

CARGO CLAN

QUARTER TWO 2012

New route to India

Hyderabad: pharma
capital of South Asia

印度新航線

海得拉巴：南亞製藥之都



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Timely response 及時應變

The second quarter of the year is traditionally a slow period for air cargo and 2012 is no exception. Government austerity measures around the world continue to have a negative impact on consumer spending, leading to a softening in demand for air freight. Our only real response is to reduce capacity to match demand and, in the second quarter, we cut back freighter services from Hong Kong to both Europe and North America. We understand the importance of the network and to date we have trimmed capacity without reducing the number of Cathay Pacific destinations served.

The situation in Asia remains brighter and the intra-Asian freighter schedule has remained stable. In fact, we are looking to grow the regional network – to seek new cargo markets to help feed the long-haul flights via the Hong Kong hub – and I'm pleased to report that in May, we added Hyderabad to the freighter network, our fifth freighter port in India and our 44th freighter port worldwide. Hyderabad is the pharmaceutical centre of India and the route has made a strong start.

The reduction in our long-haul schedule means that the time has come to retire a number of our older Boeing 747 BCF aircraft. B-HOZ (above), our last Rolls Royce-powered BCF in the fleet, has made its final flight to the desert in California – always a sad end for an airframe after 20 years of reliable service, flying cargo from Hong Kong to the world.

第二季一般都是航空貨運業的傳統淡季，而2012年亦不會例外。在各國政府緊縮的措施而持續打擊消費意欲，導致空運需求回軟。在此情況下，我們可以做的只有按需求相應降低運力，於第二季減少了由香港往來歐洲和北美的貨運服務。然而，我們明白網絡覆蓋的重要性，因此至今為止，我們只是調整運力，並沒有減少國泰貨運的航點數目。

幸而，亞洲的貨運業務前景依然光明，區內貨運航班仍保持穩定。事實上，我們計劃拓展亞洲區內的網絡，發掘新的貨運市場，為進出香港樞紐的長程航班尋找新的貨源。我很高興在此宣佈，國泰航空在5月開辦往返海得拉巴貨運航線，這是國泰在印度的第五個、全球的第44個貨運航點。海得拉巴是印度的藥品製造中心，新航線自開辦以來表現強勁。

減少長程航班意味著一些較舊的航機如波音747 BCF要退下前線。國泰機隊中僅餘的勞斯萊斯引擎航機B-HOZ（上圖）也終於要光榮退役，飛往位於加州沙漠地區的最後落腳點。這架貨機在過去20年來為國泰提供穩妥可靠的服務，由香港運載貨物到世界各地，離開機隊難免讓人依依不捨。



Nick Rhodes
Director Cargo
國泰貨運董事羅禮祺

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Medical centre 藥業中心

By Shoba Narayan

Hyderabad, the hub of India's pharmaceutical trade, is the newest route for Cathay Pacific Cargo 國泰貨運的最新航線往返印度藥業中心海得拉巴

India's pharmaceutical industry is expected to grow at a rate of 9.5 percent for the next three years

印度的製藥業預計可在未來三年維持按年9.5%的增長

A VISITORS drive out of the busy highways of Central Hyderabad towards the airport, a line of shimmering glass-and-steel towers arises in the suburbs. These reflect the rise of a city that has come to be called India's "Genome Valley" due to the numerous pharmaceutical biotechnology companies established here. "Hyderabad is easily the pharmaceutical hub of India," says Ashish Kapur, Cathay Pacific's Regional Manager Cargo for South Asia, Middle East & Africa. "Pharma

contributes 80 percent of our business in and out of Hyderabad."

As Cathay Pacific Cargo is the only carrier to fly east out of Hyderabad, this gives the airline an edge over its competitors. Cathay Pacific is also the only operator with Boeing 747-400 freighters, allowing the airline to carry specialised cargo such as helicopter blades, which used to be transported by road to Bengaluru and Chennai for onward airfreight service. "Thanks to our large planes, main-deck cargo can be flown directly out of Hyderabad instead of out of Chennai or Bengaluru," says Ashish.

當

遊客從海得拉巴市中心的繁忙幹線驅車前往機場時，映入眼簾的是市郊櫛比鱗次的玻璃幕牆高樓。這些高聳大樓反映了這個城市因設立眾多生物製藥技術公司而崛起，更被冠以「基因谷」之名。國泰航空南亞、中東及非洲地區貨運經理Ashish Kapur說：「海得拉巴無疑是印度的製藥業樞紐。藥品的出入口貨運已佔了我們在海得拉巴的八成業務。」

國泰貨運是當地唯一飛往海得拉巴以東地區的空運公司，具備優越的競爭條件。同時，國泰航空也是唯一提供波音747-400貨機的經營者，能夠運載如直升機槳葉等特殊貨物，過去這些大型貨品必須經由陸路前往班加羅爾或欽奈，才能轉駁空運服務。Ashish說：「我們

Pharmaceuticals and vaccines constitute much of the cargo in and out of Hyderabad

藥物及疫苗是海得拉巴出入口貨運的主要業務

Cathay Pacific Cargo offers specially designed services for active pharmaceuticals, heating and cooling pharma, passive pharma and room-temperature pharma, all of which are designed to keep particular drugs at certain temperatures. "Pharmaceuticals need to be handled at certain temperatures since the quality of vaccines and medicines changes if exposed to variable temperatures," says Ashish. "We have a variety of ways to handle these drugs and vaccines at specified temperatures."

With the growth of the Indian pharmaceutical industry, drugs and vaccines constitute much of Cathay Pacific's cargo in and out of Hyderabad. Most of these drugs are bound for the European and North American markets, but there are flows within Asian countries as well. This trade is set to increase, given the robust forecasts for India's pharmaceutical industry. According to a report by Corporate Catalyst India, the Indian pharmaceutical industry is expected to grow at a rate of 9.5 percent until 2015. The Indian market will touch US\$74 billion in sales by 2020, up from US\$11 billion. At present, India's growing middle and upper classes will also make it a market for multinational companies selling expensive drugs. Pharmaceutical drugs will constitute not just an outflow but also an inflow by 2015. The domestic pharma market is expected to reach US\$20 billion by 2015, making India a lucrative destination for clinical trials for global giants. Rating agency Fitch has weighed in to this assessment

India's pharmaceutical market is expected to be worth about US\$20 billion a year by 2015, with Hyderabad accounting for about a third of the country's overall production

印度的藥業市場預計到了2015年可達每年200億美元的銷售額，而海得拉巴的產量將佔全國的三分之一

Dr. Reddy's Laboratories (below) has its headquarters in Hyderabad, the centre of India's pharmaceutical industry

Dr. Reddy's Laboratories (下圖) 將總部設於印度製藥業重鎮——海得拉巴

擁有大型飛機，主機艙可運載大型貨品直接往返海得拉巴，不必經班加羅爾或欽奈。」

國泰貨運為Active Pharma、控溫藥物、Passive Pharma及室溫藥物提供特別設計的服務，確保藥物保存於特定溫度。Ashish說：「疫苗及藥物處於不同溫度下會產生變化，因此需以特定溫度處理。我們透過多種方法確保藥物及疫苗存放在合適的溫度內。」

隨著印度製藥業持續增長，藥物及疫苗成為國泰貨運往返海得拉巴的主要業務。這些藥物多半銷往歐洲及北美市場，也有在亞洲市場流通。基於印度藥業前景樂觀，相信相關的貿易會持續增長。根據Corporate Catalyst India的報告指出，預計到了2015年，印度製藥業可維持按年9.5%的速度增長。印度市場的銷售額至2020年將從現時的110億美元提高到740億美元。印度日益增加的中產及富裕階級，也使其成為跨國公司銷



From left, Cathay Pacific management team Ashish Kapur, Regional Manager Cargo for South Asia, Middle East & Africa, Tom Wright, General Manager, South Asia, Middle East & Africa and Nick Rhodes, Director Cargo, with Vikram Jaisinghani, CEO GHIAL and Hemanth DP, COO Hub Development, Cargo & FTZ, GHIAL

左起：國泰航空南亞、中東及非洲地區貨運經理Ashish Kapur、南亞、中東及非洲地區總經理衛棟和貨運董事羅禮祺、GHIAL行政總裁Vikram Jaisinghani及Hemanth DP, COO Hub Development, Cargo & FTZ, GHIAL



Photos: Vialt Leon Neal - AFP/Getty Images. Building: Courtesy of Dr. Reddy's




CATHAY PACIFIC LAUNCHES HYDERABAD FREIGHTER SERVICE

國泰推出海得拉巴貨運服務

The inauguration of Cathay Pacific's freighter service to Hyderabad on 17 May was greeted by the traditional water salute. The twice-weekly freighter service makes Cathay Pacific the first airline to offer an air-cargo service linking India's fourth-most populous city with East and North Asia.

Director Cargo Nick Rhodes was joined by General Manager for South Asia, Middle East & Africa, Tom Wright, and Regional Manager Cargo for South Asia, Middle East & Africa, Ashish Kapur, to meet the arriving aircraft and to take part in a press conference.


Nick said that India was an increasingly important market for Cathay Pacific's cargo business. "Hyderabad is one of the major hubs for the manufacturing of pharmaceuticals in India, accounting for around one-third of the country's drug production, so we expect a strong demand for our specialised PHARMA  products and services," he explained.

Tom added that Hyderabad was an emerging market in terms of both imports and exports. "We believe in the potential of India and with the launch of our new Hyderabad freighter and the additional service to Bengaluru we look forward to strengthening our position in the country."

The service operates on a Hong Kong-Delhi-Bengaluru-Hyderabad-Hong Kong routing every Thursday and a Hong Kong-Chennai-Hyderabad-Hong Kong routing on Sundays. The third weekly flight to Bengaluru, which launched the same day, operates via Mumbai on Saturdays, in addition to flights every Monday and Thursday.

國泰航空於5月17日開辦每週兩班來往海得拉巴貨運服務，啟航儀式以傳統的噴水儀式向航機致敬。新貨運航線啟航後，國泰成為首家為這個印度人口第四多的城市提供連接東北亞貨運服務的航空公司。

國泰貨運董事羅禮祺與南亞、中東及非洲地區總經理衛棟，以及南亞、中東及非洲地區貨運經理Ashish Kapur，一同出席啟航儀式及記者會。

羅禮祺表示，印度市場對國泰貨運業務愈趨重要，他說：「海得拉巴是印度主要藥品製造中心之一，其藥物生產量佔全國三分之一，故此預期市場對我們專門運送醫藥產品的 PHARMA  服務會有強勁需求。」

衛棟進一步指出，海得拉巴是進口及出口方面的新興市場。「我們相信印度擁有無限的發展潛力，加上我們新開辦的海得拉巴貨運航線及新增的班加羅爾航線，將有助我們鞏固國泰於印度的市場地位。」

海得拉巴貨運服務分別是每周四香港—德里—班加羅爾—海得拉巴—香港；周日香港—欽奈—海得拉巴—香港。

國泰同時新增一班飛往班加羅爾的航班，於周六經孟買往返班加羅爾，繼周一及周四的航班後，成為第三個每周航班。

affirming a stable outlook for the sector in 2012 because of sound credit profiles.

The Indian pharmaceutical industry has outperformed the broad market index over the past few years. However, the industry remains focused on how to keep its products relevant in these volatile times, with one concern being that several drugs are to come off patent in the West, increasing competition. India has been known for its low-cost generic drugs, but this new development will force the industry in India to look at alternative revenue streams. Industry players talk about CRAMS (Contract Research and Manufacturing Services) and branding Indian drugs as models for growth. This will remove the industry's dependency on branded generics, which generate close to US\$10 billion in sales annually. At the same time, the global market for CRAMS is expected to increase substantially in coming years.

India aims to become a major player in the pharmaceuticals industry, not just in manufacturing but also in drug research and development, as well as selling directly to global consumers. The state government of Andhra Pradesh has implemented measures to support players doing business in Hyderabad. Recently, drug companies

Dr. Reddy's Laboratories, Aurobindo Pharma and Sun Pharma announced that they had received approval from health regulators in the United States to sell their generic Plavix, a blood-thinning drug, directly to the American market. This move was heralded as significant by the Indian pharmaceutical industry because it will open up the lucrative American market to local companies, making drugs more affordable for American consumers.

A modern Hyderabad still has plenty of old-fashioned charm

現代化的海得拉巴仍保留不少傳統特色



Dr. Reddy's Laboratories is one of a number of Indian drug-makers with eyes on the US market

Dr. Reddy's Laboratories是數家放眼美國市場的印度製藥公司之一

售昂貴藥品的目標市場。到了2015年，藥品將不只外銷，也將成為入口商品之一。印度的國內藥品市場到了2015年預期可達到200億美元，成為全球大型藥業公司覬覦的新藥銷售點。評級機構惠譽亦認同此評估，並基於其健全的信貸狀況，將2012年的行業評級定為前景穩定。

過去幾年來，印度製藥業的表現已勝於各項市場指數。然而，業界正處於一個動盪的時期，因為西方國家有數種藥物將取消專利權，市場競爭加劇，印度藥業必須致力令其產品可以配合市場轉變。印度向以製作低成本的非專利藥物出名，不過這個新發展將迫使產業開始尋找其他盈利的途徑。業內人士認為應以「研發及製造服務的委託代工」（CRAMS）以及建立品牌，作為未來的發展方向。如此一來，產業便不用過分依賴每年產值近100億美元的非專利品牌藥物。同時，全球委託代工市場預期也會穩定成長。

印度的目標是成為製藥工業大國，不僅是生產方面，還包括藥物研發及全球直接銷售管道。安得拉政府已經開始實施相關措施，以支持業者在海得拉巴經營業務。多家製藥公司如Dr. Reddy's Laboratories、Aurobindo Pharma及Sun Pharma最近宣布得到美國衛生管理部門核准，可以直接在美國銷售抗血小板的非專利藥物Plavix。這項發展對印度製藥業的意義重大，因為本地公司可望進入利潤可觀的美國市場，為美國消費者提供更方便的藥物。CC



Bajhang District
in far western
Nepal has
few medical
resources

位處尼泊爾西部偏遠
地區的Bajhang
缺乏醫療物資

Lifeline shipment

應急用品

A shipment of medical supplies helps improve
life in a remote mountain region of Nepal

國泰運送的醫藥用品有助改善尼泊爾偏遠山區的生活

THE LIVES of some 200,000 people in the remote Bajhang district of far western Nepal have been improved by a shipment of medical equipment from Canada carried by Cathay Pacific Cargo.

The non-governmental organisation Mountain Village Development Board is developing a network of community health centres in the isolated mountain region, which is served by a single doctor.

Volunteers in Toronto collected medical supplies and instruments from the University Health Network in Toronto, and from medical-supplies distributors and manufacturers. Cathay Pacific Cargo donated cargo space from Toronto to Kathmandu.

"In this remote rural area, people live in poverty with no access to the basic minimum needs like safe-drinking water, proper nutrition, and primary health care," says Louise Lupo, head

of Funds and Product Procurement for The Mountain Village Development Board. "This substantial 'step up' from Cathay Pacific will make a real-life difference to those we serve."

有賴國泰貨運把一批醫藥品從加拿大運送到位於尼泊爾西部偏遠的Bajhang區內，二十多萬人的生活因而獲得改善。

非政府組織Mountain Village Development Board正在這個偏遠山區開展社區健康中心網絡服務。現時Bajhang只有一位駐山區醫生。

多倫多的義工從該市的University Health Network、醫藥品分銷商及製造商收集醫藥品及設備，國泰貨運則捐出多倫多往加德滿都航班的集裝箱載貨空間。

Mountain Village Development Board籌款及物資籌募部主管Louise Lupo說：「在這個偏僻的山區，村民生活貧苦，連最低的生活需求也無法滿足，即使安全的飲用水、適當的營養及基礎保健護理也匱乏。國泰提供了大量『支援』，為我們的服務對象帶來實質的改變。」

Cool cover

層層保護

CATHAY PACIFIC CARGO recommends the use of thermal blankets for precious and sensitive air-cargo shipments in extreme temperatures.

Thermal blankets are lightweight, vapour- and water-proof covers made from double air-cushioned foil. The blankets are easy to use because they fit standard shapes for drums, pallets and skids, and fasten snugly with Velcro closures. They fit both European and United States pallets.

Cathay Pacific Cargo Product and Marketing Manager Jack Lo notes that blankets complement the cold-chain services provided by PHARMA **LIFT** and FRESH **LIFT**.

They are highly suited to temperature-sensitive pharmaceutical products and can also be used for perishables.

Jack expects that thermal blankets will be widely used in India, which has a large pharmaceutical industry and where ground temperatures are high.

Shippers should cover the shipment with the thermal blanket before it leaves the temperature-controlled warehouse for export. The blankets are also useful for shipments between the hemispheres, helping products deal with winters in Europe and summers in Australia.

國泰貨運建議採用保溫隔熱毯，為對溫度敏感的貨物提供保護，避免貨物受到極端氣溫影響而損壞。

保溫隔熱毯表層以雙層氣墊的箔片製造，既輕盈、透氣又防水，而且使用方便，可用於標準的圓桶、集裝板及托盤，以Velcro魔術貼帶密封，適合歐洲及美國的集裝板。

國泰貨運的產品及市場經理羅錦彪指出，隔熱毯可以配合 PHARMA **LIFT** 及 FRESH **LIFT** 提供的冷凍鏈服務，非常適合運載易受溫度影響的醫藥產品，也可用於運送鮮貨。

羅錦彪預期隔熱毯在印度會被廣泛使用，因為印度擁有龐大的醫藥業，而當地的地面溫度極高。

當出口貨物離開恆溫控制的貨倉之前，貨運公司應以隔熱毯覆蓋貨物。隔熱毯也適用於南北半球之間的貨運，讓貨物不受歐洲的寒冬及澳洲的炎夏所影響。 **CC**

By Cheung Man Chung

Chill out in Chengdu

成都享樂

Whether it is a laid-back teahouse or a big night out, Sichuan's capital offers something for young and old alike
無論在茶館閒坐，抑或徹夜狂歡，男女老少都可以在四川首府成都找到樂趣

FREQUENTLY VOTED as one of the happiest cities in China, Chengdu is known for its chilled-out vibe. Locals have a tradition of taking their time and enjoying life, an attitude that is ingrained into many cultural aspects of Sichuan's capital.

The best way to experience the city's leisurely pace is to head to one of its many teahouses. Don't expect intricate tea etiquette or expensive brews. In Chengdu, ordinary jasmine tea is a favourite for everyone. A cup of tea embodies leisure

and pleasure. For some older locals, the first place they go in the morning is a teahouse, where they can wash their face, eat breakfast and, of course, sip tea. Many stay all day and chat with friends, treating the teahouse like home.

Teahouses are ten a penny in Chengdu. Many of them are holes-in-the-wall housing a few small tables and bamboo chairs, complete with

bronze teapots. Throngs of patrons pay a few yuan for a pot of tea so they can enjoy hours of leisure with friends.

The bigger teahouses are livelier but no less down-to-earth. Among the most popular is Shaocheng Teahouse in Renmin Park.

Built around the end of the Qing Dynasty (1644-1911) and formerly called

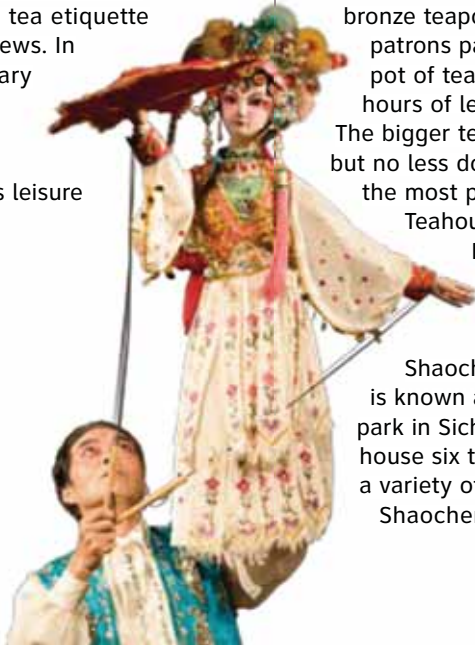
Shaocheng, Renmin Park is known as the "number-one park in Sichuan". It used to house six teahouses catering to a variety of clients.

Shaocheng Teahouse is

located on a lakeside gallery lined with trees and is perennially peppered with about 100 square tables and chairs. Shaded by woven mat awnings with vines on top, people come here to chat, play board games or watch the birds. Adding to the boisterous feel are snack vendors, shoeshiners and fortune-tellers who come and go. There are even "ear scrapers" who – equipped with a handful of small gadgets like metal tweezers and tongs – will clean out earwax for 20 yuan. For the uninitiated the ancient practice may sound like hygiene gone too far, but it can be viewed

Puppets and
Sichuan Opera
at Shufengyayun
Teahouse

蜀風雅韻的木偶劇和
川劇名震海外





A cup of tea, some sunflower seeds (left) and a good chat in a teahouse in Renmin Park (above) can fill in a day in the relaxed capital of Sichuan Province

一杯茶、一碟葵瓜子（左圖），以及跟三五知己在茶館閒聊半天（上圖）就是成都的典型消閒生活

Ear cleaners work in the streets and teahouses of Chengdu (right)

成都街頭及茶館外都可以找到掏耳服務（右圖）



as an alternative form of massage with some slight tickling and a little vibrating in the ears.

For a more sophisticated tea-drinking experience, head to Shunxing Old Teahouse on the third floor of the International Convention and Exhibition Centre, a building modelled on the architectural style of Ming and Qing dynasties. A walk into the vast teahouse is a step back in time. Carved wooden windows and the dragon pillars of a small stage in the dining room evoke an old-world atmosphere. Take a seat at one of the big square tables, order some Sichuan

成都的特色，只有一個字：閒。成都人閒散，閒適，「小富即安」。成都更被稱為「休閒之都」，著名作家朱自清寫成都，最欣賞的就是這裡的「閒味」。

成都之「閒」，「閒」在茶館。成都的茶館，不講究茶道，也不太講究茶葉名貴，茶客喝的大都是極之普通的茉莉花茶，他們圖的只是一份閒適。據說有些老一輩成都人，一起床就往茶館跑，連洗臉也在茶館裡，喝茶吃點心，大擺龍門陣（四川話聊天的意思），一天到晚泡在茶館裡，比家還多了一份親密。

成都茶館，多如牛毛。市井小茶館，街頭巷尾隨處可見，其實只是小茶攤而已，銅壺蓋碗，幾張方桌，擠得滿滿的茶客，談談笑

笑，花幾塊錢就可以坐半天。大一些的，就更熱鬧了。人民公園內的少城茶莊是出名的平民大茶館。公園原名少城公園，始建於清末民初，有「四川第一公園」之稱，早年開了六大茶館，招待不同茶客。

現時的少城茶莊是一片仿古院落，綠蔭掩映著一片臨湖的迴廊水榭。藤蔓遮蔽的涼棚下，密密麻麻排著上百台靠椅小方桌，打牌的、聊天的、遛鳥的，人聲鼎沸，還有賣小食、擦皮鞋、掏耳朵、看相算命的來回穿梭。掏耳是此地一絕，大都是家傳手藝，手裡攬著十幾件精巧的小家什，一件一件輪流在你耳朵裡輕輕撫弄，最後拿出一把小鑷子，彈一彈，放入耳廓，用輕微震動的聲波對耳道做「按摩」，相當舒服。十幾分鐘的殷勤服務，只花你20元。

要到高級一點的茶館，順興老茶館是好地方，在國際會展中心3樓。這座仿明清建築，外形莊重而鄉土。走進去，幾千呎大廳，四周是古典雕木門窗，彷彿時光倒流。選一張八仙桌，喝一壺花茶，再配十幾樣精緻的川式點心，感受一下老成都上等享樂。時間一到，即有川戲藝人粉墨登場，吹拉彈唱，活色生香。

晚間節目更精彩，你可以聽相聲或說唱，看雜技及雜耍，最好看的是川劇三大絕活——變臉、吐火和滾燈。藝人在幾分鐘內變

dim sum and a pot of tea, and while away a relaxing afternoon, Chengdu-style. From time to time, Sichuan opera artists will take to the stage to keep you entertained.

Evening shows in the teahouse are even more exciting. Traditional comic dialogue, singing and acrobatics are among the most popular performances. The best show of all is when Sichuan opera performers dazzle with their famous acts of face changing, fire breathing and rolling lamps. Performers wearing vividly coloured masks can change their appearance in a split second. They also breathe fire that can reach several metres in length, and perform various acrobatic tricks while balancing burning candles.

Another eye-catching act is kung fu tea pouring, a skill lying somewhere between martial arts and dance. A tea master holds a long-spouted teapot a few metres from the table, and pours hot tea into a small cup without spilling a single drop.

In this city of leisure, there is also a vast array of trendy and stylish establishments, including high-end shopping centres, food malls, bars and nightclubs. The premier nightlife spot is Lan Kwai Fong Chengdu, a magnet for trendsetters, party revellers and high-income earners of the city. The site, overlooking Jinjiang River, used to be an obscure shanty town.

It was, of course, inspired by Hong Kong's Lan Kwai Fong, the famous partying area of bars and restaurants in the city's financial district. Chengdu's government invited Allan Zeman, Chairman of Lan Kwai Fong Holdings Limited and considered the "father of Lan Kwai Fong", to replicate the success of the Hong Kong district. After a few fact-finding trips to Chengdu, Zeman decided to invest in the project. Since its inception in December 2010, Lan Kwai Fong Chengdu has become the liveliest entertainment district in the Sichuan capital – and is 18 times bigger than its Hong Kong counterpart. Here, diners and shoppers are easily spoiled for choice by the many restaurants and shops housed in modern buildings,

all sitting on a road lined with ginkgo trees. There is something for everyone. Lei Garden delivers a purely Hong Kong flavour with steamed seafood dishes. For sumptuous Western fare, Le Restaurant 1981 serves French and Italian dishes as well as lamb chops imported from Australia. Xianggang Yiguofeng offers East-meets-West fusion hotpot in an attempt to lure locals away from their beloved spicy Sichuan hotpot. The health-conscious can opt for nz Town, which serves up healthy New Zealand dishes under the concept of LOHAS, or Lifestyles of Health and Sustainability.

The bar scene in Lan Kwai Fong is just as diverse, with bars and clubs

including The Imperial Family No. 1 Club, China Groove, Chocolate, CC, Van Gogh 97, Mona Club, Glamorous Vogue, and No. 6 International Club Centre, all delivering individual styles and different dance beats.

If you prefer a quiet time try Lanchongshu, arguably the best book café in Chengdu, providing a stylish setting with light music. Alternatively, Tenfu Tea serves tea Taiwanese style, or for coffee addicts there's Suidie Music Café.

Whether you are aged 18 or 60, you'll find a place in Chengdu where you belong – a place where you can chill out, take your time and enjoy life's simple pleasures.



Lan Kwai Fong
Chengdu is party
central for the
city's revellers

蘭桂坊成都是城中的
超級大派對



Bright lights, big
city: Lan Kwai Fong
Chengdu

蘭桂坊成都燈光璀璨，
散發大都會氣息

出幾十個怪異的臉譜，又從嘴裡噴吐出幾尺長的火龍，驚心動魄。功夫茶藝也是一絕，那些「茶博士」右手提紫銅長嘴茶壺，輕輕一抖，從四尺長的茶壺長嘴射出一道水線，直落碗內，茶碗外不濺出一滴水花，動作優美，如舞蹈又似武術。

「休閒之都」的成都，也有新潮和時尚。都市消閒生活多姿多采，名店街、美食街、酒吧街，供旅客夜夜笙歌。而「蘭桂坊成都」更是這座不夜城中的超級大派對，吸引著追求個性、標新立異的城市新人類，也是城市中最有活力和收入最高的一批時尚人士常來落腳之地。

這裡原是錦江畔一片低窪棚戶區，破舊雜亂，無人理會。幾年前，被香港傳媒稱為「蘭桂坊之父」的蘭桂坊集團主席盛智文受成都官方邀請，來此地多次考察之後，決定投資，命名為「蘭桂坊成都」，將香港蘭桂坊的歡樂氣氛和全新的國際化生活方式帶到成都來。自2010年12月開業以來，這裡迅速成為成都城市生活的時尚焦點。

擁有香港蘭桂坊的18倍空間，這裡的路邊搖曳著銀杏樹，建築簡約而現代。五光十色的商家門鋪，從餐飲、娛樂到購物一應俱全。食肆方面，利苑酒家以海鮮烹蒸出名，是純正的香港味道；1981餐廳是法意風格，自製的羊排是從澳洲空運而來；香港一鍋風是火鍋店，將西式菜餚融入中式料理，十足的混搭作風；來自紐西蘭的新唐以自然和健康為主要賣點，傳遞樂活族（LOHAS - Lifestyles Of Health And Sustainability）生活概念。

愛熱鬧的可去泡酒吧：蝗家一號、艾荷、巧克力、CC、梵高97、MONA CLUB、璀璨時尚及6號國際，每一家都有自家風格、音樂和舞蹈。享受清靜的，可以去覽蟲書吧，據說是成都最好的書吧之一，環境優雅；或到天福茗茶去喝一杯茶，領略一下台式茶藝的另一種韻味；還可以到碎蝶音樂咖啡坐一坐，享受飄拂的咖啡濃香。從18歲到60歲，無論男女老少，都可以在成都尋找到屬於自己的一塊樂土，一個休閒的享樂世界。CC

EAT, DRINK AND BE MERRY 吃喝玩樂

Shaocheng Tea House

Inside Renmin Park

少城茶莊

人民公園內

+86 28 8613 5266

Shunxing Old Teahouse

3/F International Convention and
Exhibition Centre, 258 Shawan Road

順興老茶館

沙灣路258號國際會展中心3樓

+86 28 8769 3202

Lan Kwai Fong Chengdu

1 Shuijin Street

蘭桂坊成都

水津街1號

+86 28 6550 3399

www.lkfchengdu.com

Chengdu Lei Garden

1-3/F, Block 19, Zone B,
Lan Kwai Fong

利苑酒家

蘭桂坊B區19幢1至3層

+86 28 6153 3238

www.leigarden.com.hk

Le Restaurant 1981

1/F, Block 1, Zone A,
Lan Kwai Fong

Le Restaurant 1981

蘭桂坊A區1幢01層

+86 28 6130 4678

Xianggang Yiguofeng

2/F, Block 16-18, Zone B,
Lan Kwai Fong

香港一鍋風

蘭桂坊B區16至18幢2樓

+86 28 8113 3308

nz Town

1/F, Block 16, Zone B,
Lan Kwai Fong

新唐

蘭桂坊B區16幢01層

+86 28 6212 8038

Lanchongshu Bar

Room 214, Block 14,
Zone B, Lan Kwai Fong

覽蟲書吧

蘭桂坊B區14幢214室

+86 28 6130 2189

Tenfu Tea

1/F, Block 14, Zone B,
Lan Kwai Fong

天福茗茶

蘭桂坊B區14幢01層

+86 28 6130 1182

www.tenfu.com

Suidie Music Café

3/F, Block 14, Zone B,
Lan Kwai Fong

碎蝶音樂咖啡

蘭桂坊B區14幢3樓

+86 28 6153 3890

www.suidie.com

Chengdu Lei
Garden's sliced
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chicken with foie
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served with crêpes

成都利苑的四寶片皮雞
材料包括鵝肝、奇異果
和法式薄餅

Aussie rules

澳洲天空下

Lobsters and mining equipment are big items for air cargo from the land down under
從澳洲空運出口的貨品以龍蝦及採礦設備為主

CATHAY PACIFIC'S new Boeing 747-8 freighters have been flying to Australia twice a week and Nigel Chynoweth, Cargo Manager Australia, is very grateful for the extra 60 tonnes of capacity they supply.

From his office in Swire House in Sydney's Central Business District, Nigel notes that the extra capacity helps meet the strong in-bound demand. "It must be years ago that we had space into Australia from around the network," he says. "Even though the Australian dollar is quite high we are still getting incredible demand into this market."

Nigel and his team are charged with the traffic between Australia and the rest of the world, and he says they have definitely benefitted from the growing Cathay Pacific network and greater frequencies into ports such as Tokyo, where there had previously not been enough space to satisfy demand.

The Australian business took advantage of the expanded network

in the swift recovery of the air-cargo market after the 2008 global financial crisis. "Previously our business was North Asia and Europe but now, with the freighter network into India and the increase of freighter destinations into other areas – including more destinations in North America – our product is expanding and our ability to sell the network is a great opportunity," he says. "We are becoming much more of a known player."

Cathay Pacific is well-known for its service straight from the heart and that extends to cargo and the Australian team. Nigel says the team's years of experience and knowledge of their customers' needs and products mean they can deliver a level of service that sets them apart from their competitors. As an example, he cites the way the Perth cargo team worked with the lobster agents and shippers out of Western Australia.

Cathay Pacific has 10 flights a week from Perth to Hong Kong, each carrying up to 20 tonnes of lobsters almost all year round. Nigel praises

the Perth team who utilised every last kilogram of space and maintained good relations with both shippers and agents. Perth's lobster shipments are the "jewel in the crown", says Nigel.

"There is precision timing from the moment the shippers/agents get the order from China or Hong Kong [usually late morning] to then working on what allocations we can give depending on the passenger load, to the logistical exercise of loading the lobsters into containers at the cargo terminal building for shipping that night – all within about a 12-hour period, seven days a week."

Nigel says the team uses its close working relationship with both forwarders and shippers to ensure they have the most up-to-date information on what is happening.

Cathay Pacific has the advantage of a network into Hong Kong and Xiamen, and other China ports where lobsters are valued, says Nigel. While sometimes the whole flight is loaded with lobsters, Perth also dispatches mining shipments and fresh produce.

"We have 21 flights a week into Melbourne and 28 flights a week into Sydney and those are very strong

About 20 tonnes of lobsters fly from Perth to Hong Kong daily

每天有近20公噸的龍蝦從珀斯運抵香港





Heavy mining equipment is flown into Sydney and Melbourne and then trucked to mine operations

大型的採礦設備空運到悉尼及墨爾本後，會由貨車運往礦場

inbound ports. But Melbourne is probably the only port that really has a good mix of in- and out-bound shipments," he says. Shipments from Sydney and Melbourne are always mixed: car-related goods, helicopters, aircraft engines, live horses and big mining equipment that might be trucked over from Western Australia or Queensland.

Australia benefits from exporting its mineral wealth to the rest of the world. China, Europe and North America send a lot of heavy mining equipment on the main-deck freighters which is then trucked to various destinations.

"We'll truck from Melbourne to the mining places in Western Australia and South Australia or they come into Sydney and we truck them up to Queensland," says Nigel.

Cathay Pacific Cargo carries a lot of thoroughbred horses from stud farms in Australia to Europe and Japan, as well as polo ponies to England and the Miami in the United States.

PHARMA **LIFT** had provided good growth with most pharmaceutical shipments going from Melbourne but also some business from Perth and Sydney.



泰航空新增的波音747-8貨機每星期飛往澳洲兩次，因而增添60公噸貨運力，令澳洲貨運經理Nigel Chynoweth欣喜不已。

在他位於悉尼中央商業區的Swire House辦公室內，Nigel指出，新增的運力有助應對龐大的進口需求：「在全球各地飛往澳洲的貨機裡，多年來都難找到空間。即使澳元匯率高企，進口貨運的需求仍然很大。」

Nigel和他的團隊負責澳洲與世界各地的出入口貨運。他說有賴國泰的貨運網絡不斷擴展，以及往來東京等地的航班服務更加頻密，彌補了這些航點以往貨運空間不足的問題。

在2008年全球金融危機過後，空運市場快速復蘇，而隨著貨運網絡急劇擴展，澳洲業務也因而受惠。他說：「我們的業務以往集中在北亞洲和歐洲。現在，我們的貨運網絡已擴展至印度，貨機的航點也進一步拓展，包括北美更多城市。我們提供的服務不斷增加，推廣貨運網絡的能力亦不斷提高，帶來了很大商機，知名度亦大增。」

國泰以貼心的機艙服務聞名，而貨運和澳洲團隊也秉承此優良服務。Nigel認為團隊經驗豐富，充分了解客戶和產品，因此提供的服務較對手優勝。他以西澳洲的龍蝦出口為例，讚揚珀斯團隊與龍蝦代理公司及貨運公司合作無間。

國泰航空每周有十班貨機從珀斯飛香港，每次可滿載20公噸龍蝦，而且幾乎全年如是。Nigel很欣賞珀斯的團隊，他們不僅盡用貨機每一公斤載重空間，還與付運人和貨運

代理保持良好關係，他形容珀斯的龍蝦貨運業務是「皇冠上的寶石」，表現非常突出。

「整個過程要求精確的掌握時間，從中國或香港客戶向代理/貨運公司落單開始（一般在中午前），我們就要了解航機如何根據乘客數目來分配載貨量，以及當晚在貨運大樓將龍蝦載入集裝箱等物流操作事宜，所有程序約在12小時內完成，一星期七天無休。」

Nigel說團隊與貨運代理和貨運公司維持良好的合作關係，確保她能得到最新的資訊。

國泰的網絡覆蓋香港、廈門和其他需求龍蝦的中國城市，有時候整班航機都會滿載龍蝦。此外，珀斯還輸出採礦儀器和新鮮產品。

他補充說：「我們一星期有21班貨機飛往墨爾本，飛往悉尼的有28班。兩地均是非常重要的入口口岸。然而墨爾本或許是唯一出入口貨量相差不遠的港口。」悉尼和墨爾本出口貨物很多樣化，包括汽車相關產品、直升機、飛機引擎和活馬，以及從西澳洲或昆士蘭運來的大型採礦儀器。

澳洲依賴出口礦藏到全球各地。中國、歐洲和北美等國家則利用貨機主艙運來大量的大型採礦設備，再由貨車轉運至澳洲各地。

Nigel說：「我們將採礦工具從墨爾本運到西澳洲和南澳洲的礦場，或由悉尼北上送到昆士蘭。」

國泰將大量純種馬由澳洲運到歐洲和日本，又將打馬球用的馬運到英國和美國邁亞密。

PHARMA **LIFT** 的藥品貨運業務亦得到可觀的增長，除了由墨爾本運出貨品，部分業務則來自珀斯和悉尼。CC



Go! Sydney 動感悉尼

David Levell brings us up to speed on the city's action-packed adventure offerings

David Levell 带大家體驗悉尼活力十足的時尚生活

SURFING, KAYAKING, diving, jet-boating – much of the action Sydney has for the adventurous tourist involves golden sands and salt water, but there's plenty more on offer too. Whether your tastes run to fast, high or deep, Sydney is ready to put your adrenaline into overdrive. If you'd rather take the chill-out option, more than 100 golf courses grace the metropolitan area – but why not add a little excitement by teeing off near spectacular sandstone ocean cliffs?

Rush-hour traffic will never be the same again after a few laps on a race course

在賽車場上繞幾圈，會讓人對繁忙時間的交通有另一番體會



Dive with sharks

Sharkdive Xtreme in Oceanworld Manly's (www.oceanworld.com.au) main oceanarium allows close encounters of the extreme marine kind with fierce-looking but non-aggressive grey nurse sharks, some three metres long with dagger-like teeth. Huge stingrays, sizeable sea turtles and Port Jackson sharks are other underwater highlights. Tank time is 30 minutes but the whole experience, including scuba training for first-time divers, takes a couple of hours. Want more?

Dive centres such as Abyss (www.abbyss.com.au) or Prodiver (www.prodiver.com.au) run two-day open-water scuba certification courses and guided local dives. Sydney Harbour has more than 500 species, including blue groper, weedy sea dragons and the world's largest cuttlefish.

Drive a race car

Feel the raw power of a 450 horsepower Commodore V8 racing car in full roar. Eastern Creek International Raceway, host to V8 Supercars, the A1 Grand Prix and the Australian Motorcycle Grand Prix, is ready to host you, either as a passenger in a racer doing laps at up to 200km/h or with an instructor coaching you to drive as fast as you can (safely). Or learn to apply rally-driving techniques to your everyday commute with 16 laps at Colo Heights in one of two different Australian Rally Championship supercars. Your driver-instructor provides a crash course in technique and then, with a pro next to you, strap into the driver's seat for a heart-in-mouth spin. (www.adrenalin.com.au)

Become the Red Baron

A potent combination of sky-high, old-world and extreme-thrill, the Red Baron zooms above the city in a Pitts Special S2A biplane painted in the



The Sydney Seaplanes gives you a bird's-eye view of the city (left), and the thrill of take-off and landing on the water at Rose Bay. Or make friends with creatures such as the weedy sea dragon (right) and the gloomy octopus on a dive in Sydney Harbour

Sydney Seaplanes 的水上飛機於玫瑰灣的水面升降，讓你以海鳥的角度欣賞悉尼（左圖）。在悉尼港潛水，可以近距離接觸草海龍（右圖）及八爪魚等海洋生物



滑

浪、獨木舟、潛水、噴射快艇……在悉尼，大部分運動好像都離不開金黃細沙和澄藍海水，但實情是，在悉尼可以玩到的活動遠不止於此。不管你追求的是速度、高度還是深度，悉尼總能滿足你，讓你的腎上腺素飆升。當然，悉尼也有較輕鬆的活動，市內有百多個高爾夫球場讓你盡情揮桿。如果連揮桿時也不忘追尋刺激體驗的話，不妨試試建於臨海懸崖上的高球場。

與鯊同游

曼利的大型海洋館海洋世界（www.oceanworld.com.au）提供的Sharkdive Xtreme活動，讓遊客可在水裡近距離接觸外兇悍但攻擊性不強的灰鯊，看著身長三米的巨型海洋生物，露出白森森的錐齒在你面前悠悠地游過。水底中還有巨型刺魷、大海龜、澳大利亞虎鯊等珍奇生物。潛水時間約30分鐘，但整個體驗約花數小時，包括為首次進行水肺潛水的人士提供潛水訓練。不夠嗎？Abyss（abyss.com.au）和Prodiver（prodiver.com.au）等潛水公司提供兩天的開放水域潛水課程，以及由專業潛水員帶領的本地潛水團，讓你在水底觀賞悉尼港500多種魚類，包括藍蘇梅、草海龍和全球最大的墨魚等。

極速賽車

坐上Commodore V8超級跑車，感受450匹馬力的高速快感。Eastern Creek International Raceway賽車場，曾舉辦V8超級房車錦標賽、A1大獎賽和澳洲國際電單車大獎賽，現在也歡迎你在場上一試風馳電掣的滋味。你可選擇做乘客，由車手以時速200公里繞圈飛馳，或在指導員監督下親自駕駛，挑戰速度極限（安全為上）。若想試試越野拉力賽車的滋味，Colo Heights提供兩款不同的澳洲拉力錦標賽賽車，讓你挑戰16圈的賽道。車手指導員會先示範實用的拉力賽車技巧，然後你便坐上駕駛座、緊緊安全帶，在專業車手從旁指導下，體驗一次緊張刺激的越野飆車。（www.adrenalin.com.au）

雙翼齊飛

登上Red Baron飛機，來一趟懷舊而刺激的空中之旅。這架Pitts Special S2A雙翼飛機仿效一次大戰德軍王牌飛行員Manfred von Richthofen，將機身漆成耀目的鮮紅。飛行歷時45至80分鐘，飛越悉尼不少著名景點，除了輕鬆的觀光飛行外，還有機會體驗特技飛行或列隊飛行。你也可以參加飛行訓練班學習駕駛Red Baron。（www.redbaron.com.au）

登橋跳遠

攀上著名的「衣架」，毋須坐飛機也可在空中看到最壯觀的悉尼景色。建成80年的悉尼港灣大橋高出海面134米，站在橋頂能盡覽悉尼360度風光，還可遠眺西面的藍山。由導遊帶領的登橋團需時3.5小時。（www.bridgeclimb.com）

海上特技

悉尼觀光少不了乘船出海，包括坐動感十足的噴射快艇，在節拍強勁的音樂伴隨下，以時速90公里作360度轉彎、突然剎掣及「甩尾」。Thunder Jet提供的30分鐘Thunder Twist旅程由玫瑰灣駛至沃森灣，回程途經Taronga動物園和Luna Park，在悉尼大橋下呼嘯而過。Extreme Adrenalin Rush（45分鐘）則全速前往Sydney Heads，旅客可享受乘風破浪的快感。這些刺激旅程每天都會從Circular Quay East出發。（www.thunderjetboat.com.au）

揚帆出海

高桅橫帆船James Craig是全球唯一仍然定時載客的19世紀三桅帆船。這艘於1874年進行處女航行的三桅鐵殼帆船，經過1,800萬澳元（約1.37億港元）翻新工程獲得重生。帆船提供前往Sydney Heads以外海域的日間遊，並包括豐盛的午餐。（www.shf.org.au）

historic red livery of WWI German air ace Manfred von Richthofen. Flights from 45 to 80 minutes swoop over Sydney's best sights and may involve barnstorming aerial stunts, sightseeing joyrides or formation flights. Or go for the full Red Baron experience and take flying lessons. (www.redbaron.com.au)

Walk the coathanger

Ascend the iconic "coathanger" for the best view of Sydney possible without airfare. Sydney Harbour Bridge, 80 years old this year, rises a dizzying 134 metres as it spans the inner harbour. Superb 360-degree views of Sydney, stretching all the way to the Blue Mountains way out west, make the climb well worth it. Guided-tour group climbs last 3.5 hours. (www.bridgeclimb.com)

Cruise the waves

Harbour cruises are a Sydney tourist staple. The least sedate version: a jet boat hurtling along at 90km/h doing 360-degree spins, power-braking and "sweeping fishtails" (whooshing this way and that), accompanied by thumping music. Thunder Jet's 30-minute Thunder Twist trip goes to Rose Bay and Watson's Bay, returns past Taronga Zoo and ends under the Harbour Bridge by Luna Park. The Extreme Adrenalin Rush (45 minutes) powers out to Sydney Heads to



Ride with the wild ones, on a Harley Davidson scenic tour

坐上Harley Davidson電單車，與狂野手來一趟觀光之旅

bounce around on the ocean swells. Rides depart daily from Circular Quay East. (www.thunderjetboat.com.au)

Sail away

The tall ship James Craig is the world's only 19th-century barque still carrying the public on regular voyages. Launched in 1874, it cost A\$18 million (about HK\$137 million) to restore the three-masted, iron-hulled beauty. Day sails outside Sydney Heads include a generous lunch. (www.shf.org.au)

Hop on a Harley

Unleash your inner Easy Rider on a Harley Davidson motorcycle scenic tour, complete with a leathery biker at the handlebars. Rides typically range from one-hour Rocks-to-Bondi runs to day-trips to the Blue Mountains or Southern Highlands. Tour companies include King of the Road (www.kingoftheroad.net.au), Wild Ride (www.wildride.com.au), Troll Tours (www.trolldtours.com.au) and Just Cruisin' (www.justcruisintours.com.au).



Take to the skies

Sydney Seaplanes supplies a sea-eagle's-eye view of the harbour and the Northern Beaches during a 30-minute return flight to Pittwater. The high-wing Beaver seaplane takes off and lands on the water at Rose Bay and flies by the major harbour sights. Options include Fly & Dine return flights to secluded picnic spots or Jonah's restaurant at Whale Beach. All flights require two passengers for confirmation. (www.seaplanes.com.au)

Learn to surf

The 70 kilometres of coast between Palm Beach to the north and Cronulla to the south is home to some of Australia's best and most famous beaches. Let's Go Surfing (letsgosurfing.com.au) runs two-hour lessons (and more) at Bondi Beach while Manly Surf School (manlysurfschool.com) covers the Northern Beaches with some similar deals. Mojo Surf (www.mojosurf.com) takes you to less accessible and uncrowded beaches.



Hurtle at 90km/h across Sydney Harbour with Thunder Jet (left) or climb the Sydney Harbour Bridge for spectacular views all the way out west to the Blue Mountains

坐上Thunder Jet的喷射快艇以时速90公里飞越悉尼海港（左图），或是攀上悉尼港湾大桥顶端，盡覽一望無遺的美景，更可遠眺至西面的藍山

CX
FLIGHTS
國泰航空

**Cathay Pacific
flies to Sydney
27 times a week**

國泰航空每周有
27班航機飛往悉尼

Kayak through the harbour

Sydney Harbour is fringed by bushland and secluded inlets, ideal for guided kayaking. The relatively serene Middle Harbour is covered by Sydney Harbour Kayaks (www.sydneymarbourkayaks.com.au), while Life's An Adventure (www.lifesanadventure.com.au) does a four-hour kayak tour of the inner harbour. Don't let inexperience faze you – tuition is included and the kayaks don't capsize easily.

Get in the swing

Sydney boasts several oceanside courses. Sea breezes can be challenging but views are glorious, including migrating humpback whales from May to July. New South Wales Golf Club (nswgolfclub.com.au) is rated among the best. Bondi Golf Club (www.bondigolf.com.au) overlooks the Pacific from sandstone cliffs. Or try Randwick (randwickgolfclub.com.au) (a very short 18-hole course), The Coast (coastgolf.com.au) and St. Michaels (stmichaelsgolf.com.au) – both at Little Bay.

哈利傳奇

坐上Harley Davidson電單車，由穿上皮衣的車手駕駛，來一趟風景如畫的極速之旅，喚醒潛藏你心中的鐵騎之魂。行程有多種選擇，包括一小時車程的Rocks-to-Bondi短程體驗，或是到藍山或Southern Highlands的一天遊。King of the Road (www.kingoftheroad.net.au)、Wild Ride (www.wildride.com.au)、Troll Tours (www.trolltours.com.au)，以及Just Cruisin' (www.justcruisintours.com.au)等公司均提供電單車觀光遊。

海上飛行

Sydney Seaplanes舉辦的水上飛機旅程，讓旅客在來回Pittwater的30分鐘飛行中，以海鳥的角度欣賞悉尼港和多個北部海灘。高翼水上飛機在玫瑰灣的水面升降，沿途經過不少主要海港景點。Fly & Dine則會接送客人到幽靜地點野餐，或到鯨魚海灘的Jonah's restaurant午餐。所有飛行團需有兩名乘客始成行。（www.seaplanes.com.au）

學習滑浪

由棕櫚海灘以北到Cronulla以南之間的70公里長海岸，散佈澳洲最著名的海灘。Let's Go Surfing (letsgosurfing.com.au)在邦迪海灘開辦包括兩小時課程的各種滑浪班，Manly

Surf School (manlysurfschool.com)則於北部海灘提供類似課程。Mojo Surf (www.mojosurf.com)會帶客人前往交通不便和人煙稀少的偏遠沙灘。

海港划艇

悉尼港有不少岸邊叢林和幽靜海灣，很適合獨木舟導賞遊。Sydney Harbour Kayaks (www.sydneymarbourkayaks.com.au)提供在寧靜的Middle Harbour划艇的行程，Life's An Adventure (www.lifesanadventure.com.au)提供四小時的內港獨木舟導賞團。別因為自己沒有划艇經驗而卻步，導賞團已包括指導划獨木舟的學費，而且獨木舟亦甚少會覆舟沉沒。

海邊揮桿

悉尼向以其臨海高爾夫球場自豪，在這些高球場揮桿，雖然會受海風影響而增加打球的難度，但四周風光實在迷人，每年5至7月更可觀看座頭鯨遷徙。臨海球場中以新南威爾士高爾夫球俱樂部 (nswgolfclub.com.au)為佼佼者；位於砂石崖上的Bondi Golf Club (www.bondigolf.com.au)可俯瞰太平洋。其他還有賽道很短的18洞高球場Randwick (randwickgolfclub.com.au)，及位於Little Bay的The Coast (coastgolf.com.au)和St Michaels (stmichaelsgolf.com.au)。CC

By Karen Pittar and Tara Jenkins

World's best 天下美食

The freshest ingredients from around the world are flown to Hong Kong to satisfy gourmet palates
全球的新鮮食材源源不絕空運抵港，以滿足食家的味蕾

TUCKED AWAY in rural North Wales is the Rhug Estate, more than 5,000 hectares of lush green valleys and farmland that produce

some of the tastiest organic meat in Britain. Thanks to Uwe Opocensky, the Mandarin Oriental, Hong Kong's Executive Chef, diners at the hotel's restaurants can savour this mouth-watering meat, along with a host of other outstanding delicacies and fresh produce. "Ninety percent of our goods are flown in from all over the world," says Opocensky. "The problem with Hong Kong is that its climate and soil don't really allow us to use a lot of local products, but our clients' expectations are extremely high, so a tomato needs to taste just as it would served on a plate in Europe."

Enter Cathay Pacific's FRESH **UP**, the service that has contributed to the rapidly changing culinary culture of Hong Kong in the past decade. "When

Asparagus is flown to Hong Kong from Australia and North and South America

從澳洲和南北美洲空運到港的蘆筍

I first arrived in Hong Kong seven years ago, it was an exciting market but very much tradition-based, an old-colonial way of dining," says Opocensky.

"In the past four or five years the restaurant scene has become much more like London or New York; it's funky and vibrant. The release of the Michelin guides in Asia [the first guide was published in late 2007] has also brought a different calibre of chefs. But most of all the Hong Kong market has got a huge appetite for interesting dining and high-end produce. A lot of chefs are interested in experimenting here, and the clientele is willing to pay a high price for speciality products."

It's doubtful whether this culinary explosion could have taken place without the succulent meat flown in from Britain, the luscious seasonal fruit from Australia, the exotic tropical fish from Costa Rica, or the crisp vegetables from Guatemala and Peru.

Cathay Pacific FRESH **UP** is an effective cold-chain management system for the growing number of freight-forwarders and shippers to transport the world's best produce across the globe.



Cathay Pacific Cargo Services Manager Australia, Nigel Chynoweth, says he ships a variety of fruit and vegetables, including mangoes (October-December), cherries (November-January), sugar plums (February-March), peaches/nectarines (October-February), grapes (January-May), as well as broccoli and melons throughout the year. "We fly approximately 1,000 tons of perishables a month from Australia to Hong Kong and beyond," says Nigel. "The peak time of October to March seems to be quite a solid period, as the growing season of spring-summer comes up. It's a pity it's not more spread out. We are



the only international airline that operates out of the six ports of Australia, and Cathay Pacific has 70 passenger flights per week, as well as a twice-weekly freighter service to Sydney and Melbourne. With Perth, Cairns and Adelaide, it's very much seafood-reliant and we top up with fresh produce. Sydney takes a lot of stuff out of Christchurch – cherries and other seafood – and we uplift because Sydney has more space available and there is not enough capacity out of Christchurch."

Across the world in the United States, daily flights go to Miami from Argentina, Brazil, Chile, Costa Rica, Guatemala and Peru taking an abundance of

位

處北威爾斯郊區一隅、佔地5,000公頃的Rhug Estate極目是一片綠茵幽谷和農地，英國最美味的有機肉類便是在此出產。有賴香港文華東方酒店的

行政總廚Uwe Opocensky獨具慧眼，酒店餐廳的顧客可以品嚐到這些讓人回味無窮的優質肉類，以及其他出色美食和新鮮食品。Opocensky說：「我們餐廳選用的食材有九成從外地入口。香港因氣候和土壤所限，很多農產品都不適合我們使用，但我們的顧客要求非常高，就連一個小小的番茄，味道也要和在歐洲吃到的一樣。」

過去十年，香港飲食文化的急速發展和轉變亦受益於國泰航空的 **FRESH UPT** 服務。「我七年前初到香港，當時香港的飲食業雖然興旺，但主要都是傳統食肆，仍然保留昔日的殖民地色彩。



Roses from a flower farm in Cayambe, Ecuador, are flown to Miami for forwarding (above)

來自厄瓜多爾Cayambe小鎮的玫瑰花運到邁亞密後，再轉運其他地方（上圖）

Strawberries in season from Japan and South Korea are highly sought after in Hong Kong restaurants (left)

時令的日本和南韓士多啤梨大受香港的餐廳歡迎（左圖）

但過去四、五年間，餐飲業的面貌已漸漸近似倫敦和紐約，更加有特色和活力，《米芝蓮指南》在亞洲推出（第一期於2007年底出版）更促使本地廚師升上另一個層次。而最重要的是，本地的食客熱愛獨特菜式和高級產品，廚師亦喜歡實驗新食譜，因為不少客人均願意為特色美食一擲千金。」

然而，如果沒有每星期由英國空運到港的多汁鮮肉，缺少了澳洲運到的時令鮮甜水果，也沒有哥斯達黎加的特色熱帶海魚，就連秘魯和危地馬拉的爽脆蔬菜也欠奉的話，相信香港的飲食業也難以出現如此蓬勃的景況。

國泰航空的 **FRESH UPT** 服務以高效的冷凍鏈管理系統確保所有食材保持新鮮。國泰航空的網絡覆蓋全球，因此在每個主要港口都有專責人員，與數量日益增多的貨運代理及付運人合作，將各地最佳農產品運銷全球。

國泰航空澳洲貨運經理Nigel Chynoweth表示，他們空運不同種類的蔬果，包括芒果（10月至12月）、車厘子（11月至1月）、甜梅（2月至3月）、蜜桃和桃駁李（10月至2月）、葡萄（1月至5月），西蘭花和密瓜更是全年付運。他又補充說：「我們每個月從澳洲空運約1,000噸貨物到香港和其他地方。蔬果的生長季節是春夏兩季，所以每年10月至3月都是貨運高峰期，很可惜貨運量不能較

More chefs **demand fresh produce** because the **expectations of quality** have risen

愈來愈多廚師**要求選用新鮮食材**，因為顧客對**品質的要求**不斷提升

berries, fish, mangoes, papayas, stone fruits, grapes, prunes, seeds, sea urchins, tropical plants, snow peas and asparagus. In the peak season there are up to 10 daily flights from Colombia and Ecuador with flowers, coffee, tilapia and other tropical fish. Yesmin Monayar, Cathay Pacific Cargo Account Manager in Miami, is responsible for the onward journey and maximum freshness of these goods.

Su-Yin Krishnan, Cathay Pacific Regional Cargo Manager Southeast Asia, is based in Singapore and explains that the shipments in the region are carefully packed by the shipper or freight-forwarder to ensure freshness is retained at all times: "Packing material includes carton and foam boxes and, for live tropical fish, usually oxygenated plastic containers."

Su-Yin oversees shipments of fresh-cut flowers, live tropical fish and fresh fruits out of Singapore on a regular basis. "We carry these commodities every week. Output and export is quite stable due to the consistent climate, so there isn't

much variation in the shipments except during festive seasons at destinations such as Hong Kong, when demand for these items increases."

In Hong Kong, Pacific Gourmet supplies ingredients to hotels and restaurants and says that the availability of fresh produce has changed Hong Kong as a culinary city. "As the majority of Hong Kong's food is imported, it has always been used to frozen meat and seafood that have been shipped over bulk by sea in order to keep costs down and to ensure longer shelf life," says Pacific Gourmet's Roger Leung. "However, we see now that more chefs and households in Hong Kong demand fresh products, because the quality expectation for the food they use has gone up."

The highest praise, however, comes from the end user. Executive Chef Opocensky says ultimately there is no difference between himself and a chef in London who gets bi-weekly deliveries from local producers – except for the mode of transport.

"The biggest challenge for a chef is finding unique ingredients or items, because you don't want to offer the same dishes as every restaurant in town. We work with a lot of small producers – for example, there's a grower called Chef's Garden in the US who produces amazing vegetables, herbs and salads, which are very expensive and unique. Getting him to supply us has been one of my biggest challenges but also hugely rewarding. This farmer produces what a chef dreams of."

It's a two-way relationship, because the suppliers put so much effort



into growing the best products, so they want their foods to be served in leading restaurants as they would choose to serve it themselves – at its best. Apart from the amazing greens from the US, Opocensky sources the choicest foods from around the globe: strawberries from South Korea, spring garden peas from Europe, specialty fish from Alaska or Scotland, and even purple corn from South America. "This semi-dried old Incan vegetable is a natural black-purple colour," says Opocensky. "If you cook it with other vegetables such as sweet potatoes, it gives them the colour of charcoal."

"We are lucky, there are very few restrictions by the government in Hong Kong. Whatever you read about or want, you can get – whatever in the world you desire. There aren't many places where it's possible to do this."



Executive Chef Uwe Opocensky of the Mandarin Oriental, Hong Kong
香港文華東方酒店行政總廚Uwe Opocensky



Atlantic salmon are farmed in pens in Port Esperance harbour in Tasmania, Australia, and shipped around the world

在澳洲塔斯曼尼亞Port Esperance港內的魚池飼養大西洋三文魚，再運到全球各地

平均地分佈在其他月份！國泰是現時唯一在澳洲六大港口都提供國際航班的公司，每星期有70班客機起飛，每星期更有兩班貨機服務悉尼及墨爾本。至於貨品種類，珀斯、開恩茲和阿得萊德以出口海產為主，航機會滿載鮮貨；悉尼轉運很多來自基督城的產品，例如車厘子和海產。我們只轉運貨物，因為悉尼的航機有較多運力，但在基督城的運力則有限。」

在地球另一面的美國，來自阿根廷、巴西、智利、哥斯達黎加、危地馬拉和秘魯的航機每天飛抵邁亞密，帶來大量的莓果、鮮魚、芒果、木瓜、核果、葡萄、西梅、種子、海膽、熱帶植物、碗豆及蘆筍等。旺季時，每日更有十班航機從哥倫比亞和厄瓜多爾運來鮮花、咖啡、非洲鯽魚及其他熱帶海鮮。國泰航空邁亞密貨運部客戶經理Yesmin Monayar負責安排貨物運送，確保貨物維持在最新鮮狀態。

國泰航空新加坡貨運經理Su-Yin Krishnan指出，在東南亞付運的鮮貨均先由運貨公司和貨運代理小心包裝，以確保貨品能保持新鮮。

她解釋：「鮮貨一般會以紙板箱或發泡膠箱包裝，熱帶活魚則放置在充氣的塑膠容器內。」

Su-Yin定期運送的新鮮貨品包括從新加坡出口的切花、熱帶海魚和鮮果。她說：「我們每星期都會運送這些產品，由於這兒四季氣候如一，產量和出口量頗為穩定，但如遇上香港等地的節慶日，部分產品需求會大增，貨量亦相應增加。」

為香港的酒店及食肆供應食材的Pacific Gourmet也認為，香港能夠成為飲食天堂，與得到鮮貨供應有莫大關係。Pacific Gourmet發言人梁衍基認為：「香港大部分食材都要依靠進口，為了降低成本和延長食用期，以往供應商會以貨船運送大批急凍肉類和海鮮到港。不過我們發現香港廚師和家庭對食物的要求提高，他們對鮮貨的需求也漸漸增加。」

用家便對空運鮮貨服務最為讚賞。酒店行政總廚Opocensky說，他覺得自己與倫敦的同行沒有什麼分別，都是每兩週獲當地生產商運來新鮮食材，不同的只是運貨方式有異。「廚師的最大挑戰，就是要尋找獨一無

二的食材，因為沒有廚師想和區內其他食肆做同樣的菜式。我們會與很多小農場合作，例如有一個美國菜園名為Chef's Garden，他們栽種美味的蔬菜、香草和沙律菜，價錢昂貴，但品種獨特。我最大的挑戰，就是如何獲得他們供應食材，不過再困難還是值得，因為他們的農產品是每個廚師夢寐以求的食材！」

這是一種互動的關係，農場盡心盡力栽種出最好的產品，當然希望這些食材由頂級食肆烹調，一如他們自己也會選擇最好的餐廳用餐。除了上述優質美國蔬菜外，Opocensky還從全球各地搜羅最佳食材，例如南韓的士多啤梨、歐洲的新鮮豌豆、阿拉斯加或蘇格蘭的特產魚類，以及南美洲的紫粟米，Opocensky說：「這是古老的印加蔬菜，半曬乾後會自然地變成紫黑色，和蕃薯之類蔬果一起煮的話，會令其他蔬菜也變成木炭色。」

「我們非常幸運，因為香港政府的管制頗為寬鬆，無論你看到什麼特別食材，或是想要什麼，就算是天涯海角，都可以搜購回來。全球沒有很多個地方可以做到！」 CC



*Le déjeuner sur l'herbe d'après Manet
(Luncheon on the Grass, After Manet),
above*

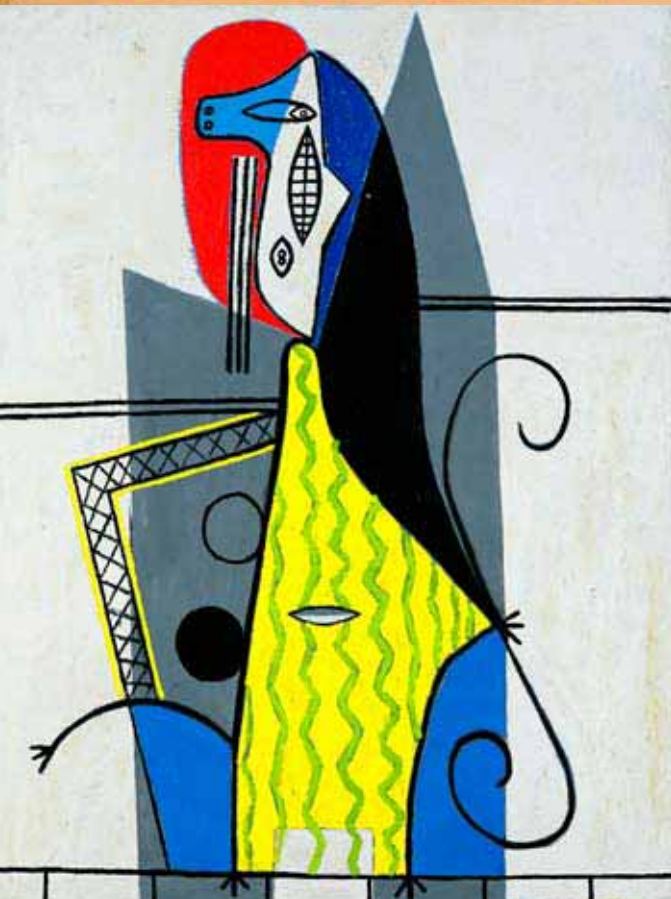
《仿馬奈「草地上的午餐」》（上圖）

*Jeune fille assise
(Seated Girl), left*

《坐著的女孩》（左圖）

*Femme dans un fauteuil
(Woman in an Armchair), far left*

《坐扶手椅的女人》
（最左圖）



By Tara Jenkins & Karen Pittar

The art of cargo

貨運藝術

Priceless works by Pablo Picasso received the VIP treatment from Cathay Pacific Cargo on their journey to a major exhibition in Hong Kong. 國泰貨運負責運送畢加索作品來港展覽，並為這批無價之寶提供貴賓級服務。

MOST CELEBRITIES don't travel the world with as much attention and security as the shipment of Pablo Picasso's masterpieces that recently arrived in Hong Kong. Cathay Pacific Cargo was charged with safely delivering the precious cargo, valued at HK\$6.7 billion and posing myriad transportation challenges, from Chengdu in China to Hong Kong, the final stop on its Asian tour.

With careful planning for two months, Cathay Pacific Cargo staff designed a special flight schedule, applied for security checks and arranged warehousing to protect this unusually valuable and culturally significant shipment.

"Our biggest challenge was that some works were not able to be x-rayed, but local customs and security requested 100 percent screening," explains Angela Shan, Cathay Pacific Cargo Sales Supervisor, Western China. "After discussions with all parties, we obtained government approval for x-ray exemption."

Security staff monitored the packing of the artworks at the exhibition hall in Chengdu, and from there they were forwarded to a warehouse in bonded trucks. "With all procedures confirmed, we began to design the build-up arrangements with the client-requested item numbers," Angela says. "As the artworks were such high value, we had to think about optimal build-up

positioning to provide utmost security for the shipment."

For maximum protection, the artworks flew into Hong Kong on four separate Cathay Pacific freighters over a period of two days. Once they had safely arrived at Hong Kong International Airport, a fleet of air-conditioned lorries carried the precious cargo, which consisted of more than 60 pieces, from the airport to their temporary home at the Hong Kong Heritage Museum in Sha Tin. A tight security detail accompanied the



Pablo Picasso at the Cannes Film Festival in 1953

畢加索攝於1953年的康城影展

當代藝術大師畢加索的作品運抵香港時，其排場之壯觀、保安之嚴密及引起的關注程度，大概連經常周遊列國的達官貴人也望塵莫及。運送這批價值67億港元的藝術珍品是一項極具挑戰的工作，而國泰貨運就肩負了這個重任，安全地將藝術品從成都運抵香港，作亞洲巡迴展的最後一站展出。

經過兩個多月的精心策劃，國泰貨運員工為這批價值連城、獨具文化意義的「珍品」設計了特別的航程、申請安檢程序，以及安排入倉等工作。

國泰貨運中國西部地區貨運營業主管單雅琪指出：「我們最大的挑戰是某些作品不能接受X光掃描，但是當地海關及安檢部門要求百分百檢查。經過跟相關部門討論之後，我們獲得政府批准豁免X光檢查。」

安全檢查人員在成都的展覽廳監督藝術品裝箱，然後以保稅貨車運往貨倉存放。單雅琪表示：「當一切步驟確認了之後，我們便開始著手計劃整體安排。我們必須按照客戶指定的編號安排運送作品。由於這些藝術品身價不菲，我們必須考慮最理想的運送組合，讓這批藝術品以最安全的方式抵達目的地。」

在最嚴密的保安護送下，這批藝術品經由四架國泰貨機分兩天運抵香港。當藝術品到達香港國際機場後，由一隊空調貨車車隊隨即將60多件藝術珍品送往沙田的香港文化博物館。在整個運輸過程中，全程有保安人員在旁小心看守，隨行的還有收藏品專家，確保藝術品一直置於適當的溫度或濕度中。

這次亞洲巡迴展意義重大，展示了畢加索近80年創作生涯的代表作品。這批畢加索珍品均來自巴黎國立畢加索美術館；畢加索生於西班牙，但大部分時間都在法國工作和生活。該館館長Anne Baldassari表示：「這項展覽極具教育意義，可以讓香港市民更深

crates for the duration of the journey and experts were constantly at hand to ensure excess heat and humidity did not damage the valuable cargo.

The landmark exhibition, which has been touring Asia, encapsulates almost eight decades of the prolific artist's work. "It is an educational programme where Hong Kong people can better understand Picasso's work," says Anne Baldassari, director of the Musée National Picasso in Paris, the collection's permanent home. Although Picasso was born in Spain, he lived and worked most of his life in France. "It shares his process of creation through paintings and photography. It is a memoir and a commentary of his own work."

Alongside the paintings and sculptures representing different periods of Picasso's creative life – including the Blue and Rose periods, Neoclassicism and Cubism – grainy, age-worn black-and-white photographs offer a fascinating and intimate glimpse into his work.

Throughout his life, Picasso refused to confine himself to a single style or movement. So while there are the expected Cubist prototypes – such as the enigmatic *Homme à la moustache* (*Man with a Moustache*) – there are also surprises in each of the six rooms displaying the artworks. *Le retour du baptême, d'après Le Nain* (*The return from the Christening, after Le Nain*), in a style very close to impressionist painter Seurat and finished in many tiny pastel brush strokes, is not what you would expect of Picasso. Neither is *Famille au bord de la mer* (*Family at the Sea-Shore*) a classical-style depiction of three figures on the beach, in muted tones.

1930 sculpture *Tête d'homme* (*Head of a Man*)

1930年的雕塑作品《男子頭像》



Art works for the Picasso exhibition were flown from Chengdu to Hong Kong on four separate freighters

畢加索的展品分由四架貨機從成都運抵香港

1908 painting *Tête d'homme* (*Head of a Man*), right

1908年創作的畫像《男子頭像》(右圖)



"For Picasso, it was a new revolution every day," Anne says. "This exhibition shows his global process, his inner logic. It is a retrospective. He would have been comfortable to stay in Cubism – that would have been easy – but he challenged himself every day."

The exhibition is the highlight of Le French May 2012, one of the leading annual arts festivals held in Hong Kong. "This exhibition is a once-in-a-lifetime opportunity for a Hong Kong audience to see so many pieces from Picasso," says Gilles Bonnevalle, the French Consul for Culture, Education and Science. "It is exceptional because it shows the variety of the artist's inspiration, skills and contribution to art. It is an occasion to understand more about one of the most important artists of the 20th century and to understand the influence he has had on the contemporary art world."

For details of the exhibition (until 22 July) and ticketing arrangements, visit the Hong Kong Heritage Museum's website at www.heritagemuseum.gov.hk

入了解畢加索的作品。透過他的畫作及照片，我們可以了解他的創作歷程，更可視之為他的回憶錄及作品評述。」

今次的展覽展出了畢加索不同創作階段的繪畫及雕塑作品，包括藍色及玫瑰時期、新古典主義及立體主義。觀眾還可以透過一些陳舊的黑白照片，一窺這位藝術天才令人神往的作品。

畢加索終其一生都不願意只局限於任何一種畫派或潮流。所以在六間展覽廳當中，既有著名的立體派作品，包括謎一樣《有鬍子的男人》；也有其他意想不到的驚喜，例如《仿勒南兄弟（受洗禮歸來）》以粉彩色的點描方法完成，非常接近印象派畫家Seurat的風格，與他的一貫畫風迥異；另一幅《海濱的家庭》則以柔和色調加上古典畫法，描繪一家三口在海邊的畫面。Anne說：「對畢加索而言，每天都是一場新的革命。這場展覽是一次作品回顧，完整地展示了他的創作過程及邏輯思維。他大可以輕鬆地當立體畫派大師，然而他就是喜歡尋求挑戰。」

《畢加索—巴黎國立畢加索藝術館珍品展》是今年「法國五月」的焦點活動，法國駐港澳總領事館文化、教育及科技領事龐智睿說：「香港市民可以一次過欣賞那麼多畢加索作品，可說機會難逢。展覽同時展示了他的靈感來源、技巧及藝術貢獻。觀眾更可以藉著活動深入了解20世紀其中一位最重要的藝術家，以及他帶給現代藝術界的影響。」

有關這項展覽的詳情，請瀏覽香港文化博物館網頁www.heritagemuseum.gov.hk CC

Jeju's Seongsan Ilchulbong Peak rose from the sea in a volcanic eruption 100,000 years ago

濟州島城山日出峰是十萬年前一次海底火山爆發後形成

新增
航線

NEW
ROUTES

INDUSTRY
FEATURE
行業故事

Hot spots 新熱點

New passenger routes increase air cargo capacity in Asia

新客運航線提供更多貨運力

The Cathay Pacific Cargo network continues to expand its cargo belly capacity on new Dragonair passenger routes within Asia. Check out these new routes that have cargo belly capacity as they take passengers to these tourist hot spots

隨著港龍航空在亞洲區內開辦新客運航線往返多個旅遊熱點，國泰貨運亦可利用客機的機腹載貨，繼續擴大貨運網絡和提升貨運力



Jeju, South Korea

This UNESCO World Heritage-listed volcanic island is famed for its unique culture and cuisine, and its unspoiled natural scenery and biodiversity. See waterfalls, beaches and wild flowers, and fish, hike and play golf.

南韓濟州島

獲聯合國教科文組織列為世界遺產的濟州島是個火山島，文化和飲食別樹一格，擁有未受破壞的自然美景及多元生態，旅客可欣賞瀑布、海灘和野花，並可垂釣、遠足和打高爾夫球。



Clark, Philippines

In central Luzon, Clark is a business hub but also offers ballooning, stress-buster breaks with wellness centres and spas utilising the natural hot springs to rejuvenate overworked business travellers.

菲律賓克拉克

克拉克位於呂宋島中部，不僅是商業重鎮，亦是一個消閒減壓的好地方，旅客在此可乘坐熱氣球或享受溫泉水療設施，讓工作忙碌的商務旅客重拾活力。



Guilin, China

The limestone karsts of Guilin have inspired artists for centuries and are one of the most well recognised features of China. The Li River winds through the rock formations and river cruises or rafting offer relaxation or adventure.

中國桂林

千百年來，桂林的石灰岩地貌是無數騷人墨客的靈感泉源，也是最著名的中國山水景致。漓江依著群峰蜿蜒流轉，遊客可乘坐觀光船輕鬆遊江，或試試坐竹排漂流的滋味。



Xi'an, China

Most famous for the terracotta warriors, the ancient capital was the starting point of the Silk Road. The city walls are still intact, and it harbours a variety of parks. The nearby mountains offer adventure and great scenery.

中國西安

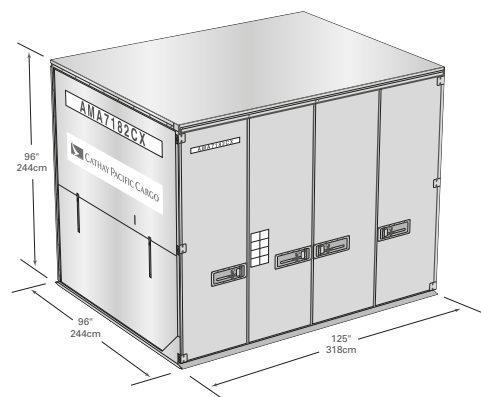
古都西安是絲綢之路的起點，最著名景點首推秦始皇兵馬俑。西安城牆至今仍屹立不倒，城中有多個不同風格的園林，鄰近的山峰景色壯麗，是旅客探索歷奇的好去處。

NEW
ROUTES
新增航線

From 由	To 往	Flight No 航班編號	Day of the week 運作日期	Aircraft 航機型號
Hong Kong 香港	Jeju, Korea 韓國, 濟州	KA328	1, 2, 5 一、二、五	A320 A320 型空中巴士
	Clark, Philippines 菲律賓, 克拉克	KA375	2, 3, 4, 6 二、三、四、六	
		KA373	1, 5, 7 一、五、日	
	Guilin, China 中國, 桂林	KA704	1, 2, 4, 5 一、二、四、五	
		KA700	3, 6, 7 三、六、日	
	Xi'an, China 中國, 西安	KA946	Daily 每日	

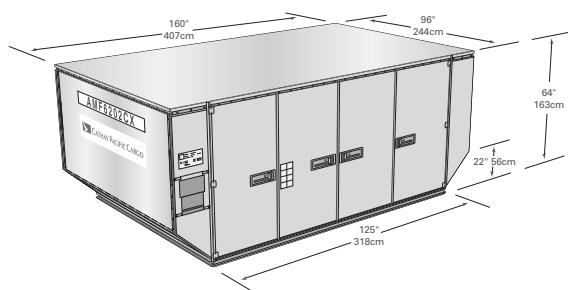
These are the Unit Load Devices (ULDs) that Cathay Pacific Cargo provides. Please visit www.cathaypacificcargo.com for detailed descriptions of each of the ULDs.

以下是國泰貨運提供的各式集裝箱。有關服務詳情，請瀏覽www.cathaypacificcargo.com，並參考各款集裝箱的詳情。



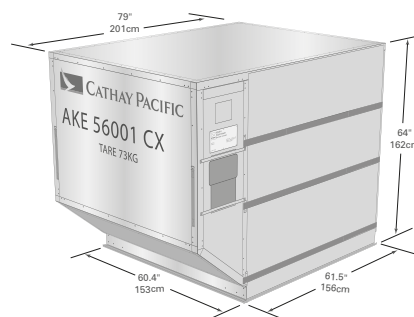
TYPE: CONTAINER – AMA

ATA Code: M1
Internal Volume : 621 cu. ft. 17.5 mc
Tare Weight (Fabric Door/Metal Door) : 279kg/477kg
Weight Limitation Inc. ULD Tare Weight : 6,804 kg
Loadable Aircraft Type : 747F



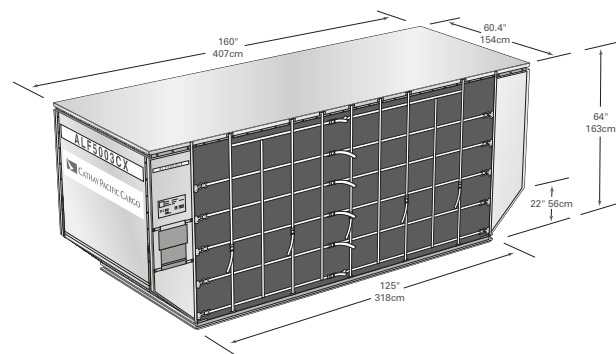
TYPE: CONTAINER – AMF

Internal Volume : 516 cu. ft. 14.6 mc
Tare Weight (Fabric Door/Metal Door) : 268 kg/315 kg
Weight Limitation Inc. ULD Tare Weight : 5,033 kg
Loadable Aircraft Type : 747, 747F, 777, Airbus



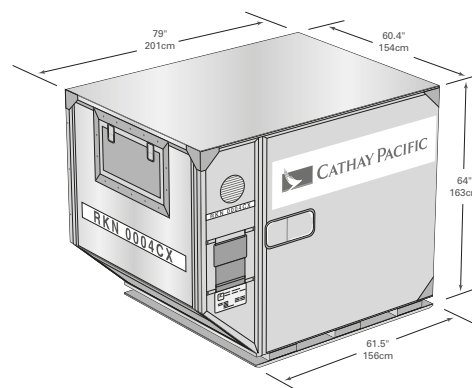
TYPE: CONTAINER – AKE

ATA Code: LD3
Internal Volume : 152 cu. ft. 4.3 mc
Tare Weight (Fabric Door/Metal Door) : 73 kg/100 kg
Weight Limitation Inc. ULD Tare Weight : 1,588 kg
Loadable Aircraft Type : 747, 747F, 777, Airbus



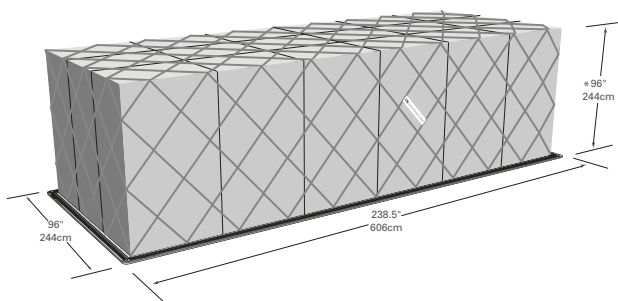
TYPE: CONTAINER – ALF

ATA Code: LD6
Internal Volume : 310 cu. ft. 8.78 mc
Tare Weight : 157 kg
Weight Limitation Inc. ULD Tare Weight : 3,175 kg
Loadable Aircraft Type : 747, 747F, 777, Airbus



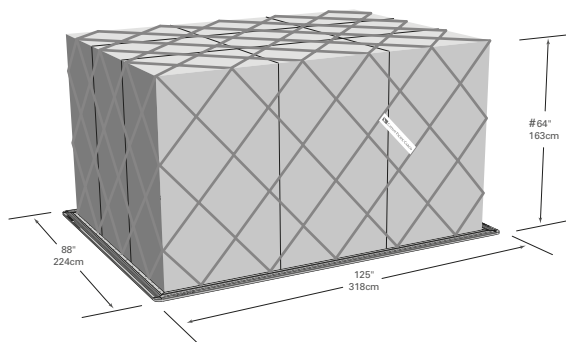
TYPE: COOLTAINER – RKN

ATA Code: LD3
Internal Volume : 125.41 cu. ft. 3.55 mc
Tare Weight : 230 kg
Weight Limitation Inc. ULD Tare Weight : 1,588 kg
Loadable Aircraft Type : 747, 747F, 777, Airbus



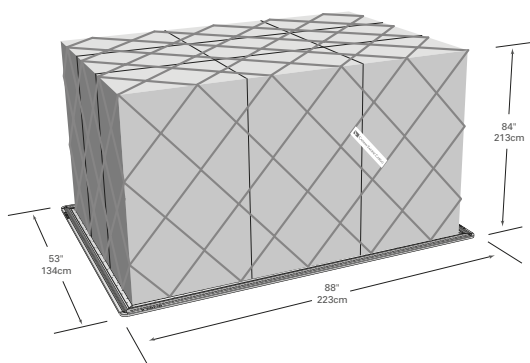
TYPE: PALLET – PGA

Size – Base : 96" x 238.5" * Q6 Contour
 – Height : 96", **118" ** Q7 Contour
 Tare Weight : 565 kg
 Weight Limitation Inc. ULD Tare Weight : 11,340 kg
 Loadable Aircraft Type : 747F



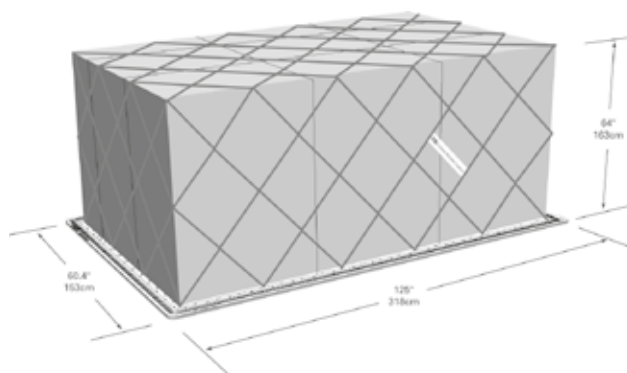
TYPE: PALLET – PAG

Size – Base : 88" x 125" # Passenger Flight
 – Height : 64", 96", **118" * Q6 Contour
 Tare Weight : 114 kg ** Q7 Contour
 Weight Limitation Inc. ULD Tare Weight : 4,626 kg (LD), 6,033 kg (MD)
 Loadable Aircraft Type : 747, 747F, 777, Airbus



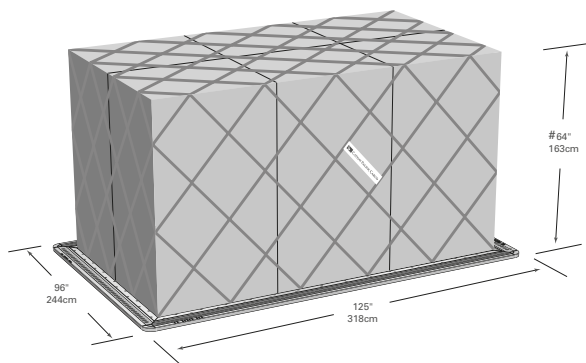
TYPE: PALLET – PEB

Size – Base : 53" x 88"
 – Height : 84"
 Tare Weight : 55 kg
 Weight Limitation Inc. ULD Tare Weight : 1,800 kg
 Loadable Aircraft Type : 747F



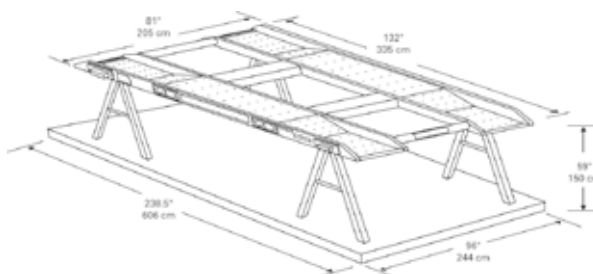
TYPE: PALLET – PLA

Size – Base : 60.4" x 125"
 – Height : 64"
 Tare Weight : 103 kg
 Weight Limitation Inc. ULD Tare Weight : 3,175 kg
 Loadable Aircraft Type : 747, 747F, 777, Airbus



TYPE: PALLET – PMC, PQP, P6P

Size – Base : 96" x 125" # Passenger Flight
 – Height : 64", 96", **118" * Q6 Contour
 Tare Weight : 120 kg ** Q7 Contour
 Weight Limitation Inc. ULD Tare Weight : 5,035 kg (LD), 6,804 kg (MD)
 Loadable Aircraft Type : 747, 747F, 777, Airbus



TYPE: CAR RACK¹ – VZA, VRA

Size : Fitted on PGA 20 ft. Pallet
 Max Width for Lower Car : 81" / 205 cm
 Max Centre Height for Lower Car : 59" / 150 cm
 Max Wheel Base : 312 cm
 Tare Weight : 319 kg (2 trestles: 139 kg, Platform: 180 kg)
 Weight Limitation Inc. ULD Tare Weight : 2,500 kg (Upper Car)
 9,300 kg (Max Gross Weight of Pallet)
 Loadable Aircraft Type : 747F Upper Deck
 ¹Standard car strap should be used



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- Cathay Pacific Freight Service
- Dragonair Service

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CATHAY PACIFIC CARGO & DRAGONAIR CARGO 2011 TOP AGENTS AWARD DINNER

John Slosar
(centre) Nick
Rhodes (left) and
James Woodrow
express thanks
for customer
support

史樂山(中)、
羅禮祺(左)和韋靖
感謝客戶的支持



Loyalty rewarded

答謝支持

Customers are tops with Cathay Pacific Cargo
國泰貨運感激客戶的鼎力支持

THE CATHAY PACIFIC CARGO Hong Kong Sales team held its annual Top Agents Award Dinner on 25 May at The Ritz-Carlton, Hong Kong, with more than 100 guests attending the event. Chief Executive John Slosar and Director Cargo Nick Rhodes thanked customers for their support in a challenging year. The highlight of the event was a spectacular performance by General Manager Cargo Sales and Marketing James Woodrow in his Elvis Presley outfit, together with four members of the cargo sales team.



泰貨運香港營業部於5月25日假香港麗思卡爾頓酒店舉行一年一度的最佳貨運代理頒獎禮。當晚逾100名來賓出席晚宴，國泰行政總裁史樂山和貨運董事羅禮祺致辭，感謝客戶在充滿挑戰的一年裡對我們鼎力支持。晚宴高潮為貨運營業及市務總經理韋靖化身「貓王」皮禮士利，連同四位營業部同事表演精采的舞藝。CC

John Slosar, Nick Rhodes and James Woodrow of Cathay Pacific with just a few of the more than 100 guests – including Elvis Presley

盛會有逾百嘉賓參加，國泰的史樂山、羅禮祺、韋靖與出席來賓合照；就連「貓王」也來湊湊熱鬧

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