer, from congressional and member facility visits to conference panels around the world and strengthening coalition activities. Here's a look at where GCCA appeared in recent months.

- Singapore Logistics Association, Enterprise Singapore, Jurong Cold Storage, Commonwealth Kokubu, and Lineage Facilities – Singapore: May 21
- GCCA Hill Visits with Ag Committee Staff – Washington, D.C.: June 9
- FoodDrinkEurope Ideas Fest – Brussels: June 24
- USMCA Panel on Capitol Hill – Washington, D.C.: June 25
- Global Alliance for Trade Facilitation – Montreal, Canada: June 17
- Arcadia Opening – Chicago: June 18
- Americold Opening – Port St. John: July 8
- USAEDC 2026 Global Attaché Policy Forum – Alexandria, Virginia: July 7-9



Adam Thoche, GCCA and Darren Lee, CEO of Jurong Cold Storage

- FreezPak U.S. Ag Committee visit – Chicago: July 31
- New Zealand Cold Storage Association Conference – Christchurch, New Zealand: August 2-4
- RWTA Conference – Queensland, Australia: August 16- 18



Summer Cold Chain Connections Recaps

Recent Cold Chain Connections around the globe convened warehouse members and stakeholders. Didn't get a chance to attend? Here's what you missed:

- *May Cold Chain Connection in Singapore*
Across the region, cold chain operators are calling for stronger trusted networks as new capital enters the market – an opening for regional associations to expand their role alongside national groups.
Singapore remains a focal point, deep-

ening its status as a regional trading hub through new agreements with Australia and New Zealand while shifting port operations to the new Tuas Port. Investment is accelerating, with new market entrants and facility construction underway, even as 20-year lease limits continue to constrain long-term planning industry-wide. Regional advocacy has also driven tangible regulatory wins, including approval of low-oxygen storage technology in Singapore following industry collaboration.

Looking ahead, Vietnam, the Philippines, and Indonesia are seen as key growth markets, while Japan and Korea are viewed as more mature — Korea facing excess capacity and Japan remaining harder to penetrate for foreign industry groups.

- *July Cold Chain Connection Canada in Toronto*

Across Canada, cold storage markets are shifting as operators hedge against U.S.

uncertainty. Diversification of customers, markets, and materials is underway alongside growing imports; and Calgary is adding capacity and pushing rail strategy tied to the Trans-Canadian line. Surplus space is entering the market in Ontario even as rumors of new construction persist, and competition is intensifying from supply chain requirements and expanding direct-to-consumer programs. Saint John's new 200,000-square-foot Americold facility aims to capture import business from congested U.S. East Coast ports, backed by planned federal port-dredging funds.

Canada is looking into new export destinations—including a push into global protein markets. Industry-wide, inventories are tight, tariffs are driving caution, and the outlook is one of long-term optimism.

- *22 July 2026 | Cold Chain Connection Latin America | Mexico City, Mexico*
In coordination with this year's LatAm Institute program, the July Mexico City Cold Chain Connection featured roundtable discussion on topics like challenges in transportation, distribution, and last-mile solutions; infrastructure vs. demand; international trade; AI adoption; sustainability; modernizing trade facilitation and border efficiency; regulatory advancements; capital improvements; and food waste reduction.

Additionally, speakers provided insights into the continued evolution of Mexico's frozen and chilled food market, driven by changing consumer preferences, new purchasing behaviors, and the transformation of retail and distribution channels. Key trends are shaping demand for perishable products and creating both opportunities and challenges for market dynamics and growth in the industry.



2026 GCCA Fly-In and Policy Program

Sound, bipartisan policymaking strengthens food and pharma supply chains, business and operations, our economy, and communities – around the world.

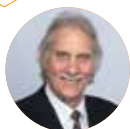
The 2026 fly-in began July 14, with a program featuring panels on trade policy, updates from Capitol Hill staff, and traceability and FSMA 204. The afternoon included presentations from the Food Safety and Inspection Service (FSIS) and the Food and Drug Administration, and insights into the 2026 U.S. midterm elections from Torrey Advisors.

The following day, GCCA members from 13 states spent a productive day on Capitol Hill advocating for cold chain investments, vital policy decisions, and regulatory clarifica-

tion. Key topics of discussion in meetings included the FRIDGE Act and Senate passage of the Farm Bill, food traceability and FSMA 204, inspection modernization and FSIS, compliance burdens in California with Proposition 12, and tackling food waste.

Representatives and staffers meeting with the GCCA coalition included those from the offices of Senator Mark Warner (D-VA), Senator John Boozman (R-AR), Senator Rick Scott (R-FL), Senator Adam Schiff (D-CA), Representative Adam Gray (D-CA 13), Senator Patty Murray (D-WA), Senator Mike Lee (R-UT), Senator Maria Cantwell (D-WA), Senator John Fetterman (D-PA), Senator Cory Booker (D-NJ), and Senator Tina Smith (D-MN). ☞

The Global Cold Chain Foundation (GCCF) Council of Scientific Advisors is an eminent group of food scientists, logistics, and packaging experts from around the world. The Council provides cutting-edge research and advice to members of the Global Cold Chain Alliance and its Core Sectors.



Dr. Michael Jahncke

Virginia Tech University,
Fish Products Expert

COUNCIL CHAIRMAN



Dr. Jeffrey Brecht

University of Florida,
Cool-Climate Fruit & Produce Expert



Dr. Patrick Brecht

PEB Commodities,
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Dr. Stephanie Clark

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Dr. Paul Dawson

Clemson University,
Poultry Products Expert



Dr. Donald Fenton

Kansas State University,
Refrigeration Engineering Expert



Dr. Brian Fugate

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Supply Chain Management Expert



Dr. Janeth Gabaldon

Emerging Supply Chain Technologies
Expert, University of Arkansas



Dr. Cody Gifford

University of Wyoming,
Meat Products Expert



Dr. Faris Karim

Kansas State University, Ammonia
Contamination & Food Toxicology Expert



Dr. Eduardo Molina

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Sustainable Packaging Expert



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Indian Institute of Management,
Logistics & Operations Expert



Dr. Victoria Salin

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Dr. Subramaniam Sathivel

Louisiana State University,
Frozen Food Quality Expert



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Industry & Freezing Expert,
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Universidad Autónoma de Querétaro,
Mexico, Postharvest Technology,
OTropical Fruit & Produce

Have a burning cold chain question?

Submit an inquiry to the Council of Scientific Advisors at www.gcca.org/inquiry

COOL SOLUTIONS

SCIENTIFIC ANSWERS TO COLD CHAIN CHALLENGES

This section highlights a cold chain question and answer submitted through the GCCA Inquiry Service to the team of experts on the GCCF Council of Scientific Advisors (CSA) and the roster of advisors. Submit your cold chain questions to the Council of Scientific Advisors at www.gcca.org/inquiry.



Q: Is there an industry best practice around how many square feet per ton of refrigeration (TR) is recommended to store ice cream at -20F?

A: A general “rule-of-thumb” is from 300 to 500 square feet per ton of refrigeration. The actual value depends on many variables including, but not limited to, freezer room insulation, storage temperature, forklift traffic, incoming product temperature, and daily product incoming quantity.

This answer was provided by Refrigeration Engineering Expert Dr. Donald Fenton, Kansas State University. This question was originally submitted in 2023. 📧

Submit your burning cold chain questions to the Council of Scientific Advisors at www.gcca.org/inquiry or at inquiry@gcca.org



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2026 GCCA EVENTS

JANUARY

- 21 January 2026 — Cold Chain Development in Latin America (Webinar)
- 29 January 2026 — The Global Year Ahead (GCCA Members Only Webinar)

FEBRUARY

- 7–10 February 2026 — U.S. Cold Chain Institute East | Atlanta, Georgia, United States

MARCH

- 1–4 March 2026 — U.S. Cold Chain Institute West | Tempe, Arizona, United States
- 10 March 2026 — Cold Chain Connection Medellín | Medellín, Colombia
- 12 March 2026 — Cold Chain Transportation Best Practices (Webinar)
- 18–20 March 2026 — GCCA Europe Conference | Düsseldorf, Germany

APRIL

- 15 April 2026 — Brazil Regulatory Forum | Brasília, Brazil
- 27–29 April 2026 — GCCA Convention | Scottsdale, Arizona, United States

MAY

- 13 May 2026 — Cold Chain Connection Guatemala | Guatemala City, Guatemala
- 21 May 2026 — Cold Chain Connection Singapore | Singapore
- 27–28 May 2026 — Brazil Cold Chain Congress | São Paulo, Brazil

JULY

- 8–9 July 2026 — Cold Chain Connection Canada | Toronto, Canada
- 20–22 July 2026 — Cold Chain Institute Latin America | Mexico City, Mexico
- 22 July 2026 — Cold Chain Connection Mexico City | Mexico City, Mexico

AUGUST

- 18–20 August 2026 — Cold Chain Institute Brazil | São Paulo, Brazil
- 26–27 August 2026 — Cold Chain Connection Midwest | Kansas City, Missouri, United States

SEPTEMBER

- 2–3 September 2026 — GCCA Africa Conference | Johannesburg, South Africa
- 7–9 September 2026 — Cold Chain Institute Europe | Rotterdam, Netherlands
- 9 September 2026 — Cold Chain Connection Rotterdam | Rotterdam, Netherlands

OCTOBER

- 14–15 October 2026 — Cold Chain Connection Northeast | Philadelphia, Pennsylvania, United States
- 27–28 October 2026 — Cold Chain Connection Lima | Lima, Peru
- 27–28 October 2026 — Cold Chain Connection Pacific NW | Seattle, Washington, United States

NOVEMBER

- 2–3 November 2026 — Cold Chain Connection Southeast | Atlanta, Georgia, United States
- 18–19 November 2026 — Cold Chain Connection Gdansk | Gdansk, Poland
- 27 November 2026 — Cold Chain Connection Brazil | Itajei, Brazil

CONVENTIONS, CONFERENCES & CONGRESSES

Major industry gatherings with broader programming and networking opportunities.

- **18–20 March 2026** — GCCA Europe Conference | Düsseldorf, Germany
- **27–29 April 2026** — GCCA Convention | Scottsdale, Arizona, United States
- **27–28 May 2026** — Brazil Cold Chain Congress | São Paulo, Brazil
- **2–3 September 2026** — GCCA Africa Conference | Johannesburg, South Africa

COLD CHAIN INSTITUTES

Multi-day training and professional development programs powered by the Global Cold Chain Foundation.

- **7–10 February 2026** — U.S. Cold Chain Institute East | Atlanta, Georgia, United States
- **1–4 March 2026** — U.S. Cold Chain Institute West | Tempe, Arizona, United States
- **20–22 July 2026** — Cold Chain Institute Latin America | Mexico City, Mexico
- **18–20 August 2026** — Cold Chain Institute Brazil | São Paulo, Brazil
- **7–9 September 2026** — Cold Chain Institute Europe | Rotterdam, Netherlands

COLD CHAIN CONNECTIONS

Regional, informal networking and education events — often alongside other industry activities.

- **8–9 July 2026** — Cold Chain Connection Toronto | Toronto, Canada
- **22 July 2026** — Cold Chain Connection Mexico City | Mexico City, Mexico
- **26–27 August 2026** — Cold Chain Connection Midwest | Kansas City, Missouri, United States
- **9 September 2026** — Cold Chain Connection Rotterdam | Rotterdam, Netherlands
- **14–15 October 2026** — Cold Chain Connection Northeast | Philadelphia, Pennsylvania, United States
- **27–28 October 2026** — Cold Chain Connection Lima | Lima, Peru
- **27–28 October 2026** — Cold Chain Connection Pacific NW | Seattle, Washington US
- **2–3 November 2026** — Cold Chain Connection Southeast | Atlanta, Georgia, United States
- **18–19 November 2026** — Cold Chain Connection Gdansk | Gdansk, Poland
- **27 November 2026** — Cold Chain Connection Brazil | Itajei, Brazil

GCCA WEBINAR SERIES

The GCCA Webinar Series delivers virtual educational and industry-focused sessions throughout the year, with multiple webinars offered each month on advocacy, leadership development, emerging trends, and cold chain best practices. Learn more and register for webinars at www.gcca.org/events

MEMBER NEWS

NEWS FROM MEMBERS OF GCCA CORE PARTNERS

AMERICOLD celebrated the opening of its import-export hub at Port Saint John in New Brunswick, Canada. Developed in collaboration with CPKC and DP World, the facility will combine Americold's cold storage operations, DP World's maritime logistics capabilities, and CPKC's rail network in a single location. The Port Saint John hub provides approximately 22,000 pallet positions and is designed to support high-throughput import and export volumes.

AMERICOLD is expanding its cold storage capacity in Sydney, Australia, as rising demand for temperature-controlled warehousing reshapes supply chain networks across Australia and New Zealand.



BGO and Yukon Real Estate Partners announced the sale of New Century Cold Storage, a newly built 291,000-square-foot, plant-attached, rail-served cold storage warehouse in New Century, Kansas, to a MetLife Investment Management client. The facility, owned and co-developed through a joint venture between BGO and Yukon, was purpose-built as a plant-attached, build-to-suit warehouse for CJ Logistics America.



CARRIER TRANSICOLD announced Fleet Refresh, a new program that enables refrigerated fleets to replace aging transport refrigeration units on existing trailers, providing an alternative to full trailer replacement.



CENTRAL STORAGE & WAREHOUSE opened its newest ultra-cold expansion at its Pleasant Prairie facility near Kenosha, Wisconsin, adding specialized storage space maintained at -70° Fahrenheit. The project is the second expansion of CSW's ultra-cold capacity, originally built in 2016 and expanded in 2020.



Americold CEO Rob Chambers (with scissors) opens an import/export hub in Port Saint John in New Brunswick, Canada (Photo courtesy of Americold.)



BGO and Yukon sell cold storage facility in Kansas. (Photo courtesy of BGO.)

EMERGENT COLD LATAM's Colombia BUG1A Unit obtained the Zero Carbon EDGE certification after accrediting savings in energy, water, and materials, as well as operational carbon neutrality.



FRIOZEM inaugurated a new distribution center in Duque de Caxias, Rio de Janeiro,

Brazil. The structure expands the company's storage capacity in Rio de Janeiro by 50%, after the first distribution center reaches maximum capacity.



LINEAGE celebrated the opening of its new location in Bremerhaven, Germany, at the center of the regional food industry. The

19,000-square-meter facility offers 40,000 pallet positions, 18 dock doors, and direct quay access, enabling efficient movement of fresh and frozen seafood from the port to storage. The warehouse is designed to serve as a key distribution point for imports arriving from Asia-Pacific markets, including China, before onward distribution across Europe.



MAGNAVALE, a U.K. temperature-controlled storage and value-added food services operation, announced a formal tri-partner alliance with the United Kingdom's largest food redistribution charity, Felix, and Freshline, the temperature-controlled logistics provider. Together, the three organizations intend to create an integrated solution for rescuing and redirecting surplus frozen, ambient, and chilled food to those in need in the United Kingdom.



MIDWEST REFRIGERATED SERVICES fulfilled the requirements to be recertified as a Certified Cold Carrier through June 30, 2029. The Certified Cold Carrier aligns asset-based carriers and personnel with Cold Chain – Transportation Best Practices. 🔄

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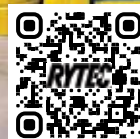
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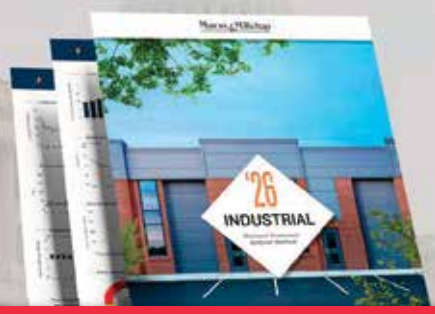
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