

CARGO CLAN

QUARTER TWO 2015

Kolkata joins the Indian network

New freighter service

加爾各答加入
印度網絡



Flies to
140+
destinations
飛往逾140個航點

SPICE MIX

Your guide to
Bengali dining

香濃滋味

孟加拉美食指南



TRUCK SERVICE

Express routes to
southern China

貨車快遞

直達華南的運輸快線



Well prepared to meet the challenges ahead 做好準備迎接挑戰

Safety is our number-one priority and we are continually reviewing our procedures for the safe carriage of all cargo. After much discussion internally and with our partners, Cathay Pacific Cargo has decided to suspend the carriage of lithium-ion batteries in bulk on both passenger and freighter aircraft starting from 15 April. The suspension will be in place until improved packing and shipping requirements can be developed.

There was much discussion about lithium batteries at the World Cargo Symposium, hosted by the International Air Transport Association (IATA), which I attended in Shanghai in March. I am pleased to say that Cathay Pacific was well prepared in all three of the challenges that the Symposium outlined: movement of lithium batteries and pharmaceuticals, and paperless freight.

Cathay Pacific leads in the introduction of paperless freight processes: we are the only airline to move more than 50 percent of our shipments on e-Air Waybills. Cathay Pacific has also heavily invested to take advantage of the key growth area of pharmaceuticals.

Lower fuel prices and a recovering United States economy is good news for the industry and we are all looking forward to a better 2015 for air cargo.

我們以安全至上為首要任務，不時會檢討各類貨物的安全運送程序。經過多次內部討論，並聽取合作夥伴的意見後，國泰貨運決定由4月15日起暫停以客機和貨機大批運送鋰離子電池，直至電池封裝及安全指引更臻完善，我們才會再作安排。

今年3月，我出席國際航空運輸協會（IATA）於上海舉行的全球貨運座談會，與會人士就鋰電池的空運問題發表了不少意見。座談會提出了業界的三大挑戰——運送鋰電池、醫藥產品及無紙化貨運。我在此欣然告訴大家，國泰早已對這些挑戰做好準備。

國泰是推行無紙化空運程序的先鋒，更是全球唯一已有逾五成貨運使用電子空運提單（e-AWB）的航空公司。此外，國泰一直銳意開拓運送醫藥產品業務，隨著醫藥業急速發展，國泰也必然受惠。

燃油價格下調及美國經濟復甦均利好空運業發展，期望2015年會為空運業和大家帶來更豐碩的成果。

James Woodrow
Director Cargo
國泰貨運董事韋靖

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CARGO CLAN is published by Cathay Pacific Airways Limited, Hong Kong

BAUER
MEDIA GROUP Produced by Bauer Media Hong Kong Ltd • Unit 604-5, 6/F, 625 King's Road, North Point, Hong Kong • cathay@bauermedia.com.hk • Telephone: +852 3921 7000 • Fax: +852 3921 7099
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Printed by C & C Offset Printing Company Ltd. 14/F C & C Bldg, 36 Ting Lai Road, Tai Po, New Territories, Hong Kong 中華商務彩色印刷有限公司 香港新界大埔汀麗路36中商大廈14樓



Kolkata is India's third-largest city by GDP and one of its oldest trading ports

按本地生產總值計算，加爾各答是印度第三大城市，也是最古老的貿易港口

By Alex Frew McMillan

Direct attention

盡展潛力

LIVE MUD crabs, chilled fish and leather bags are winging their way to Asia and beyond now that Cathay Pacific has started freighter flights to Kolkata, the capital of West Bengal in the east of India, twice a week. The live seafood demonstrates Cathay Pacific's proficiency in its speciality product-shipment lines, in this case **FRESH LIFE**.

Cathay Pacific is the only carrier providing direct freighter services between Kolkata and Hong Kong, opening up a new market for inbound electronics from the Pearl River Delta in particular. Outgoing freight comes mainly in the form of leather accessories such as belts and wallets, an industry that Kolkata dominates globally, as well as auto parts and heavy machinery.

Anand Yedery, Cathay Pacific Cargo Manager for South Asia, Middle East and Africa, says: "We see the region as an underserved market with very limited capacity and hence a potential to tap into this region."

Kolkata is the third-largest city in India by GDP and, as arguably the oldest operating port in the country, has a long trade history. Its industrial base is also growing. One of India's largest steel producers, Tata Steel, has its manufacturing base in Jamshedpur, in the neighbouring state of Jharkhand. Kolkata is the gateway for trade in eastern and northeast India.

Kolkata also neighbours Bangladesh, which eastern India surrounds. Like Sri Lanka, Bangladesh has benefitted from companies that have moved low-end manufacturing such as textiles out of

Mainland China due to rising wages. Garments, zippers and buttons are key outbound cargo from Kolkata.

Cathay Pacific currently operates cargo services to 46 freighter destinations around the world, including Bangalore, Chennai, Delhi, Hyderabad and Mumbai in India. The new Kolkata service brings the number of Indian cities served by Cathay Pacific freighters to six. Delhi and Mumbai are major commercial and industrial hubs. The airline serves central India via Hyderabad, the heart of the country's pharmaceutical trade, and southern India through the tech hub of Bangalore and coastal Chennai, known as the "Detroit of India" thanks to its car-parts manufacturers.

Cathay Pacific serves Kolkata via Delhi on flights out of Hong Kong, and directly to Hong Kong from Kolkata on the return leg, using Boeing 747-400Fs. Previously, it had been serving the market through Dragonair passenger flights and via Delhi, using bonded trucks, as well as by routing cargo out of Delhi and Mumbai.

鮮

活泥蟹、冰鮮魚及皮手袋現正快速運往亞洲等地，全因國泰已開通前往印度東部西孟加拉邦首府加爾各答、每周兩班的貨運航線。運送鮮活海產足以證明國泰的特殊貨品運送方案專業可靠，尤其是專門運送鮮貨的**FRESH LIFE**服務。

國泰是唯一提供往返加爾各答及香港直航貨運服務的航空公司，開拓了輸入電子產品的新市場，尤其是來自珠江三角洲的電子產品。由於加爾各答的皮具業在全球數一數二，新航線主要的出口貨物為皮帶及錢包等皮具產品，亦有汽車組件及重型機器。

國泰航空南亞、中東及非洲地區貨運經理 Anand Yedery 說：「我們認為當地市場的貨運服務不足，運力有限，因此很有發展潛力。」

按本地生產總值計算，加爾各答是印度第三大城市，也是國內仍在運作的最古老港口，擁有悠久的貿易歷史。當地工業亦蓬勃發展。印度最大鋼鐵生產商塔塔鋼鐵集團的生產基地，便位於鄰近賈坎德邦的賈姆謝德布爾，而加爾各答正是通往印度東部及東北部的貿易門戶。

加爾各答亦毗鄰被東印度圍繞的孟加拉。由於中國內地工資成本上漲，不少從事紡織等低端製造業的公司遷離中國，令孟加拉及斯里蘭卡因而受惠，而成衣、拉鍊及鈕扣亦成為加爾各答的主要出口貨物。

國泰的貨運服務覆蓋全球46個航點，包括印度的班加羅爾、欽奈、德里、海得拉巴及孟買。新增的加爾各答航線令國泰貨運的印度航點增至六個。德里及孟買是重要的商業及工業樞紐，而國泰通過印度醫藥貿易重鎮海得拉巴，為中印度提供服務，南印度的航點則有科技樞紐班加羅爾及海岸城市欽奈。欽奈有大量汽車零件生產商，被稱為「印度底特律」。

國泰前往加爾各答的航班由香港出發，經德里中轉，回程則由加爾各答直航返港，以波音747-400F貨機運營。以往國泰透過港龍客機提供貨運服務，在德里使用保稅貨車轉運，並由德里及孟買運出貨物。**CC**

Anand Yedery feels there is untapped potential in the Kolkata freight market

Anand Yedery認為加爾各答貨運市場的潛力尚未完全發掘



By Alex Frew McMillan

Take flight

飛躍發展

Cathay Pacific's new freighter service to Kolkata is helping to grow West Bengal's myriad industries
國泰航空開辦前往加爾各答的新貨運服務，有助促進西孟加拉邦多個產業的發展

WHEN HELLMANN Worldwide Logistics found a customer based in Shanghai that wanted to ship solar cells into eastern India, it turned to Cathay Pacific. There had been no direct freight link between greater China and that part of the country, so it had previously been impossible to ship solar panels into the market cost-efficiently.

That has all changed with the introduction of Cathay Pacific Cargo's twice-weekly freighter flights into Kolkata. The Indian government is adamant it will encourage the growth of renewable energy. The new trade link opens up the eastern quarter of the world's second-most populous nation, enabling it to now ramp up business with China.

Shippers using the Kolkata-Hong Kong freight service say it is currently hard to assess demand because they are busy building up a customer base that they previously couldn't serve. As they do so, some freight forwarders say the new service could boost the entire economy of eastern India, which has lagged behind the rest of the nation.

"If you ask me, it's too new at the moment to say how it will evolve," says Manvir Singh Kochhar, the Director – Air Freight at Hellmann. "But the

opportunity is there once it stabilises. The market is there."

Hellmann sees fast fashion and vehicle parts as the main opportunities for exports out of West Bengal. Greater access to Hong Kong opens up the western hemisphere, particularly the United States, for the region and especially for new clothing lines that need to be hot on the shelves.

Meanwhile, aside from the components of renewable energy, inbound cargo from China to India mainly involves consumer electronics such as set-top boxes, voice recorders and phones. "We are still getting our mobiles into tier two and tier three cities in India," says Shabana Khan, the Vice President of Air Freight in India for DHL Logistics. "The east of India has huge potential for that. It is not a virgin market, but it is not a saturated market."

To date, mobile phones have had to make their way to the region via truck from Delhi. But with smartphone penetration now reaching down to the rural level, the demand is expanding. Mobile phones evolve so fast that airfreight service offers strong first-mover advantage for manufacturers looking to tap the new demand.

"Technology is time-sensitive," Khan says. "You need to be there at the right time, especially for festivals, when

Photo: Kolkata architecture: Getty Images. Rajeev Saxena and Shabana Khan: Rio Lam





Rajeev Saxena of Agility Logistics sees Cathay Pacific's new cargo flights to Kolkata (far left) as a catalyst for further business growth in the region

Agility Logistics的Rajeev Saxena認為國泰開辦前往加爾各答（最左圖）的全新貨運航班，將會進一步刺激區內的經濟發展

當

Hellmann Worldwide Logistics得悉一位上海客戶計劃運送太陽能電池到印度東部時，他們隨即聯絡國泰提供服務。以往大中華地區及印度東部之間並沒有直航貨運服務，因此運送太陽能板往印度市場要符合成本效益，乃是不可能的事。

不過，隨著國泰貨運開辦每周兩班前往加爾各答的貨運航班，情況全然改變。印度政府大力支持發展再生能源，這個新的貿易連接將印度東部打開，讓這個世界人口第二多國家的東部地區現時可與中國做生意。

使用加爾各答往返香港貨運服務的付運人表示現時仍難以評估需求，因他們正忙於建立先前無法服務的客戶基礎。印度東部的經濟發展落後於全國其他地區，隨著他們努力開拓客戶，一些貨運代理表示新服務可望刺激印度東部的整體經濟發展。



Shabana Khan of DHL Logistics anticipates good double-digit growth each year for inbound traffic into east India

DHL Logistics的Shabana Khan預期運往東印度的入口貨品每年有雙位數字的強勁增長

Hellmann董事Manvir Singh Kochhar說：「若你問我的話，我認為現時便說將來如何發展，未免為時尚早。不過，一俟情況穩定下來，便會有大量商機，因為市場就在那裡。」

Hellmann認為「速食」時裝及汽車零件是西孟加拉邦出口的主要貨品。能夠運送更多貨品到香港，為此地區打開了以美國為主的西半球市場，尤其是必須火速上架的全新時裝系列。

與此同時，除了再生能源的部件之外，由中國運往印度的貨物還包括電子消費產品，例如機頂盒、錄音機及電話等。DHL Logistics的印度空運部門副總裁Shabana Khan說：「我們仍在運送手提電話到印度的二、三線城市。印度東部具有巨大發展潛力。雖然並非全新市場，卻仍未飽和。」

迄今之前，手提電話須循陸路由德里運往印度東部。但隨著智能電話覆蓋率現已進入農村，需求不斷增加。手提電話的設計日新月異，空運服務能為手機製造商提供早著先機之利，讓他們可受惠於新的市場需求。

Khan說：「科技分秒必爭，你必須把握適當時機，尤其是節慶期間，人們都會捨得花錢。」她預計進口印度東部的貨量每年可以有「雙位數字的強勁增長」。

DHL使用國泰**PHARMA** **UFT** 專業服務，從印度運送生命科學產品出口。汽車及工程貨物亦佔印度出口市場的一大分額。

Hellmann也從印度運出醫藥產品，並使用國泰航機服務澳洲及東亞市場。從加爾各答出口的化學貨物必須遵從危險品處理程序，國泰貨運的**DG** **UFT** 服務大派用場，而重工業用的大型及不規則形狀金屬零件則須採用**EXPERT** **UFT** 服務。

南亞、中東及非洲地區貨運經理Anand Yedery相信，加爾各答航線為國泰拓展特



For Hellmann Worldwide Logistics' Manvir Singh Kochhar, the market for a direct freight link between Kolkata and Hong Kong is in its early stages of development

對於Hellmann貨運公司的Manvir Singh Kochhar來說，以直航連接加爾各答及香港的貨運市場，仍處於發展的初階

殊貨物運送服務提供了廣闊的發展潛力，尤其是LIVE ANIMAL **LIFT**、EXPERT **LIFT**、PRIORITY **LIFT**及DG **LIFT**危險品處理服務。從加爾各答開出的首兩班航機中，有兩成運載的貨物使用PRIORITY **LIFT**服務。

由於印度大型鋼鐵生產商塔塔鋼鐵的主要生產基地就在附近，加爾各答及附近一帶也設有不少金屬製品店，國泰因應需求開拓市場，發展運送重型機械、管道、熔爐及大型鋼板的業務，而運送這些貨物都必須在機鼻艙門裝卸貨物。國泰是唯一為加爾各答進出口貨物提供這項服務的航空公司。

貨運承包商及供應鏈專家Agility Logistics營運總監Rajeev Saxena表示，他們關注的重點並非運送的貨物。

「對我們來說，最重要的是貨運噸位。」Saxena說。他指出，一直以來，公司在每一班進出加爾各答的航機運送四至五公噸貨物。直航貨機有助智能電話加快進入印度東部，這意味著新產品可以更快推出市場，從而提升企業的競爭優勢。

Agility為由香港運往印度的電訊供應商提供「過境貨物中心」服務。他們提高在航空集裝板包裝貨物的密度，以減少體積並減省航機的「死角」，估計在貨物重量及二氧化碳碳排放方面，可以降低百分之六或以上。

Saxena也預見其他產業的增長前景。他認為國泰的貨運航班服務在西孟加拉邦只有少數競爭對手，因此國泰此項服務已可以大大刺激當地市場發展。「國泰提供這項服務，已可帶來良好的業務發展。」**CC**

Greater direct freight service to Kolkata could help boost the economy of the rest of eastern India

更快捷的直航加爾各答貨運服務可望促進印度東部其他地區的經濟增長



people tend to spend money.” She anticipates “good double-digit growth” each year for inbound traffic into eastern India.

DHL uses the Cathay Pacific PHARMA **LIFT** service out of India for life-sciences products. Automotive and engineering goods make up another large slice of the country's exports.

Hellmann also ships pharmaceuticals out of India, using Cathay Pacific to serve the Australia market as well as East Asia. Kolkata is a source of chemical cargo that requires dangerous-goods handling and the DG **LIFT** service, and large pieces of odd-size metal components for heavy industry that require EXPERT **LIFT**.

Anand Yedery, Cathay Pacific Cargo Manager for South Asia, Middle East and Africa, believes Kolkata offers plenty of potential for Cathay Pacific to develop its speciality product-lift lines, in particular LIVE ANIMAL **LIFT**, EXPERT **LIFT**, PRIORITY **LIFT**, and DG **LIFT** for dangerous goods. On the first two flights out of Kolkata, 20 percent of the cargo uplift fell under PRIORITY **LIFT**.

With leading Indian steel producer Tata Steel's main manufacturing base nearby and a flourishing number of metalwork shops in and around Kolkata, Cathay Pacific has carved out a business for heavy machinery, pipes, furnaces and steel slabs of unusual

sizes, all of which require nose-door loading and unloading. Cathay Pacific is the only airline to offer such a service into and out of Kolkata.

Rajeev Saxena, the Chief Operating Officer of Agility Logistics, is unconcerned with the goods that the freight consolidator and supply-chain specialist is shipping.

“For us, it's the tonnage that matters,” Saxena says, noting that the company consistently takes up four to five tonnes on every flight into and out of Kolkata. The direct flights allow quicker imports on smartphones into eastern India, which means new products get to that market quicker, giving those companies an edge.

Agility has set up a “Goods in Transit Center” with a global telecommunications provider to help optimise shipments out of Hong Kong and Mainland China into India. By packing goods more densely on air pallets to reduce volume and cut back on “dead space”, it calculates it saves six percent or more on cargo weight and carbon-dioxide emissions.

Saxena sees scope for growth in other industries. With few competitors running freight to West Bengal, Cathay Pacific's presence alone will boost the local market by serving it, he feels. “The fact that Cathay Pacific is doing it will lead to good business.”

Bengali food is known for
its subtle use of spices

孟加拉菜並不倚重香料

By Soumitra Das

Local hero

家鄉滋味

Amid Kolkata's diverse food culture,
the region's own Bengali cuisine is
now capturing foodies' attention
在加爾各答，各國美食百家爭鳴，
地道的孟加拉菜亦不甘人後

THE FIRST book of Bengali
cooking appeared in
1900, when Pragyasundari
Devi (the wife of Indian
literary giant Lakshminath
Bezbaroa) compiled recipes handed
down through generations and had
them published in an impressive
volume, *Aamish O Niramish Ahar*. The
meals detailed in the book required
elaborate processes that would
become simpler with the advent
of modern machinery such as food

processors and microwaves. What
has stayed the same, however, is the
idea of not discarding anything that
is edible. Much like the West's current
trend of nose-to-tail eating, Bengali
cooking often calls for the use of all
animal and vegetable parts, including
the heads and tails of fish, as well
as the stems, leaves and peel of
vegetables. And there is a lot to enjoy
in the region: with plenty of fertile
farmland, a network of waterways
and the seasonal monsoon, Bengal

史上第一本孟加拉烹飪書於1900
年面世。當時印度大文豪
Lakshminath Bezbaroa的妻
子Pragyasundari Devi將代代
相傳的食譜匯集成書，編製成
厚厚的一本《Aamish O Niramish Ahar》。
書中的菜式工序繁複，幸好有攪拌機及微波爐
等現代廚房小家電的出現，總算能將步驟簡
化，唯始終不變的是不能浪費任何食材的原
則。孟加拉菜跟西方時興的「從頭吃到尾」零
浪費的環保飲食概念相似，力求用盡動物及蔬
菜的所有部分，例如魚頭、魚尾，以至蔬果的
莖、葉及皮等。孟加拉美食豐富多姿，農地遼

produces a wide variety of vegetables and fish year-round.

As for condiments, *panch phoron* has been the taste of choice from Pragasundari's time. A mix of cumin, nigella, fenugreek, aniseed and mustard seed, the spice blend is fried and added either at the beginning or the end of the cooking process, imparting flavour to even the simplest dishes. That said, Bengali cuisine is generally not heavy on spices or seasoning and is admired for its subtlety. Braising, steaming and frying and roasting are common preparation methods, so mastery of Bengali cooking requires a variety of skills.

Muslim cooking began to influence Bengali cuisine more than a century ago, introducing onions, garlic and fowl into diets that might otherwise exclude these ingredients based on Hindu practices. Today, the rich, meat-heavy kebab, kalia and korma are Bengali staples. The adoption of foreign cuisine is a long tradition in the region, thanks to the multicultural history of its main city, Kolkata, where popular dishes include Nepalese dumplings, an adaptation of Armenian dolma, Southeast Asian curries and Chinese fried noodles. Bengalis tend to have a sweet tooth, and the most representative desserts are sweetened yoghurt (*mishti doi*), dumplings in syrup (*rasgulla*) and melt-in-your-mouth *sandesh*, created with sugar and milk or cheese.



Bengali cuisine is generally not heavy on **spices** or **seasoning** and is admired for its **subtlety**

孟加拉菜一般不倚重**香料**或**調味**，以**清淡**為上



Lamb korma (left), bhetki (barramundi) in spices (below far left) and the sweet sandesh (below left) are all typical Bengali dishes

燉羊肉（左圖）、香辣鱸魚（下圖最左）及甜品sandesh（下圖左）均是典型的孟加拉美食

闊肥沃，水路縱橫，加上雨季的潤澤，使當地全年都出產種類繁多的蔬菜及魚類。

調味品方面，孟加拉混合香料panch phoron從Pragyasundari的年代開始已經是佐料首選。它由小茴香、黑草種子、葫蘆巴、茴香籽及芥菜籽混合而成，炒熟後，在剛下鍋或已煮好的菜餚中加入調味，即使是最簡單不過的菜式亦會變得美味無窮。儘管如此，孟加拉菜一般不倚重香料或調味料，以清淡為主。由於孟加拉菜燉、蒸、煎及烤等均有，所以要好好掌握孟加拉菜，就需要精通各種各樣的技巧。

回教烹飪方法於百多年前為孟加拉菜帶來改變，引入了在印度教飲食中不會使用的洋蔥、蒜頭及家禽。今時今日，加入大量肉類的烤肉、羊肉及燉肉都是孟加拉菜的主食。由於孟加拉大城市加爾各答的歷史擁有多元文化，所以該地長久以來習慣從外國菜式中取材。著名孟加拉菜式尼泊爾餃子，便糅合了亞美尼亞葡萄葉卷、東南亞咖喱、中式炒麵三大元素。孟加拉人亦是嗜甜一族，而最具代表性的甜品除了甜乳酪mishti doi及浸著糖水的湯圓rasgulla之外，還有入口即化、用砂糖及牛奶或芝士製成的sandesh。

Rasgulla (dumplings in syrup) satisfies Bengalis' sweet tooth

Rasgulla（浸著糖水的湯圓）定能滿足嗜甜、喜歡孟加拉美食的饕客



Photos: These pages: Alamy/Argusphoto. Previous page: Getty Images

FIND BENGALI FOOD 尋訪孟加拉美食

It was once said that Bengali food is only available at home. But authentic Bengali fare is getting easier to come by in restaurants nowadays, giving gastronomes the chance to enjoy this varied cuisine.

Aaheli

With branches at The Peerless Inn, Kolkata and Axis Mall in Rajarhat New Town, Aaheli was one of the first Kolkata restaurants to heed the growing interest in traditional Bengali cuisine.
www.peerlesshotels.com

6 Ballygunge Place

Traditional fare served in a beautiful house built a century ago.
www.savourites.in

Oh! Calcutta

Innovative food in a nostalgic setting. The menu includes Anglo-Indian stuffed crepes and chicken cooked with green chillies.
www.facebook.com/ohcalcuttasrl

Bohemian

Serves Bengali fusion food using only local produce.
www.chefjoybanerjee.com

Fish Fish

A seafood restaurant (no other meat is served) offering a wide variety of fish cooked with traditional methods.
+91 33 4060 5500

Kewpie's

A Bengali family restaurant serving favourite Kolkata dishes.
www.kewpieskitchen.com

Calcutta Walks

Among this company's many tours

are food-themed excursions to sample cuisine around the city.
calcuttawalks.com

從前孟加拉美食只有在當地人家中才能品嚐得到。可是時至今日，許多餐廳都提供正宗孟加拉菜，讓饕客有機會享受到包羅萬有的孟國佳餚。

Aaheli

Aaheli於加爾各答的Peerless Inn酒店及Rajarhat New Town的Axis Mall商場均設有分店，為首批主打傳統孟加拉菜的加爾各答餐廳，以迎合日趨流行的傳統菜熱潮。
www.peerlesshotels.com

6 Ballygunge Place

餐廳本身是一間美輪美奐的百年建築，為顧客奉上傳統孟加拉美食。
www.savourites.in

Oh! Calcutta

餐廳環境洋溢懷舊風情，料理卻相當創新，菜式包括英印風味餡餅及青椒煮雞。
www.facebook.com/ohcalcuttasrl

Bohemian

僅選用當地食材，炮製孟加拉融合菜式。
www.chefjoybanerjee.com

Fish Fish

這家海鮮餐廳（不賣其他肉類）呈奉各式各樣以傳統手法烹調的魚類菜式。
+91 33 4060 5500

Kewpie's

孟加拉家庭式餐廳，主打加爾各答最受歡迎的菜式。
www.kewpieskitchen.com

Calcutta Walks

這家旅行社提供的旅行團不乏美食團，讓旅客遍嚐加爾各答市內各種美食。
calcuttawalks.com CC

Star of India 印度之星

The commercial and financial hub of East India, thriving Kolkata is regarded as the country's cultural and intellectual capital

繁華的加爾各答是印度東部的商業和金融中心，被視為全國的知識及文化之都



Mullik Ghat flower market near the Howrah Bridge, sells garlands of marigolds used in religious and social functions

鄰近豪拉大橋的Mullik Ghat花市出售用於宗教儀式及社交場合的金盞花花環

Many of Kolkata's taxis are the distinctive Hindustan Ambassadors, the first car to be manufactured in India

很多在加爾各答服務的計程車，都是首款在印度製造的車子：

Hindustan Ambassador





The Victoria Memorial Hall, a mix of British and Mughal architectural styles, was a tribute to the recently deceased queen

維多利亞紀念堂糅合英國及蒙兀兒建築風格，當年是為了紀念逝世的女王而興建

Kailighat Kali temple (below), dedicated to the Hindu goddess Kali, was built on the bank of the Hooghly River, which has since changed its course

迦梨女神廟（下圖）供奉印度教女神迦梨，建於胡格利河的河畔，但河流及後已改道

The *dupatta* is a shawl or scarf worn by Indian women

印度婦女穿戴的圍巾或頭巾稱為dupatta





Lindsay Street clock tower
in the central Kolkata
neighbourhood
of Chowringhee

位於加爾各答中部
Chowringhee社區
林賽街的鐘樓

The great game: cricket
played on the Maidan, the
largest park in Kolkata

精采比賽：在加爾各答最大公園
Maidan內，可見人們
在進行板球賽





Rickshaws (above and right) are still used in Kolkata, especially during the monsoon season when the city floods

人力車（上圖及右圖）仍然是加爾各答的交通工具，特別是季風季節市內出現水浸的日子

Cookies and biscuits in the New Market in Lindsay Street

在林賽術新市場售賣的曲奇餅及餅乾



Photos: Clock tower: Alamy/Argusphoto. Others, and previous pages: Getty Images

Faster & fresher 鮮貨速運

A new value-added service by Cathay Pacific allows shipments to be shipped to mainland China via Hong Kong in a speedier and more convenient manner

國泰的新增值服務令經香港轉口貨物至中國內地更快捷方便

FREE TRADE Agreements are international treaties that remove barriers to trade and facilitate stronger commercial ties, contributing to increased economic integration between the participating countries.

China has signed Free Trade Agreements with several countries, which allow free import duties into China for agreed commodities, but these conditions generally only apply when shipping on a direct flight from the point of origin into China.

With Hong Kong as a transit hub, Cathay Pacific can apply for a Certificate of Non-Manipulation (CNM) on behalf of its cargo customers. The CNM allows shipments to enjoy the same import-duty benefits as direct flights from Free Trade Agreement countries.

In Hong Kong, the China Inspection

Company Limited inspects, tests, certifies and appraises the shipments.


In the past, when a transit shipment arrived in Hong Kong en route to Mainland China, the documentation had to be couriered to the China Inspection Company's head office for approval. The CNM form would not be able to accompany the shipment on the same flight to the mainland and the consignee would have to pay full duty and seek a refund later – a process that could take from two weeks to six months.

However, the China Inspection Company has leased office space at the Cathay Pacific Cargo Terminal operated by Cathay Pacific Services Limited and can authenticate the Certificate of Origin and issue the CNM form from Hong Kong International Airport.

This process has several advantages. "If the shipment can be processed in

time and the Certificate of Origin can be authorised and sent with the shipment to China, the importer can clear customs and enjoy the favourable tax benefit immediately, the same as a direct carrier," says Jack Lo, Cargo Product and Marketing Manager at Cathay Pacific Cargo.

This avoids the additional time-consuming process of having to recover the import duty, but also improves the cash flow of the importer.

"With Cathay Pacific and Dragonair's extensive China schedule, our network would be able to allow shipments – especially **FRESH**  products – to meet the timing requirements for market distribution. It also allows the importer to benefit from the import duty condition," says Jack.

Another value-added service offered by the China Inspection Company is the





Certificates of Non-Manipulation allow goods transiting Hong Kong to Mainland China to enjoy the same import duty benefits as direct flights from Free Trade Agreement countries, while Inspection Certificates can speed up quarantine procedures

未再加工證明讓經香港轉運至內地的商品，能享有跟已簽訂自由貿易協定國家的直航貨物同樣的進口關稅優惠；檢驗證明則有助加快檢疫程序

granting of approval of the Inspection Certificate. Shipments that need to reach the market swiftly could be subject to quarantine inspection when they reach China, which could lead to delays. Cathay Pacific now offers a service where it applies for an Inspection Certificate, a document recognised by the China Inspection and Quarantine Services (CIQ), which provides evidence that the shipment has been safely protected and managed during the transit via Hong Kong and that the handling is in a Customs bonded environment.

The Inspection Certificate approval can be emailed to the destination before the shipment arrives, speeding up the quarantine clearance requirement and expediting its release. Imports of chilled meat, leather, live seafood, fruits and vegetables can benefit from the application of the Inspection Certificate.



由貿易協定為國際條約，作用是消除貿易障礙及鞏固商務聯繫，促進參與國家之間的經濟融合。

中國已跟多個國家簽訂自由貿易協定，容許協議認明的商品能免關稅進口至中國，但條款一般只適用於從出口地以直航運送到中國的貨物。

國泰藉著香港作為中轉樞紐的關係，能代表貨運客戶申請未再加工證明（CNM）。有了這證明，商品就能跟簽訂自由貿易協定國家的直航貨物一樣，享受免進口關稅優惠。

以往，如果進口商要將貨物經香港轉運到中國，必須將CNM遞交到中國檢驗有限公司總部審批。鑑於CNM表格無法隨貨物於同一航班一同運送，收貨人須先支付全部關稅，之後再申請退款，整個程序需時兩週至六個月不等。

現在，中國檢驗有限公司已於國泰航空服務有限公司營運的國泰航空貨運站租用辦公室，因此可於香港國際機場鑒定產地來源證，以及簽發CNM。

國泰貨運產品及市務經理羅錦彪表示，新流程有多個好處。他說：「如果貨物能夠及早處

理，而產地來源證亦能獲批隨同貨物運送到中國內地，那麼進口商就能跟直航貨運一樣，在清關時可立即享受稅項優惠。」

新流程能夠節省申請退回進口關稅的額外時間，從而改善進口商的現金流。

羅錦彪指出：「國泰及港龍前往中國的航班頻密，網絡龐大，有助貨物趕及市場分銷的時限，尤其是 FRESH ^{UPT} 所運送的鮮貨。進口商亦可享受免進口關稅的優惠。」

中國檢驗有限公司提供的另一項增值服務則是批出檢驗證明。有些貨物需要盡快送往市場銷售，但入境中國時或因接受隔離檢疫而導致延誤。國泰現已推出新服務，協助申請獲中國檢驗檢疫局（CIQ）認可的檢驗證明。新服務為貨物提供證據，證明於香港轉運途中得到安全的保護及管理，而且整個貨物處理過程均在保稅區內進行。

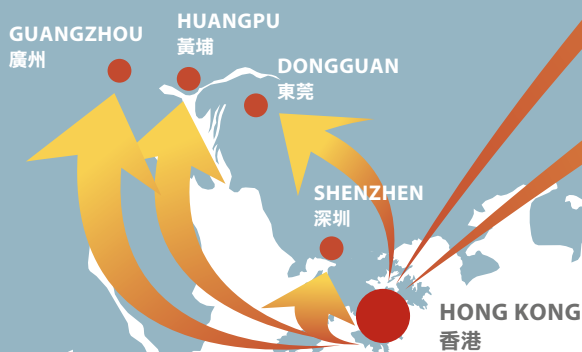
檢驗證明的許可文件可於貨物抵達前電郵至目的地，這樣就可加速隔離檢疫程序，令貨物能更快推出市場。進口至內地的凍肉、皮革、鮮活海產、水果及蔬菜，均可藉申請檢驗證明而受惠。CC

On the fast track

貨車快遞

An express trucking service links the Cathay Pacific air cargo network with key cities in southern China

貨車快運服務將國泰的空運網絡連接華南主要城市



THE CATHAY PACIFIC Cargo network has been expanded with the addition of CPSL's newly added service – Cross Border Express (CBX) – connecting the Cathay Pacific Cargo Terminal at Hong Kong International Airport (HKIA) and strategic cities in Southern China.

Shippers can avoid the congested trucking lanes at the Hong Kong-China border crossings at Shenzhen Bay Port and Huanggang-Lok Ma Chau control point as the bonded trucks will pass through the “Green Lane” under the special transshipment facilitation scheme of the Hong Kong and China Customs departments.

CBX currently provides daily

scheduled services between Hong Kong and Chinese ports including Dongguan, Fuzhou, Guangzhou, Huangpu, Shenzhen and Xiamen. Services to other parts of China can be provided on request. A recent shipment of New Zealand milk powder destined for Haikou on Hainan was flown from Auckland to Hong Kong then trucked to Shenzhen. It was re-bonded in Shenzhen because Haikou is not on the scheduled daily service, but it was swiftly on its way to Hainan via a vehicular ferry.

The service extends the reachable catchment area for shipments beyond the airport region to more remote manufacturing locations.

The CBX service provides a seamlessly end-to-end integrated process involving cargo sorting, truck loading, cross-border document preparation, Customs declaration,

truck sealing and truck unloading at bonded depots, as well as informing the consignees for document and cargo collection.

The CBX truck fleet includes standard eight-tonne trucks with 40-foot containers, flat-top trailers and air-rider trailers and can carry general, temperature-sensitive, over-weight, Unit Load Device-loaded, and odd-sized cargo. Other special shipments can also be accommodated. The maximum dimensions for shipments are 300 centimetres in width and 400 centimetres in height.

Major advantages of the express truck service include the flexibility in handling most kinds of cargo, including general odd-size/over-weight and temperature-sensitive shipments, and the visibility of the shipments and security provided by the GPS e-lock.

The GPS e-lock means the operation is custom-bonded with full visibility



CPSL's Cross Border Express trucking service enables fast and efficient access between Hong Kong and cities in southern China by simplifying customs procedures
國泰航空服務的跨境快運貨車服務簡化過關程序，令香港往返華南主要城市的貨運可以更快及更有效率

over every step of handling during transportation. The e-lock is a radio-frequency identification-based (RFID) technology that improves the security and visibility of the customs process for cargo passing across the border. In conjunction with the Green Lane, it means trucks do not have to go through the conventional customs clearance procedure at Huanggang.

The CBX process complies with the International Air Transport Association's (IATA) Cargo 2000 (C2K) requirements and every procedure, from departure and cargo loading to arrival, is updated in real-time on the airline's system and can be tracked by the client. Cargo 2000 is the IATA initiative to unify end-to-end paperless procedures in the industry.

The timing of delivery is subject to the location of cities and varies from two hours to Shenzhen Airport, four hours to Guangzhou Airport, and within 16 hours to Fuzhou Airport.



泰貨運擴展網絡，通過國泰航空服務（CPSL）新增的跨境快運（CBX）服務，連接位於香港國際機場的國泰航空貨運站與華南地區的策略性城市。

在中港海關的聯運轉運貨物便利計劃下，保稅貨車可以使用綠色通道過關，有助付運人避開深圳灣口岸及落馬洲皇崗管制站的冗長通關車龍。

CBX目前每日提供定時服務，由香港往返中國多個口岸，包括東莞、福州、廣州、黃埔、深圳及廈門，亦可按要求運貨至中國其他地方。早前一批由紐西蘭運往海南省海口的奶粉，便是先從奧克蘭空運到香港，再以貨車運到深圳。由於海口並不在每日定時貨車服務的範圍之內，所以貨物先轉運深圳，再經汽車渡輪迅速送抵海南。

CBX服務將貨物可送抵的範圍，由機場範圍擴大至較偏遠的生產地區。

CBX提供一氣呵成的點對點綜合物流服務，包括貨櫃分類、貨車裝貨、準備跨境文件、報關、密封貨車、於保稅區卸貨，以及通知收貨人接收文件及貨物。

CBX的貨車隊包括配備40呎貨櫃的標準八

噸貨車、平頂拖車及防震拖車，除了運送一般貨物，也能運送需要恆溫的貨物、超重貨物、集裝箱及特別尺寸的貨櫃，亦可承接有特別要求的貨運。最大的貨物尺寸為闊度300厘米及高度400厘米。

貨車快運服務的最大優點，是能夠靈活處理大部分類型的貨物，包括一般的特別尺寸/過重貨物及需要恆溫的貨物。貨車的電子鎖備有衛星定位系統，能提升對貨運及保安的監察。

配備衛星定位系統的電子鎖，令整個保稅物流過程中，每個程序均可一目了然。電子鎖採用無線射頻識別技術（RFID），令貨物過境辦理海關程序時，可以更加安全及更容易查察。配合使用綠色通道，貨車就不用經過皇崗口岸的一般過關程序。

CBX服務流程符合國際航空運輸協會（IATA）的Cargo 2000（C2K）標準，貨物由出境、裝貨以至抵步的所有程序，均於國泰航空的系統實時更新，客戶可隨時隨地查看。Cargo 2000由IATA推行，旨在統一航空貨運業界的點對點無紙化程序。

貨運時間按目的地城市而定，到深圳機場需時兩小時，廣州機場需四小時，前往福州機場則於16小時內送達。CC

Made in Germany

德國製造

New passenger route to Germany's industrial powerhouse Düsseldorf extends the Cathay Pacific network
國泰開辦飛往德國工商重鎮杜塞爾多夫的客運航線，進一步拓展飛行網絡



WHEN YOU SEE the words “Made in Germany” on a product, there is a good chance it came from the German state North Rhine-Westphalia (NRW), the export powerhouse of the country.

Düsseldorf is the capital of the region, which produces 22 percent of Germany's GDP and about 20 percent of German exports from major industries such as pharmaceuticals and healthcare, chemical, automotive and heavy industrial manufacturing. Many global companies have their European headquarters in NRW or are based there. It is these industries that the Cathay Pacific Cargo team will be targeting for the four-times-weekly passenger service to Düsseldorf that starts on 1 September.

Michael Spiegel, Cargo Manager, Germany, says that engineering is the biggest industry sector in NRW, with about 1,600 companies, mainly SMEs manufacturing machine tools, elevators, conveyor systems, and machines for the textile, clothing and food industries.

“The products of those industries are exactly the cargo we are targeting – pharmaceutical and healthcare shipments, chemicals and dangerous goods, steelware and products, machineries and automotive parts, just to name the most important,” he says.

Cathay Pacific already flies to Frankfurt in Germany but Michael says: “With the new service we have the opportunity to offer shippers and forwarders a nonstop flight to Hong Kong with connections to our extensive network in Asia and Southwest Pacific. It offers faster connections on a lower cost base, as no trucking to Frankfurt is required for lower deck cargo.”

Michael says inbound cargo to Düsseldorf and its surrounding area plays an important part because many Chinese and Japanese companies are based in the area. “In fact, Düsseldorf is the home of the largest Japantown in Germany. Düsseldorf will be a destination for air cargo out of Japan as well as for many shipments originating in China.”

Cargo handling will be contracted to a reliable, experienced handling agent, and sales and reservations

as well as supplier management will be carried out by the existing Cathay Pacific team in Frankfurt.

Michael says the German economy is doing well. “It is the strongest in Europe and also the healthiest. The GDP grew in 2014 by 1.6 percent, the inflation was at 0.9 percent and the unemployment rate at 6.8 percent. German exports are still a core driver of the GDP growth, which will ultimately help us to make the new Düsseldorf services a success.”

He says there is great potential for almost all the Cathay Pacific Cargo specialist products. “The large pharma industry will be even more targeted with our PHARMA **LIFT** product and the same applies for **LOG LIFT** and **EXPERT LIFT** – as long as it can be transported in a Boeing 777. If maindeck transport is required, we can still offer our seven weekly freighter flights ex Frankfurt, which will still be linked by regular trucking services.

“The sales team has already started to promote the new nonstop service Düsseldorf-Hong Kong, and the market is eager to put its shipments onto our planes from September onwards.”



不說不知，不少印有「德國製造」的產品都是來自同一個地方——德國出口重地北萊茵-威斯特法倫州（NRW）。

杜塞爾多夫是NRW的首府，其經濟貢獻佔德國的國內生產總值22%。當地的醫藥及健康用品業、化工業、汽車業和重工業等主要工業的出口量，也佔德國總出口量約20%。此外，許多跨國公司選擇在NRW設立歐洲總部，有些甚至會直接將公司總部設在NRW。

由9月1日起，國泰航空每周將會有四班直航客機往返香港和杜塞爾多夫。國泰貨運團隊也會向當地上述主要工業提供專業穩妥的空運服務。

國泰航空德國貨運經理Michael Spiegel指出，NRW約有1,600間公司從事機械工程相關業務，當中大部分是中小企業，主要生產機床、升降機、輸送帶系統，以及布廠、製衣廠和食品廠相關機器，是州內規模最大的工業。

他說：「當地業者生產許多醫藥及健康用品、化學品和危險品、鋼具、機器和汽車組件等，種類繁多，他們正是我們的目標客戶。」

國泰目前有飛往法蘭克福的定期航班，但Michael表示：「增加新航點後，託運人和貨運代理便可以直接將區內的貨物從NRW運到香港，還可以利用我們龐大的運輸網絡，把貨物轉運至亞洲和太平洋西南部的各個航點。所有可以經客機腹艙運送的貨物，無須再經陸路運到法蘭克福，運送時間自然更短，成本也更低。」

Michael表示，入口至杜塞爾多夫及鄰近地區的貨物量也不容小覷，因為當地有不少華商和日商開設的公司。他說：「事實上，杜塞爾多夫是全德國最多日本人聚居的地方。相信未來會有不少貨物會從日本和中國運到杜塞爾多夫。」

屆時貨運安排會由可靠且經驗豐富的公司代辦，銷售、預約及供應管理則會由現時的國泰貨運法蘭克福團隊負責。

Michael指德國整體經濟表現優秀：「它是全歐洲最強、最穩健的經濟體。2014年，德國國內生產總值成長了1.6%，通脹率為0.9%，失業率則為6.8%。出口貿易依然是帶領國內生產總值成長的火車頭；我們在杜塞爾多夫的空運服務，前景極為樂觀。」

Heavy metal: Production line of Mercedes-Benz vans in the Düsseldorf Daimler factory (left) and the Neuer Zollhof building complex in Düsseldorf, designed by architect Frank Gehry

工業重鎮：平治汽車位於德國杜塞爾多夫的戴姆勒車廠（左圖），以及同樣位於杜塞爾多夫、由建築師Frank Gehry設計的Neuer Zollhof建築群

他說，幾乎所有特殊貨物運送服務在當地都有不俗的發展潛力。「規模龐大的醫藥業自然會對我們的PHARMA **UFT** 服務有興趣，DG **UFT** 和EXPERT **UFT** 亦是如此；只要貨物能夠運上波音777航機，均可直接運往香港。如果貨物太大需要以主貨艙運送，仍可以貨車將貨品運至法蘭克福，再由每周七天運作的貨運航班送到目的地。」

「銷售隊伍已經開始推廣往返杜塞爾多夫和香港的直航貨運服務，市場反應不錯，客戶從9月會開始付運相關貨物。」 **CC**

Cathay Pacific Cargo schedule for Hong Kong (HKG)–Düsseldorf (DUS)

國泰貨運香港（HKG）－杜塞爾多夫（DUS）航線時間表

Routing 航線	Flight No. 航班編號	Depart 啟程時間	Arrive 抵達時間	Day of the week 運營日子
Hong Kong 香港 – Düsseldorf 杜塞爾多夫	CX375	00:50	07:15	Monday, Tuesday, Thursday, Saturday
Düsseldorf 杜塞爾多夫 – Hong Kong 香港	CX376	13:20	06:35 +1	星期一、星期二、星期四、星期六

Up to the challenge

面對挑戰

Cathay Pacific Cargo is deeply involved in the three major challenges facing the air-cargo industry

國泰貨運積極投入應對航空貨運業的三大挑戰



Paperless freight 無紙貨運

THREE TOPICS of critical importance to the air-cargo industry were highlighted at the 9th World Cargo Symposium, hosted by the International Air Transport Association (IATA) in Shanghai in March.

The final communiqué from the symposium called for further action on paperless freight processes, a focus on global handling standards for pharmaceutical freight, and tough action to ensure the continued safe transportation of lithium batteries.

Cathay Pacific had robust responses to the three industry-wide challenges outlined by IATA, said Director Cargo James Woodrow, who attended the symposium and also chairs IATA's Cargo Committee.

James said that transitioning to paperless freight processes was an area led by Cathay Pacific since day one. "We are the only airline to move more than 50 percent of our shipments on e-Air Waybills (e-AWB). We'll continue to push ahead this year to ensure that we stay ahead."

In 2014, the industry exceeded 24 percent global e-AWB penetration, largely due to enhanced collaboration across the air-cargo chain and with customs authorities. The industry aim is 45 percent e-AWB penetration in 2015 and 80 percent in 2016.

IATA's Director General and CEO, Tony Tyler, said a growing number of routes around the world now had the necessary regulatory approval, including Shanghai from November 2014. "We still have work to do to help businesses transition, but there has been a big change in the mentality of the industry," he said. "We can now look ahead and plan for the digitisation of other air-cargo documents, through a collaborative industry approach."

The symposium was told that global handling standards for pharmaceutical goods were an essential step towards air cargo improving its share of the US\$60-billion-a-year pharmaceutical logistics market.

James said that pharmaceutical freight and the specialist product

PHARMA **UP** was a key growth area for Cathay Pacific. "Investment in the Cathay Pacific Cargo Terminal shows our commitment to the cargo business. Our European team has been taking a leading role in this area and we're now aggressively pursuing pharmaceutical business across the network."

IATA has developed a new initiative, the Centre of Excellence for Independent Validation in Pharmaceutical Logistics (CEIV Pharma). CEIV Pharma assesses and validates cool-chain processes and provides training to guarantee that they comply with all applicable standards and regulatory requirements.

The continued safe transportation of lithium batteries remained a key concern for the industry, the symposium was told.

While robust regulations and guidance existed, these were not being fully adhered to by all shippers. China is the largest producer of lithium batteries and therefore a key market.



Pharmaceuticals 醫藥

James said that Cathay Pacific, after reviewing the available information and carrying out in-depth discussions in industry forums, had decided to suspend the carriage of lithium-ion batteries in bulk on both passenger and freighter aircraft starting from 15 April, 2015.

The suspension will be in place until improved packing and shipping requirements can be developed.

"Safety is our number-one priority and we are continually reviewing our procedures for the safe carriage of all cargo," said James.

"Shippers have the responsibility to properly identify, classify, declare, mark, label and pack their consignments for air transportation, and Cathay Pacific as an airline takes the responsibility to properly accept, store, load and inspect all dangerous goods accepted.

"We'll continue to work with global regulators to ensure that shippers meet their responsibility and that any failure is severely punished."



Lithium batteries 鋰電池



際航空運輸協會 (IATA) 3月在上海舉行第九屆全球貨運座談會，討論航空貨運業三大重要議題。

座談會的最後公報敦促業界進一步推行無紙化貨運流程、提升全球醫藥品貨運的處理標準，以及加強措施確保鋰電池的運送安全。

出席座談會並擔任IATA貨運委員會主席的國泰貨運董事韋靖表示，國泰積極回應了IATA提出的三項業界挑戰。

他又說，國泰在推行無紙化貨運流程方面一直手執牛耳，「我們是唯一有逾半數貨運採用電子空運提單 (e-AWB) 的航空公司。我們今年將繼續朝這方面努力，確保繼續領先同行。」

2014年，全球使用電子空運提單的比例已超過24%，主要因為航空貨運業加強與海關合作。業界致力於2015年將電子空運提單的使用率提升至45%，並期望2016年可增至八成。

IATA理事長及行政總裁湯彥麟說，全球愈來愈多航線獲得所須的監管批核，包括自2014年11月起的上海航線。他表示：「儘管業界轉型還有許多工作需要處理，但大家的思維模式已經出現重大變化。通過業內人士的攜手合作，我們現在已可以以前瞻未來，進一步將其他航空貨運文件電子化。」

醫藥品的物流業務每年營業額達到600億美元，為了增加航空貨運業在市場的佔有率，座談會上提出必須提升醫藥品的處理標準。

韋靖表示，醫藥品貨運及特殊貨物運送方案 PHARMA **UFT** 是國泰的主要增長領域。他說：「國泰航空貨運站的落成表明我們發展貨運業的決心。國泰的歐洲貨運團隊在處理醫藥品貨運方面一直獨佔鰲頭，現時有需要將這項業務積極擴展至整個貨運網絡。」

IATA已推出全新的獨立醫藥物流驗證中心 (簡稱CEIV醫藥)，評估及確認冷凍鏈流程，並提供培訓，確保流程符合所有適用的標準及法規要求。

運送鋰電池的安全措施一直備受業界關注，與會人士在座談會上表達繼續關注有關問題。

雖然現存法規及指引健全，但並不是所有付運人都有認真遵守和執行。中國是全球最大的鋰電池生產商，因此也是最重要的市場。

韋靖表示國泰檢視過所有資訊，並在座談會上作出深入討論後，決定由2015年4月15日起暫停在客機及貨機上大量運送鋰離子電池。

在包裝及付運要求得到改進之前，有關措施會一直生效。

韋靖續道：「安全是我們的首要考慮，會持續檢視所有貨物的運送流程，以策安全。」

「付運人有責任為付運的貨物提供正確的說明、分類、報關、標記、標籤及包裝，國泰作為航空公司則負起正確交收、儲存、裝載貨物的責任，並檢查所有接收的危險品。」

「我們將繼續與全球各地的監管部門合作，確保付運人克盡己責，嚴懲任何疏失。」 **CC**



Qualified Envirotainer Provider accreditation means a port has the proper processes and resources in place to handle Envirotainer shipments

獲頒合資格Envirotainer供應商認證表示該航點具備完善的運作程序及資源配套，能妥善處理經Envirotainer集裝箱裝載的貨物

Qualified to handle

專業資格

Cathay Pacific Cargo ports gain cold-chain accreditation
國泰航點已獲頒QEP認證

SEVERAL Cathay Pacific Cargo ports have been accredited as a Qualified Envirotainer Provider (QEP) by Envirotainer, the specialist supplier of cold-chain logistics solutions.

Envirotainer developed the QEP Programme at the request of shippers of healthcare products to acknowledge transport-service providers that are capable of properly managing shipments using its containers.

Accreditation as a Qualified Envirotainer Provider demonstrates that the Cathay Pacific port has complied with current industry Good Distribution Practices standards and

has demonstrated that it has adequate training, organisational structure, processes and resources.

The accreditation also means that the particular station has the proper facilities and equipment to handle and store Envirotainer containers.



泰貨運數個航點已獲提供專業冷凍鏈物流方案的Envirotainer公司，認證為合資格Envirotainer供應商（QEP）。

Envirotainer是應醫療保健品託運人的要求，訂立QEP資格認證計劃，為採用Envirotainer集裝箱妥善運送貨物的貨運服務供應商提供認證。

能夠獲認證為合資格Envirotainer供應商的國泰航點，顯示該航點符合業內現行的優良運銷規範，並具備充足的培訓、健全的組織架構、運作程序，以及資源配套。

同時，這項認證亦證明該貨運站配備完善的設施及裝備，能夠妥善處理和存放Envirotainer集裝箱。**CC**

Implementation process 認證程序

The QEP implementation process is specified by Envirotainer and requires Envirotainer approval of several stages before accreditation is granted.

Envirotainer為QEP認證訂立指定的執行政序，並須在數個階段通過Envirotainer批核，才會頒發認證

Program Clarification & Planning 項目說明及規劃	Gap Analysis & Development 差距分析及發展	Implementation & Training 執行及培訓	Internal Review & QEP Audit 內部檢討及QEP稽查	Accreditation & Compliance 認證及遵守協議
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Cathay Pacific has entered into a five-year agreement to outsource the supply and management of its ULDs to CHEP Aerospace Solutions

國泰航空已把集裝箱設備的供應及管理外判予CHEP Aerospace Solutions，協議為期五年

Brand new 全新標誌

Cathay Pacific Cargo customers will see a new logo on the airline's Unit Load Devices

國泰貨運的集裝箱設備將印上全新標誌

CATHAY PACIFIC Cargo has outsourced the supply and management of its Unit Load Devices (ULD) and pallet accessories to CHEP Aerospace Solutions.

Under a five-year agreement, CHEP will acquire Cathay Pacific's fleet of 25,000 ULDs and will convert the majority of the containers to modern composite units weighing 58 kilograms, and also supply a fleet of lightweight containers.

This fast transition to a lightweight container fleet will improve operation efficiency and contribute to the sustainable development commitments of both companies.

CHEP will supply Cathay Pacific Cargo with a dedicated, branded fleet of lightweight containers, and fulfil global cargo pallet requirements

through CHEP's pooling system. This is expected to provide significant benefits to Cathay Pacific through the cross-utilisation of pallets with existing CHEP customers.

Cathay Pacific Director Cargo, James Woodrow, says CHEP offered a tailor-made solution that would enable the airline to achieve substantial benefits. "We also expect efficiency gains in our operations, as well as quickly modernising our fleet of ULDs," he says. "We are confident that our long-term partnership with CHEP will be a success and our teams look forward to working together."

CHEP Aerospace Solutions President, Dr Ludwig Bertsch, says the company has a dedicated team based in Hong Kong and is delighted to enter into a long-term partnership with Cathay Pacific.



國泰貨運已把集裝箱設備 (ULD) 及集裝板配件的供應與管理外判予CHEP Aerospace Solutions公司。

根據為期五年的協議，CHEP將接管國泰為數25,000個集裝箱的裝備，並把大部分集裝箱改裝成重58公斤的現代化複合型集裝箱，以及供應一支輕型集裝箱隊伍。

快速轉型至採用輕型集裝箱，將可改進營運效率，並有助推動兩家公司的可持續發展。

CHEP將為國泰貨運提供專用品牌的輕型集裝箱，並透過CHEP的聯營系統達致環球貨運集裝板的要求。通過與CHEP現有客戶混合使用集裝板，預期可為國泰帶來重大裨益。

國泰貨運董事章靖表示CHEP提供度身訂造的解決方案，為國泰帶來明顯效益。「我們預期營運效率將會提升，並會加快集裝箱隊伍的現代化。我們深信與CHEP的長期夥伴關係將取得成功，我們的團隊期待通力合作。」

CHEP Aerospace Solutions總裁Ludwig Bertsch博士表示，公司在香港設有專責團隊，欣然與國泰開展長遠的夥伴關係。CC

Lunar New Year party

恭喜發財派對

A warm welcome and wishes for a prosperous Year of the Goat
暖意洋洋迎羊年，祝願生意興隆、貨如輪轉

THE HONG KONG CARGO SALES team's annual Lunar New Year "Kung Hei Fat Choy" party was held on 24 February and more than 200 cargo freight forwarders joined the celebrations at the The Langham, Hong Kong. Director Cargo James Woodrow, General Manager Cargo Sales & Marketing Mark Sutch and Manager Cargo Sales PRD & HK Kenneth Tsui joined the eye-dotting ceremony of the Golden Lion, a tradition said to bring fortune and prosperity.

James thanked the cargo agents for their continuous support and wished everyone a prosperous and happy Year of the Goat.

The party ended with a lucky draw grand prize of two Business Class round-trip tickets to any destination served by Cathay Pacific Airways.

香港貨運營業部一年一度的農曆新年「恭喜發財」派對於2月24日假香港朗廷酒店舉行，逾200名貨運代理出席。

貨運董事韋靖、貨運營業及市務總經理薩孟凱，以及珠三角及香港貨運營業部經理徐偉德一起主持金獅點睛儀式，祈求新一年財源廣進，貨如輪轉。

韋靖感謝貨運代理一直以來的支持，祝賀嘉賓羊年好運，事事順利。

派對以幸運大抽獎壓軸，大獎是兩張前往國泰任何目的地之商務客艙來回機票。CC



CATHAY PACIFIC CARGO & DRAGONAIR CARGO
2015 KUNG HEI FAT CHOY PARTY



Kung Hei Fat Choy! If a prosperous year depends on a good party, then the Year of the Goat should be a good one. Cathay Pacific Cargo management team (above) toasted guests and wished them successful times ahead

恭喜發財！農曆新年派對精采紛呈，預示羊年萬事勝意。國泰貨運的管理層團隊（上圖）向來賓祝酒，祝賀他們生意興隆、事業成功

The God of Good Fortune (below) was a welcome visitor and guests greeted the Golden Lion (left). Lucky draw prizes were presented by (right, from top to bottom) Director Cargo James Woodrow, General Manager Cargo Sales & Marketing Mark Sutch, and Manager Cargo Sales PRD & HK Kenneth Tsui

財神（下圖）出席派對大受歡迎，賓客迎接金獅（左圖）祈求好運。（右方由上至下圖）貨運董事章靖、貨運營業及市務總經理薩孟凱、珠三角及香港貨運營業部經理徐偉德頒獎予幸運大抽獎的得獎者



Scrum and fun

歡聚一堂

Agents flew in from around the world to learn about the latest cargo updates
來自世界各地的貨運代理出席國泰貨運網絡業務匯報

More than 60 cargo agents from around the world attended the Cathay Pacific Business Development & Partnership Meeting.

Director Cargo James Woodrow, General Manager Cargo Sales & Marketing Mark Sutch, and General Manager Cargo Services Alan Glen provided updates about Cathay Pacific's B747-8 fleet, the Cathay Pacific Cargo Terminal and the ever-expanding cargo network. The management also shared their thoughts on the current market.

The event concluded with a dinner at the chairman's holiday house in Shek O, followed by two days of rugby action at the Hong Kong Sevens.

On the turf at the Hong Kong Stadium, the Pacific island nation Fiji was the champion team for a record 15th time, beating New Zealand 33-19 in the final.

在國泰航空/滙豐香港國際七人欖球賽展開比賽之前，國泰貨運邀請世界各地的逾60位貨運代理來港出席業務發展與夥伴會議。

貨運董事韋靖、貨運營業及市務總經理薩孟凱及貨運服務總經理Alan Glen，向貨運代理們匯報國泰波音747-8機隊、國泰航空貨運站及貨運網絡拓展的最新現況。管理層也就現時的市場趨勢發表看法。

會議後，貨運代理們在太古集團主席位於石澳的度假屋共進晚餐，其後兩天觀賞香港七人欖球賽的精采賽事。

在香港大球場，太平洋小島國斐濟隊以33：19擊敗紐西蘭隊，創下第15次奪冠的佳績。CC



A briefing about the Cathay Pacific Cargo updates (right), was followed by dinner in Shek O (above and below), and then the annual rugby sevens fun fest (top right)

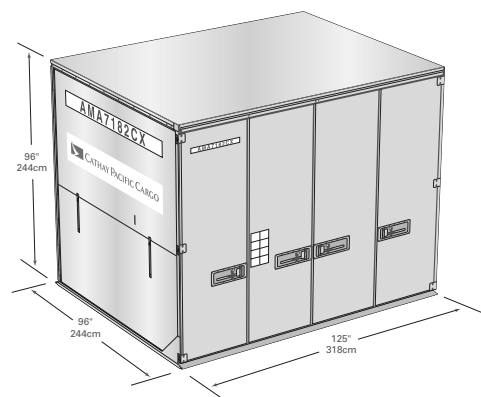
貨運代理在參與國泰貨運網絡的業務匯報（右圖）後出席於石澳舉辦的晚宴（上及下圖），接著還參與洋溢歡樂氣氛的年度欖球盛事（右上角圖）





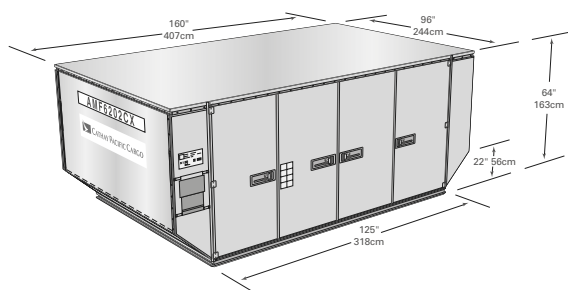
These are the Unit Load Devices (ULDs) that Cathay Pacific Cargo provides. Please visit www.cathaypacificcargo.com for detailed descriptions of each of the ULDs.

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。



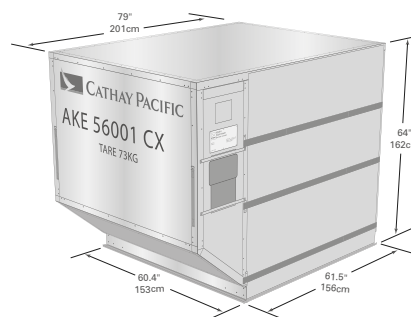
TYPE: AMA CONTAINER

ATA Code	: M1
Internal Volume	: 621 cu. ft. 17.58 mc
Tare Weight	: 477kg
Maximum Gross Weight	: 6,804 kg
Loadable Aircraft Type	: 747F



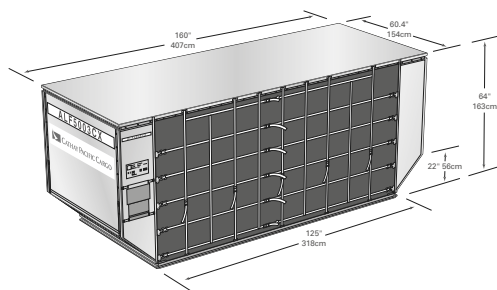
TYPE: AMF CONTAINER

ATA Code	: LD36
Internal Volume	: 516 cu. ft. 14.6 mc
Tare Weight	: 315 kg
Maximum Gross Weight	: 5,035 kg
Loadable Aircraft Type	: 747, 747F, 777, Airbus



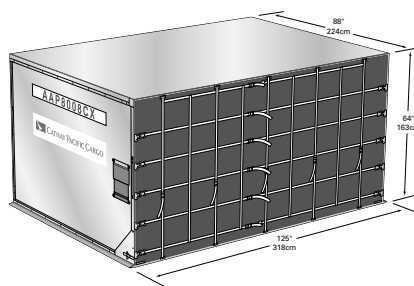
TYPE: AKE CONTAINER

ATA Code	: LD3
Internal Volume	: 152 cu. ft. 4.3 mc
Tare Weight (Light weight/Aluminium)	: 73 kg/100 kg
Maximum Gross Weight	: 1,588 kg
Loadable Aircraft Type	: 747, 747F, 777, Airbus



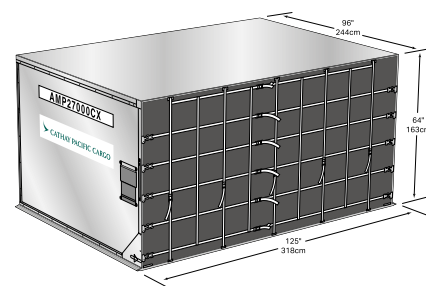
TYPE: ALF CONTAINER

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



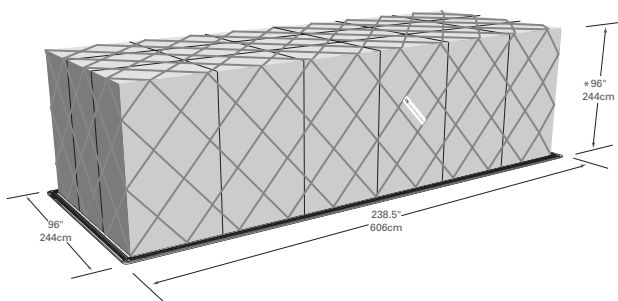
TYPE: AAP CONTAINER

ATA Code	: LD9
Internal Volume	: 371 cu. ft. 10.51 mc
Tare Weight	: 220 kg
Maximum Gross Weight	: 4,626 kg
Loadable Aircraft Type	: 747, 747F, 777, Airbus



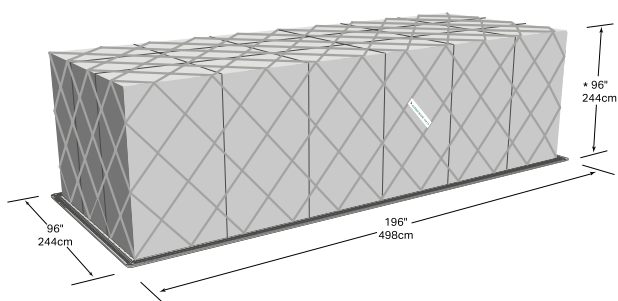
TYPE: AMP CONTAINER

ATA Code	: N/A
Internal Volume	: 406 cu. ft. 11.5 mc
Tare Weight	: 241 kg
Maximum Gross Weight	: 6,804 kg
Loadable Aircraft Type	: 747, 747F, 777, Airbus



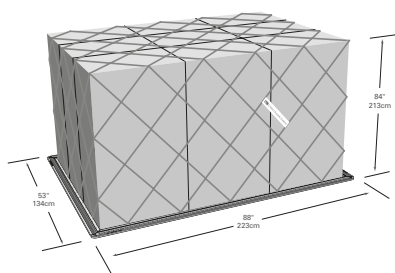
TYPE: PGA PALLET

Size – Base	: 96" x 238.5"	* Q6 Contour
– Height	: *96", **118"	** Q7 Contour
Tare Weight	: 565 kg	
Maximum Gross Weight	: 13,608 kg	
Loadable Aircraft Type	: 747F	



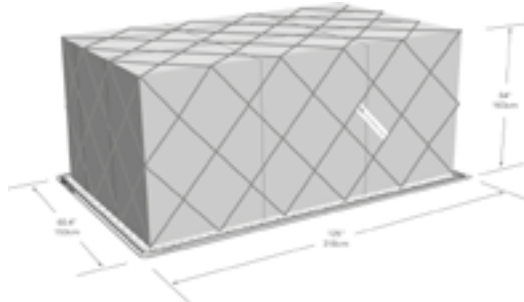
TYPE: PRA PALLET

Size – Base	: 96" x 196"	* Q6 Contour
– Height	: *96", **118"	** Q7 Contour
Tare Weight	: 446 kg	
Maximum Gross Weight	: 11,340 kg	
Loadable Aircraft Type	: 747F	



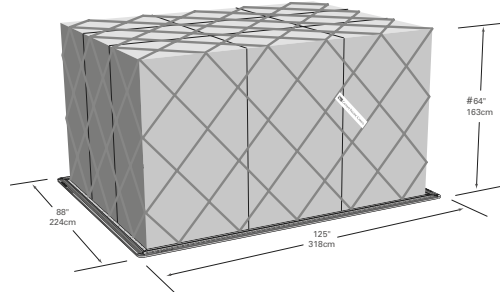
TYPE: PEB PALLET

Size – Base	: 53" x 88"
– Height	: 84"
Tare Weight	: 55 kg
Maximum Gross Weight	: 1,800 kg
Loadable Aircraft Type	: 747F



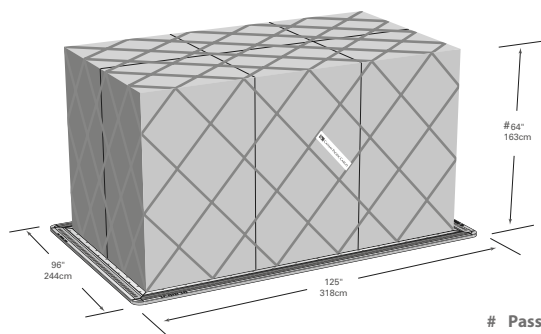
TYPE: PLA PALLET

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



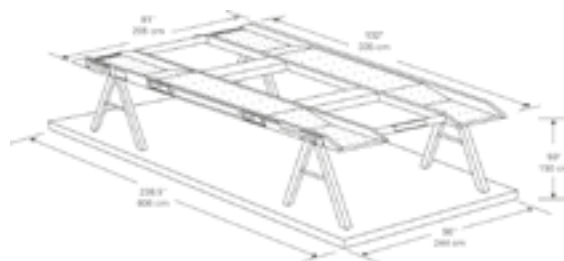
TYPE: PAG PALLET

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



TYPE: PMC PALLET

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



TYPE: VZA, VRA – CAR RACK

Size	: Fitted on PRA/PGA pallet
Max Width of the upper car	: 79.5"
Max Width of the lower car	: 85.6"
Max Height of the upper car	: 56"
Max Height of the lower car	: 57"
Tare Weight	: 344 kg
Maximum Weight of each car	: 2,268 kg
Maximum Gross Weight	: 11,340 kg
Loadable Aircraft Type	: 747F
Standard CX car strap must be used to secure the vehicle on the rack and pallet	



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DRAGONAIR NETWORK



- Cathay Pacific Passenger Service
- Cathay Pacific Freight Service
- Dragonair Service

Technical stop only

* No cargo uplift service

Information correct at time of printing. Please check the latest availability of service on www.cathaypacificcargo.com or www.dragonaircargo.com



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