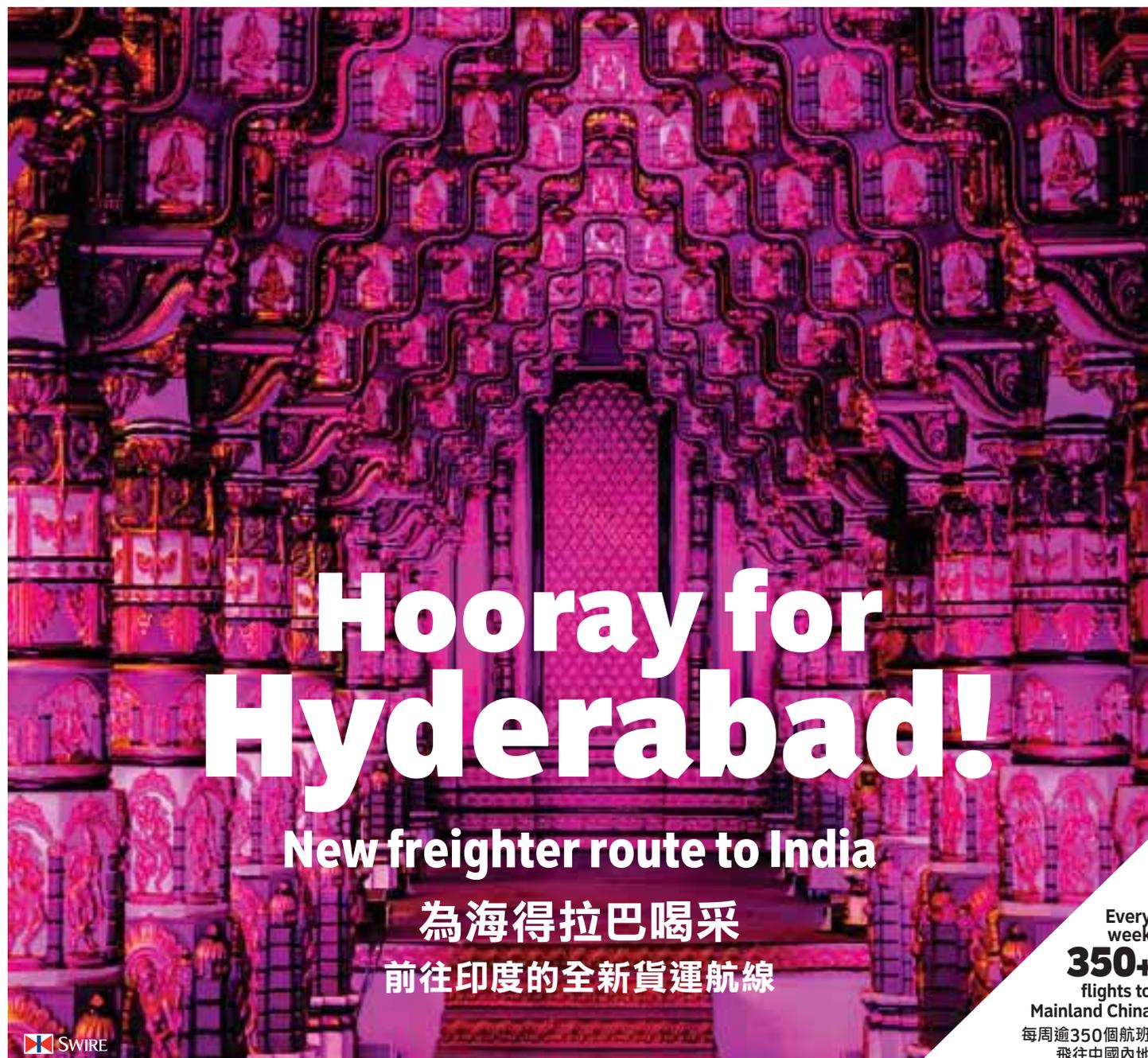


CARGO CLAN

QUARTER THREE 2012



Hooray for Hyderabad!

New freighter route to India

為海得拉巴喝采
前往印度的全新貨運航線

Every week
350+
flights to
Mainland China
每周逾350個航班
飛往中國內地



GADGETS TO GO TECH FOR TRAVELLERS

隨行玩意
旅客必備的科技產品



COOL LABELS
NEW STICKERS FOR
TIME & TEMPERATURE
冷暖自知
時間及溫度敏感新標籤





Best wishes for a peak season 期待旺季

By the time you read this message I hope that we will be well into a peak season for airfreight out of Asia.

In the logistics industry there appears to be a division of opinion regarding the traditional year-end peak. Some believe there will always be a pick-up in demand prior to Thanksgiving and Christmas and others believe that such a seasonal trend is a thing of the past, with demand being more closely linked to high-tech product launches or economic cycles.

Either way, the challenge remains for airlines: to try to match capacity with demand – a particularly difficult challenge when you have to order aircraft years in advance. In August, Cathay Pacific Cargo took delivery of a seventh Boeing 747-8 Freighter with an eight due for delivery in October. Both aircraft were ordered in 2007. We, of course, welcome such modern, fuel-efficient aircraft to the fleet but the additional capacity means we must retire a number of our older Boeing 747-400BCF (Boeing Converted Freighter) aircraft. On page 14, we say a sad farewell to B-HOZ, our last Rolls-Royce-powered BCF.

Cathay Pacific and Dragonair continue to expand their passenger networks, which means more belly space to a number of new markets. In 2012 we have already added four destinations and in the last four months of the year we will add another four, with a number of other destinations still to be announced. Watch this space.

Finally, a big thank-you to all our partners: freight forwarders, shippers and ground handlers alike for your support in what has been a difficult year.

當你在閱讀此雜誌時，希望亞洲航空貨運業已昂然邁進出口旺季。

物流業對於年底的傳統旺季有不同的看法。有人認為，感恩節和聖誕節來臨前，需求會一如既往地增加；但也有人認為，這種季節性的需求已成過去，現在商品市場的需求更多取決於高科技產品的發售期或經濟周期。

但不論是哪種看法，對航空公司來說，如何調整運力以配合需求都是艱巨挑戰，特別是航空公司必須提早多年訂購飛機以應付需求。以國泰貨運為例，我們在8月接收了第七架波音747-8貨機，第八架亦於10月付運，而這些飛機都是早在2007年訂購的。我們當然歡迎這批節省燃油的新型飛機加入機隊，但這些新增的運力意味著我們必須讓部分舊貨機型號如波音747改裝貨機（BCF）退役。在第14頁，我們依依送別機隊裡最後一架勞斯萊斯引擎的BCF改裝貨機B-HOZ。

國泰航空和港龍航空持續拓展客運網絡，國泰貨運也因此增加了多個新市場的腹艙運力。2012年，我們已經增辦了四條新航線，第四季亦將會宣佈增加四個新航點。我們將透露更多新動向，敬請留意。

最後，本人在此向各合作夥伴——貨運代理、付運人和地勤工作人員，致以最衷心的感謝，多謝大家在這困難的一年裡給予的支持。

Nick Rhodes
Director Cargo
國泰貨運董事羅禮祺

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Mandy Ng 吳潔文

Manager Cargo Sales & Marketing
貨運營業及市務經理

M **ANDY RECENTLY** has taken up the position of Manager Cargo Sales & Marketing at Cathay Pacific Group. She started her career with Cathay Pacific as a Management Trainee in 1999 and has worked with the airline in a variety of positions in Hong Kong, Thailand and Malaysia, with vast experience in various business roles from e-Commerce to revenue management.

Prior to Mandy's role in revenue management, she held the position of Passenger Sales Manager Hong Kong, overseeing sales and distribution of Cathay Pacific and Dragonair in the home market of Hong Kong.

A member of the Executive Committee of the International Air Transport Association (IATA) in Hong Kong from 2006 to 2009, she was appointed Manager Revenue in August 2009. Her team was responsible for optimising Cathay Pacific Group network passenger revenue, driving sales teams to meet revenue targets, and managing market and route development.

Mandy received her bachelor's degree in Business Administration and an Executive MBA from The Chinese University of Hong Kong.

In April 2011, she was appointed as a director of the Hong Kong Youth Council, which promotes youth employment, entrepreneurship and cohesion of local youth services.

吳 潔文剛獲委任為國泰貨運營業及市務經理。她於1999年加入國泰航空成為見習行政人員，曾在香港、泰國和馬來西亞的國泰辦事處任職不同崗位，包括電子商貿及收益管理等，擁有豐富的行政管理經驗。

在任職收益管理部門前，吳潔文在香港出任客運營業經理，管理國泰航空與港龍航空在香港本土市場的銷售及分銷工作。

2006至09年，她出任香港國際航空運輸協會（國際航協）的執行委員。2009年8月則獲委任為收益經理，專責提高國泰集團（國泰與港龍）航空網絡的乘客收益，推動營業團隊實現收益目標，以及開發新市場及新航線。

吳潔文先後在香港中文大學獲工商管理學士和行政人員工商管理碩士學位。2011年4月，她獲委任為香港青年議會理事，該會旨在促進香港年輕人就業、創業，以及加強香港青年團體之間的聯繫與合作。CC

MORE FREIGHTER SERVICES TO CENTRAL CHINA 國泰增加鄭州貨機班次

Cathay Pacific has increased its freighter services between Hong Kong and Zhengzhou from two to six times per week with effect from 6 September, offering greater cargo capacity to and from Henan Province in Central China.

由9月6日起，國泰航空往來鄭州的貨運航班服務，已由每周兩班增至六班，為客戶提供更多選擇。鄭州為中國河南省省會，也是華中地區的重要商業樞紐。

Flight no 航班編號	From 從	To 至	Local Departure Time 當地起飛時間	Local Arrival Time 當地抵達時間	Days of operation 運作日期
CX050	Hong Kong 香港 Shanghai 上海	Shanghai 上海 Zhengzhou 鄭州	2350 0440+1	0210+1 0620+1	1,2,3,4,6
CX051	Zhengzhou 鄭州	Hong Kong 香港	0820	1050	2, 4
CX051	Zhengzhou 鄭州	Hong Kong 香港	0820	1115	3, 5, 7
CX056	Hong Kong 香港 Shanghai 上海	Shanghai 上海 Zhengzhou 鄭州	0330 0820	0550 1000	6
CX059	Zhengzhou 鄭州	Hong Kong 香港	1200	1435	



By Sally Howard

Hooray for Hyderabad

為海得拉巴喝采

A centre for IT expertise with a booming film industry and some of the finest five-star palatial hotels on the sub-continent, Hyderabad continues to forge its own way in modern India

海得拉巴既是資訊科技中心，也擁有蓬勃的電影工業，還有五星級的宮殿式酒店，在印度次大陸上閃閃生輝，以自己的方式昂然邁向現代化



The Park Hyderabad (above and far left) sets a new standard for modern Indian hotel design

The Park Hyderabad 酒店（上圖及最左圖）為印度定下現代酒店設計的新標準

Tollywood: Visit the film sets at Ramoji Film City theme park

Tollywood：到訪 Ramoji 電影城主題公園參觀拍攝場景

WHERE INDIA'S North and South meet and mingle, Hyderabad could have been many things. The Andhra Pradesh capital – ranged around the artificial Hussain Sagar lake, built by the city's founding Qutub Shahi dynasty and still in excellent condition – might have thrown its lot in with the business-minded Maharashtrians to the north-west. Or, perhaps, the life-loving Tamils to the south, with their passion for music and jubilant folk dance.

But India's lone wolf chose a path all of its own. This, after all, is the city that broke away from Mughal power in 1724 to audaciously declare itself an independent state; then repeated the move post-Independence, making a renegade bid for amalgamation with Pakistan (1,450 kilometres north, and across three Indian states).

The last was down to that other

thing that defines this city (and defines any Indian city): religion. Hyderabad is the most Muslim of the major metropolises south of the Pakistan border, with 40 percent of its 7.7 million population being followers of Islam. It is an Islamic influence that gives the city much of its architectural flavour, from the showy 1,000 capacity Mecca Masjid mosque, to the muscular, militarised Golconda Fort. An Islamic connection also sauces the city's cuisine: a winning blend of Arab and Mughal influences that's best expressed in the iconic biryani. And it's the Islamic influence that has given life to Laad Bazaar, one of the sub-continent's most atmospheric markets, where sultanate Bidri silverware is to be had, as well as the nation's finest stone-studded lacquer bangles (beloved of all Indian women, but especially Hyderabad Muslims).

Today, Hyderabad's empires are of a different bent. Along with Bengaluru

海得拉巴位於印度中部，糅合南北部的特色，是一個多元文化城市。這個安得拉邦的首府圍繞Hussain Sagar人工湖而立；人工湖由建立該市的古代王朝Qutub Shahi興建，至今仍保留完好狀態。海得拉巴的西北面是馬哈拉施特邦，當地人滿腦子生意經；南面的泰米爾人則熱愛生活，特別喜愛音樂和歡騰的民族舞。

然而，海得拉巴可說是印度城邦中的「獨行俠」，一貫我行我素，並曾於1724年脫離蒙兀兒帝國，毅然宣佈成為獨立城市；印度獨立後再度萌生去意，試圖與巴基斯坦合併（巴基斯坦位於海得拉巴北面1,450公里以外，兩地隔著三個印度城邦）。

爭取跟巴基斯坦合併的原因，離不開海得拉巴的特色：宗教（這也是印度所有城市的特色）。海得拉巴共有770萬人口，當中有四成是伊斯蘭教徒，是巴基斯坦以南地區最受伊斯蘭教影響的主要大城市。當地建築亦洋溢伊斯蘭特色，不論是可容納一千人的瑰麗清真寺Mecca Masjid，或宏偉雄壯、曾作軍事用途的戈爾康達古堡都可見一斑。此外，海得拉巴的美食亦受到伊斯蘭的影響，當地著名的香料飯biryani糅合了阿拉伯和蒙兀兒

The **Taj Falaknuma Palace** on a hilltop above Hyderabad has been restored to the **eye-popping extravagance** of the local resident **sovereigns**

Taj Falaknuma Palace 酒店位於山頂，俯瞰海得拉巴的美景，酒店由昔日統治者的宮殿改建，重現奢華極致的風貌

– to which it is linked by the north-south artery of National Highway 44 (NH44) – Hyderabad is the twin seat of India's mighty software industry. From the garden community of technology township HITEC City – with its American boulevards and baobab trees – “Cyberabad” generates jobs, wealth and a supply-chain of internationally minded restaurants and bars.

Then there's “Tollywood”. As prolific as its more famous Hindi cousin, Tollywood is the cinema of the Telugu language. Alongside the usual diet of dancing romances, coy gazes and heaving bosoms, the industry turns out a few genres it has made its own: historical love drama, such as the 2009 *Magadheera*, which straddles the 17th century and the modern day; and sci-fi spiritual fantasies such as major box-office success *Arundhati* (also from 2009), which grossed a record INR700 million (about HK\$98 million) at the box office with its melding of Tantric mythology and high-tech effects. Ramoji Film City, where these fantasies are filmed, is also a record-breaker: the world's largest film studio complex, rolling across 800 hectares on the outskirts of Hyderabad and featuring replicas of Delhi's Mughal gardens, Mysore's Vrindavan Garden and its home city's Golconda Fort.

If anything is a measure of a modern Indian city's pulse it's hotel-life. Hyderabad has no shortage of luxury accommodation. India's five-star Taj Group is always first on the scene when a good thing's going and in 2011 it unveiled the latest of its palace hotels in the city: Taj Falaknuma Palace (www.tajhotels.com). Occupying a hilltop above Hyderabad, the old palace has been restored to the eye-popping extravagance enjoyed by the local sovereigns who resided in it, the Nizams of Hyderabad (the last of whom to rule, the seventh Nizam, was listed at the world's richest man in 1947's *TIME Magazine*). Among Falaknuma's renovated luxuries are the world's largest dining table, a replica of the library at England's Windsor Castle and acres of gleaming marblework and marquetry. However, the palace's US\$100 million Jacob diamond – which the last Nizam employed, cavalierly, as an office paperweight – has been removed to a Bank Of India vault.

Another Taj property, the luxury business hotel Vivanta, joined three other Taj hotels opening in Hyderabad earlier this year.

At the other aesthetic pole is The Park Hyderabad (www.theparkhotels.com).



One of the flagships of this Kolkata-based boutique chain, The Park's light-drenched, perforated metal façade looms like something other-worldly over the commercial district of Raj Bhavan Road. Designed by US architects Skidmore, Owings & Merrill, the hotel is widely regarded as having set a new bar for modern Indian hotel design, drawing inspiration from the gleaming-white beach hotels of Miami, but also the palace design of the old Maharajas.

Grace Jones performed at its launch party, (for a pricetag in the millions of dollars), stalking onto the stage two hours late, shaking her oiled derriere for a crowd of modern India's great and good: novelists and fashion designers, Bollywood and Tollywood movers and shakers, rich Delhi industrialists. It was the moment that new Hyderabad arrived. Pull up to the bumper, baby – and jump onboard for the ride.

THE NEW HYDERABAD (HYD) SERVICE 海得拉巴全新航班服務

Flight No. 航班編號	Routing 航線	Departure 起飛	Arrival 抵達	Day of the week 運作日期
CX649	HKG-HYD	2235	0205+1	Wed, Fri, Sat, Sun 三、五、六、日
CX646	HYD-HKG	0335	1055	Mon —
		0335	1100	Thu, Sat, Sun 四、六、日

Cathay Pacific's new Hyderabad (HYD) service commences on 1 December 2012 and will be operated by Airbus A330-300 aircraft.

國泰航空的全新海得拉巴航線服務將於2012年12月1日啟航，並將選用Airbus A330-300飛機。



The ramparts of the Golconda Fort (above) overlook Hyderabad

Chicken biryani, a blend of Arab and Mughal cuisines (above right)

Bangles for sale in the Laad Bazaar (left), one of the most atmospheric markets in India

戈爾康達古堡（上圖）俯瞰海得拉巴；雞肉香料飯是一道混合了阿拉伯和蒙兀兒風味的菜式（右上圖）在Laad市集（左圖）出售的手鐲；這裡是印度最有特色的市集之一



創造七億印度盧比的票房記錄（約9,800萬港元）。拍攝這些電影的「Ramoji」電影城亦是紀錄保持者：它是全球最大的電影工場，位處海得拉巴市郊，佔地超過800公頃，片場內有仿製的德里蒙兀兒花園、邁索爾的Vrindavan花園，以及海得拉巴的戈爾康達古堡。

若要衡量一個印度城市夠不夠現代化，酒店必定是當中的標準。在海得拉巴，奢華酒店比比皆是，印度的五星級酒店集團Taj Group更具有指標性，往往先行一步在新興地區建立地標，2011年，集團就在海得拉巴開設宮廷式酒店Taj Falaknuma Palace（www.tajhotels.com）。這間極致奢華的酒店位於山頂上，可以俯瞰海得拉巴的美景。酒店由舊宮殿改建而成，本來是當地尼扎姆王朝的宮殿（王朝最後一位統治者第七任尼扎姆於1947年獲《時代雜誌》封為全球第一富豪）。酒店亦修復了不少奢華設施，包括全球最大的餐桌、仿製的英國溫莎堡皇宮圖書館、耀眼的大理石建築和精工鑲嵌的家具。可惜的是，曾在皇宮內存放、價值一億美元的Jacob Diamond（曾被最後一任尼扎姆充當紙鎮用的鑽石），已移師至印度銀行的保險庫。

今年年初，Taj集團又開設了高級商務酒店Vivanta，這已是集團在海得拉巴的第四間酒店。

城中另一酒店The Park Hyderabad（www.theparkhotels.com）則以另一種美學特色取勝。酒店所屬的The Park集團以加爾各答為總部，專營精品酒店。集團選址商業區的Raj Bhavan Road興建這間旗艦酒店，找來美國建築公司Skidmore, Owings & Merrill負責設計工作，以邁亞密雪白的海灘酒店為靈感，同時也參考了昔日的印度宮廷設計，在有排孔的金屬外牆表面滲透出絲絲燈光，恍如世外奇觀，堪稱現代印度酒店的設計新典範。

酒店也豪擲數百萬元邀得Grace Jones在開幕派對上表演，雖然遲到兩小時，她還是踏上舞台勁歌熱舞一番，台下嘉賓包括名作家、時裝設計師、Bollywood及Tollywood的大人物、德里的工業家等。來吧！事不宜遲，一同感受海得拉巴的全新魅力吧。CC

風味，便是最佳證明。深受伊斯蘭影響的還有Laad市集；在這個印度次大陸其中一個最有氣氛的市集內，可以找到蘇丹王室御用的Bidri銀器，又可發掘全國最上乘、鑲滿寶石的亮漆手鐲（所有印度女性都愛不釋手，尤以海得拉巴的女性回教徒為甚）。

今時今日，海得拉巴是一個與別不同的高科技王國，它和班加羅爾由國家公路44號（NH44）南北幹線相連，兩地同為印度軟件業發展得最蓬勃的地區。海得拉巴科技城（HITEC City）是一個花園社區，擁有美式林蔭公路和遍佈猴麵包樹，更被冠以「Cyberabad」的稱號，為區內帶來不少就業機會和財富，而多間國際化餐館和酒吧也隨著需求應運而生。

這裡還有「Tollywood」電影業，跟說印度語的「Bollywood」在產量上不遑多讓。說泰盧固語的Tollywood影片不僅有常見的浪漫歌舞片段、忸怩作態的眼神和豐腴胸脯，也製作過一些自成一格的劇種，包括歷史愛情片和神話式科幻電影。如2009年的《Magadheera》講述一段跨越17世紀至現代的愛情故事；同年推出的《Arundhati》以高科技特效混合古印度宗教Tantra神話，成功

HIGH TIMES IN MODERN HYDERABAD 海得拉巴現代遊記

SEE: Watch a Tollywood movie at The Prasads IMAX theatre (www.prasadz.com, +91 40 2344 8888), one of the biggest IMAX 3D screens in the world.

DO: Take a studio tour of Ramoji Film City (www.ramojifilmcity.com, +91 84 1524 6555) and roam the film sets in one of India's grandest amusement parks.
EAT: Savour the spiced rice biryani at Paradise Persis restaurant in Secunderabad, especially in its robust mutton manifestation (www.paradisefoodcourt.com, +91 40 6631 3721).

STROLL: The Hussain Sagar lake was built in 1562 to meet the young city's irrigation needs. Come here to sail or watch the regular regattas, or simply pick up a snack from one of the hawkers stalls and stroll by the water's edge. It's best at sunset, when the lake and its central Buddha statue are illuminated in a captivating purple-blue.

觀賞: The Prasads IMAX戲院（www.prasadz.com，+91 40 2344 8888）擁有全球首屈一指的IMAX 3D巨幕，不妨到此看一齣Tollywood電影。

娛樂: 在Ramoji電影城（www.ramojifilmcity.com, +91 84 1524 6555），除了可參觀製片廠，還可以在印度最堂皇的樂園遊歷各個電影場景。

美食: Paradise Persis餐廳位於塞康德拉巴德，有美味可口的印度香料飯，招牌羊肉香飯更是不可錯過。（www.paradisefoodcourt.com, +91 40 6631 3721）

散步: Hussain Sagar人工湖建於1562年作灌溉之用。現在定期舉辦帆船賽，除可觀看賽事，也可泛舟湖上，或是在附近的攤檔買些小吃，沿着湖邊漫步。日落時分，湖面和湖中心的佛陀像籠罩在紫藍色餘暉中，景致迷人。

State of India

印度行情

India's economy is still expanding rapidly and prospects are bright for sectors such as pharmaceuticals

印度經濟增長依然迅速，有利製藥等行業的發展

INDIA'S ECONOMIC growth is among the highest in the world, but a range of factors has weighed it down, according to the International Monetary Fund (IMF). Growth is projected to be about 7 percent for 2011-12 and 2012-13, with inflation forecast to remain above the Reserve Bank of India's (RBI) comfort zone. Investment is anticipated to pick up modestly from the slump recorded in late 2011, and consumption should remain robust, but exports are expected to cool. Inflation is projected to fall in the near term, but to stay above the the RBI's objective. The current-account deficit is projected to be 2.8 percent of GDP.

Indian pharmaceutical market

India's strong services sector (64.5 percent of GDP) is outstripping agriculture and industry. This is most evident in the IT sector where India has become a major offshore service provider.

India looks to be important for research and development as well as pharmaceuticals manufacture; the country's experience delivering on outsourcing opportunities in other knowledge-critical areas such as IT should serve it well in its bid to offer such services in pharma, biotech and related areas, according to a

PricewaterhouseCoopers' (PwC) report *Global Pharma Looks to India: Prospects for Growth*. India has a large pool of highly educated, English-speaking scientists who can undertake research and conduct trials more cheaply and, in some cases, faster than their Western peers.

India's pharma market was worth **US\$19 billion** in March 2009. The total pharmaceutical market is expected to rise to **US\$50 billion** by 2020, according to PwC.

India's domestic pharmaceutical industry was worth **US\$11 billion** in March 2009 and PwC estimates it will rise to about **US\$30 billion** by 2020.

India produces more than 20 percent of the world's generics. About US\$70 billion worth of pharmaceuticals are expected to go off patent in the United States over the next three years and

Indian freighter frequency 印度網絡

NUMBER OF CX FREIGHTER FLIGHTS PER WEEK

Chennai 欽奈	5
Delhi 德里	9
Mumbai 孟買	9
Hyderabad 海得拉巴	2
Bengaluru (Bangalore) 班加羅爾	3

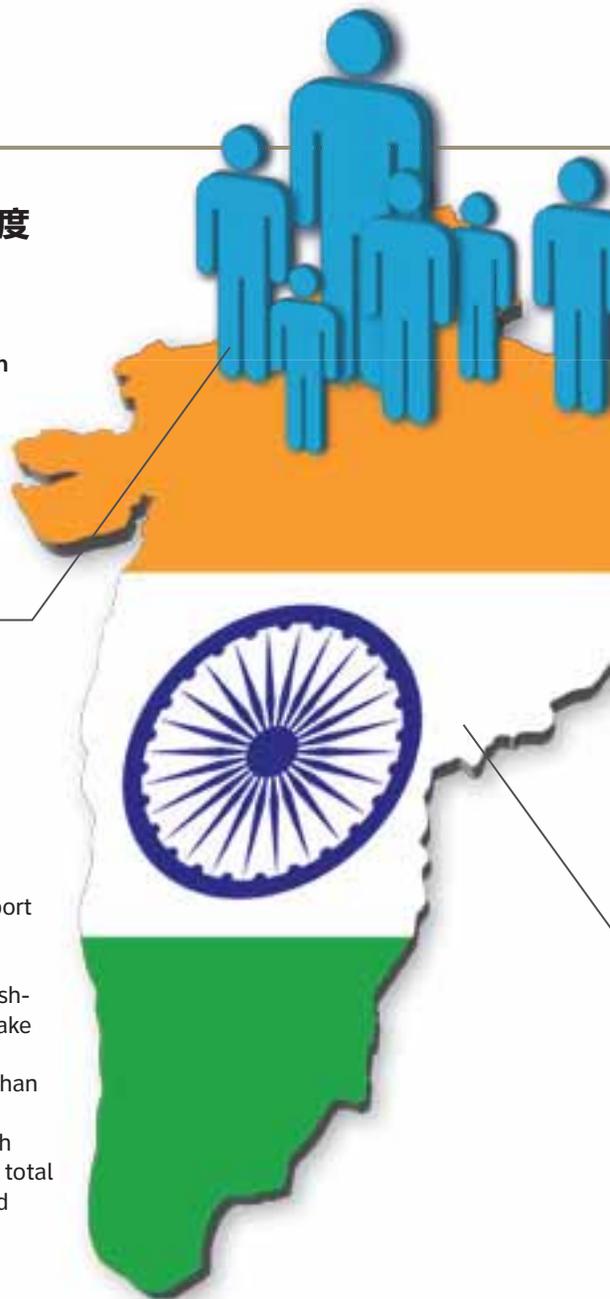
India 印度

Population
1.2 billion

Urban population
30%

人口
12億

城市人口比率
30%



PwC suggests India is capable of manufacturing a substantial share of the products to support the resulting generics opportunities.

The number of Indians with diabetes is projected to reach 73.5 million by 2025. The direct and indirect costs of treating such patients are currently about US\$420 per person per year, according to PwC. To get drugs to consumers at the right price though, improvements to local supply chains will be required.

印 度是全球經濟增長幅度最高的國家之一，但國際貨幣基金組織指出，印度的經濟增長正受到一連串的因素拖累。2011-12及2012-13年度的經濟增長預計約為7%，通脹率預料仍會高於印



GDP 國內生產總值 Purchasing Power Parity 購買力平價

US\$4.515 trillion (2011 est.)

4.515萬億美元 (2011年估值)

US\$4.21 trillion (2010 est.)

4.21萬億美元 (2010年估值)

US\$3.806 trillion (2009 est.)

3.806萬億美元 (2009年估值)

度儲備銀行(簡稱RBI)的安全標準。2011年後期,投資市場急跌,但預計會逐步回升。國內消費估計繼續旺盛,反而出口貿易預期會回落。預計短期內通脹率將下跌,但依然高於印度儲備銀行的目標。另外,經常帳赤字預計達到國內生產總值的2.8%。

印度藥業市場

印度服務業發展蓬勃,佔國內生產總值的64.5%,已超越了農業及工業。當中,資訊科技行業表現最為突出,令印度成為行業內提供離岸服務的最重要國家之一。

此外,印度在藥物研發及製藥方面亦愈見舉足輕重。PricewaterhouseCoopers (PwC) 研究報告《Global Pharma Looks to India: Prospects for Growth》指出,印度在知識型行業(如資訊科技業)擁有豐富的外判工作經驗,將有助藥業、生物科技等其他服務業和相關範疇的發展。印度有大量高學歷、能操英語的科學家,可以較低價錢進行研究和測試,效率有時甚至比西方科學家更好。

印度藥業市場於2009年3月的總值為**190億美元**。PwC表示,整體醫藥市場預計在2020年升至**500億美元**。

2009年3月,印度本土醫藥市場總值為**110億美元**,PwC預計2020年會上升至約**300億美元**。

印度生產的非專利藥物佔全球總生產量超過20%。未來三年,預計約有總值700億美元

的藥物會在美國失去專利權,PwC認為印度有能力生產大量即將失去專利權的藥物,充分把握非專利藥物市場的發展機會。

印度境內的糖尿病患者數目預計在2025年會達到7350萬人。PwC按現時情況估計,治療每位患者的直接和間接成本約為每年420美元。如想為消費者提供價錢合理的藥物,當局必須先改善當地的供應鏈。**CC**

Airports 352 (2012)

機場數目: 352個 (2012年)

Airports with paved runways: 251

Airports with unpaved runways: 101

鋪設跑道的機場數目: 251個

未有鋪設跑道的機場數目: 101個

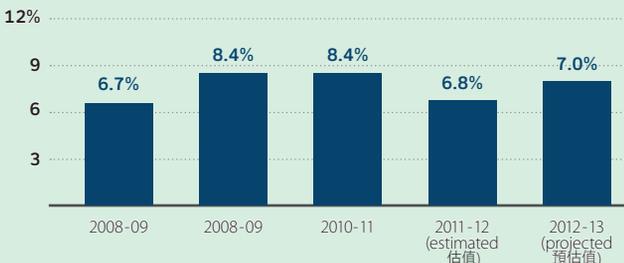


GROWTH RATE 經濟增長率

The IMF expects India's real GDP to grow 6.8 percent in 2011-12, rising to 7 percent in 2012-13.

國際貨幣基金組織預計2011-12年度的實際國內生產總值上升6.8%,2012-13年度則上升7%。

IMF, April 2012 國際貨幣基金組織, 2012年4月



Goldman Sachs forecasts India's GDP to grow by at least 5 percent a year until 2050.

(BRICs and Beyond, Goldman Sachs, November 2007)

高盛預測直至2050年為止,印度的國內生產總值每年至少增長5%。

(BRICs and Beyond, 高盛, 2007年11月)

Industries: Textiles, chemicals, food-processing, steel, transportation equipment, cement, mining, petroleum, machinery, software, pharmaceuticals.

Export commodities: Petroleum products, precious stones, machinery, iron and steel, chemicals, vehicles, apparel.

工業: 紡織、化學品、食品加工、鋼鐵、運輸設備、水泥、採礦、石油、機械、軟件、藥物。

出口商品: 石油製品、稀有礦石、機械、鋼鐵、化學品、運輸工具、服飾。

Imports

US\$451 billion (2011 est.)

US\$357.7 billion (2010 est.)

進口值

4510億美元 (2011年估值)

3577億美元 (2010年估值)

Exports

US\$298.2 billion (2011 est.)

US\$225.6 billion (2010 est.)

出口值

2982億美元 (2011年估值)

2256億美元 (2010年估值)



By Sally Howard

An appetite for affluence

奢華品味

The finer things in life come spiced with distinctive local flavours as affluent India develops a taste for consumption, some of it conspicuous

印度的富裕人士喜愛消費，並樂於炫耀一番；外來美食和高級商品遂加入本土風味以迎合他們的品味

TWAS in January this year that I realised the extent to which Indian appetites had evolved. I'd been invited to the launch of a Godrej Nature's Basket, a grocery store in the well-heeled suburbs of South Delhi. I stepped into the shiny store, away from bleating auto rickshaw horns, into a different world.

Serried in neat ranks, as artfully lit as a magazine cover shoot,

were international comestibles that would have been unthinkable on Indian shelves five years ago: quality cheeses, imported wines, first-press olive oils.

As chef Ritu Dalmia demonstrated Indo-Mediterranean dishes for the TV cameras, I talked to my neighbour, Rushina M. Ghildiyal, a food consultant from Mumbai who is testament to the new middle-Indian zeitgeist. Ghildiyal's

Ritu Dalmia, chef, cookbook author and restaurateur

Ritu Dalmia 集廚師、食譜作家和餐廳老闆於一身

job is to tell Mumbai restaurants and hotels which fashionable foods should feature on their shopping list. "What we call 'continental' food has been a fad for 10 years or so," she told me over masala-spiced hummus canapés. "So we had the pizzas and pastas. But what's new is the quality imported produce and an Indianising impetus. So you'll get sushi bars in Mumbai, but they're veg sushi bars to account for the large vegetarian population on the subcontinent. You'll get olives, but they'll be used in, say, olive pakoras."

Madhukar Kamath is Chief Executive of Mudra, one of India's biggest advertising agencies and behind the introduction of several international brands to the Indian market, from the morning-after pill, to Lays crisps and a veg-driven Indian McDonald's. "I grew up in an India with years-long waiting lists for a scooter or telephone line," he says, in his sleek offices in West Mumbai. "Now we're in midst of a middle-class consumer boom. There's a new, cachet international brand arriving every week and everyone





Asparagus sushi caters to India's international but vegetarian tastes

蘆筍壽司是為追求國際口味的印度素食者而設

Café society: Café Mondegar, a landmark in Colaba, Mumbai

咖啡一族：Café Mondegar是孟買Colaba區內的著名咖啡店

goes gaga for an excuse to spend: be it Diwali or Valentine's Day."

Unsurprisingly, international companies and investors are clamouring to get in on the act. Food producers in economically beleaguered Spain and Italy are open about their designs on the Indian middle-class market, and recently Swedish furniture retailer IKEA and United States beverage maker Coca-Cola announced investments in India totalling US\$5 billion.

Brij Raj Singh is Chief Executive of Baer Capital Partners, an investment management firm headquartered in Dubai with US\$400 million invested in India. He says that in spite of issues with corruption and Indian Government bureaucracy the country remains attractive to investors. "That's down to its strong domestic consumption story," he says.

Raghu Rathore is a man at the sharp end of another key Indian spending trend: fashion. A prominent Indian fashion designer, Rathore hails from a Rajasthani royal family. He brings

在

今年1月，我終於見識到印度人對美食及商品的口味已發生了巨大轉變。我當時獲邀出席一家設於德里高尚住宅區的食品雜貨店：Godrej Nature's Basket的開張派對；當我從充斥著電動三輪車和喧鬧喇叭聲的大街，步入明亮的店內，便彷彿走進了另一個世界。

排列整齊的貨架陳列了世界各地的食品，與雜誌的封面照片不遑多讓。在五年前，你根本無法想像這些高級食品如優質芝士、進口葡萄酒、初榨橄欖油等，會出現在一家印度商店的貨架上。

當印度名廚Ritu Dalmia在電視攝影機前示範烹調印度式的地中海菜餚時，我跟鄰座那位來自孟買、見證了全新印度中產階級時代的餐飲顧問Rushina M. Ghildiyal攀談起來。她專門為孟買的餐廳及酒店提供意見，建議他們應該在餐牌加入哪些流行菜式。她嚐了一口香料拌豆泥沾醬之後說：「過去十多年來，大家口中的『歐陸』菜式蔚然成風，故出現了意式薄餅及意大利麵。不過最新的飲食潮流，乃是國際高級食品與印度風味的結合。因此，你可以在孟買吃到壽司，但主要是素食壽司，因為這裡有龐大的素食人口；你也可以吃到橄欖，但大多會做成炸橄欖餡餅之類的食品。」

Mudra是印度最大規模的廣告公司之一，

該公司曾把多個國際品牌引進印度市場，由事後避孕藥、利是薯片，以至在印度主攻素食市場的麥當勞。該公司的行政總裁Madhukar Kamath坐在位於西孟買的時尚辦公室內，向我娓娓道來：「我自小在印度成長，由購買小型電單車以至申請電話線，往往要等上好幾年。」他接著說：「現在，我們正處於中產消費熱潮的全盛時期，每個星期都有國際名牌新登場，而每個人都會以不同理由去瘋狂花錢，管它是印度萬燈節，抑或是西方的情人節。」

可想而知，國際企業及投資者都希望分一杯羹。面對經濟危機的西班牙及意大利等國家的食品生產商，均爭相進軍印度的中產市場。近日，瑞典家具零售商宜家及美國飲料生產商可口可樂相繼宣布於印度進行投資，總金額達50億美元。

總部設於迪拜的投資管理公司Baer Capital Partners在印度的投資額達四億美元，該公司的行政總裁Brij Raj Singh表示，縱使印度存在貪污及政府官僚作風等問題，但對投資者的吸引力不減，他解釋說：「原因在於印度國內的消費需求強大。」

時裝是見證印度消費熱潮的另一主要行業。Raghu Rathore是印度一位舉足輕重的時裝設計師，走在時代尖端的他，來自一個拉賈斯坦邦的皇室家族，曾經在紐約Donna Karan麾下任職初級設計師數年之久，擅長

the flamboyance of the Maharanis to his designs, as well as as Western sensibility derived from his several years as a junior designer under Donna Karan in New York. I met him in one of the glossy new malls that have mushroomed across the southern belt of Delhi, where handbag brands rub shoulders with fine-art galleries, luxury toy stores and Western and domestic fashion marques. "Look," he says, signalling crowds around us, in their Western get-ups: short skirts, high heels, "Indians have always spent on clothes. That is, they've spent on luxury clothes for major occasions: specifically trousseaus. So, for many years, wedding attire formed the bulk of my Indian collections. Now we're moving towards a Western take on haute couture. There's spending year-round on more adventurous clothing items – just to flaunt it."

Ah, flaunting it. There's an Anglo-Indian phrase you'll hear a lot in India, and one that means many things to many Indians. To Delhiites, a city of industrialists and old money, it's about the traditional bling: gem stones, exquisite silks, fine art and fine tastes. To Mumbaikers it's about buying into a Western dream of lifestyle living: architect-designed homes, trendy objets d'art and Western fashion brands. To the rich farmers of India's breadbasket, the Punjab, it's all about four wheels, with the city of Ludhiana rumoured to have more

Mercedes-Benz cars per capita than any conurbation in the world.

Punjabis – India's drinkers and meat-eaters – are also behind the nation's yen for hedonistic imports from the West: cigars (and humidors for their storage), wine and whisky. Indeed the Asian appetite for Scotch whisky is so prodigious that in 2011 the Scotch Whisky Association announced that record sales to India and South Korea could precipitate a global shortage of their 15-year matured malts.

It was at the Delhi home of a prominent Punjabi alcohol importer that I witnessed perhaps the oddest manifestation of modern India's spending spree. The sprawling bungalow was like many owned by the city's industrialist scions: tapestry-hung quarters for the older generation, a squadron of servants, a new apartment under construction for the son of the family, who'd married a Texas beauty queen. Except, that is, on the second floor, where a door swung open on a surreal scene: a British pub, imported piece-by-piece from the English county of Shropshire, down to the brass plates and drip trays. I drank a real ale with the son of the family, Raja, and his wife Tiffany. "The Indian middle classes are big travellers," Raja told me. "We love visiting London and New York, the Swiss Alps and the Grand Canyon. And, now we have the spending power, we want to buy a piece of it all."



Sunday meeting of the Tyre Burners sports car club in Ludhiana, Punjab

在旁遮普邦的Ludhiana市，每周日都有Tyre Burners跑車會的聚會

CX
FLIGHTS
國泰航程

Cathay Pacific
flies to Delhi
twice a day

國泰航空每日有
兩班航機飛往德里

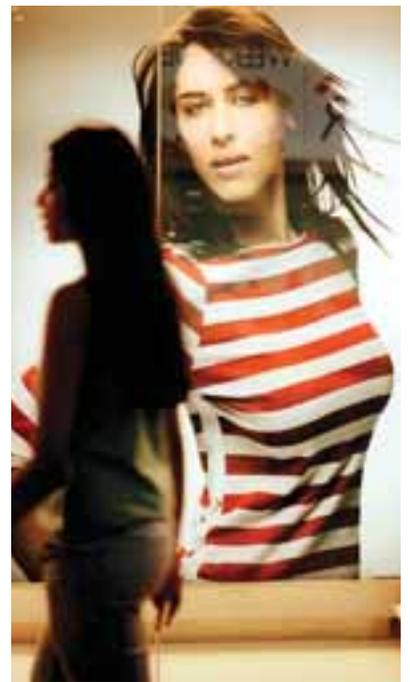


Indians have always spent on fashion (above) but Western styles (right) are increasingly popular

印度人一向願意花費在服裝上（上圖）；而西方服飾（右圖）也愈來愈受歡迎

Prodigious tastes: Sales of Scotch whisky are at record levels in India (left)

高級品味：威士忌在印度的銷售數字創下歷史新高（左圖）



把貴族的華麗氣派與多年培養出來的西方美學融合為一。在滿佈購物商場的德里南部，我約了他在其中一個新近落成、美輪美奐的商場內見面。在那裡，名牌手袋店、藝術畫廊、高級玩具店，以及西方和本土時裝店林立。他指向身邊熙來攘往、穿著短裙及高跟鞋等西方服飾的女士們說：「看看，印度人一直都很樂於花錢添置衣裝，比方說，他們會為了重要場合購買昂貴服飾，尤以嫁妝為甚。所以多年來，我的印度系列都以結婚禮服為重點設計。現在，我們逐漸跟隨西方潮流，走向高級訂製時裝路線。一年到晚，消費者都會選購設計新穎的服飾，目的只是為了炫耀一下。」

對了，這是一句在印度經常聽到的英印用語——「flaunting it」（炫耀一下）。對於許多印度人來說，這話代表著不同的東西。在德里這個工業家及富豪世家雲集之地，炫耀

代表著傳統工藝，包括寶石、綾羅綢緞、美術及高尚品味；對孟買人來說，則代表著花錢實現一個「西方品味生活之夢」，包括建築師設計的房子、新潮藝術品、西方時裝品牌；在印度的「糧倉」旁遮普邦，炫耀對於當地的富裕農民來說，則代表了車子，據說這裡的Ludhiana市內，擁有平治房車的人均比例，高於世界上任何一個衛星城市。

旁遮普人也是印度最嗜飲酒和吃肉的族群，他們對從西方入口的奢侈品可說趨之若鶩，當中包括雪茄（以及專供存放的雪茄盒）、葡萄酒及威士忌等。近年來，亞洲人對蘇格蘭威士忌的需求大得驚人。於2011年，蘇格蘭威士忌協會宣稱，由於銷往印度及南韓的威士忌數量創下歷史紀錄，將令他們的15年純麥威士忌出現短缺。

當我身處德里一座大宅時，我見證了一個或許是最不可思議的浮華體驗，充分反映了

當代印度的消費熱潮。這大宅屬於旁遮普邦一家大型進口酒商的老闆，一如城中其他工業家後代所擁有的豪宅，這座金碧輝煌的宅第不斷地擴建，屋內牆壁掛滿了最合長輩心意的織錦花毯、一整隊傭人隨時候命；旁邊還有一幢正在興建中的全新公寓，特別為迎娶了美國德州選美小姐的兒子而打造。而最獨一無二的，是當到了二樓，一道門徐徐打開，眼前看到的絕對超乎想像；那竟然是一間英式酒吧，內裡每一件物品，小至黃銅裝飾盤及隔水盤等，全部來自威爾斯邊境小郡Shropshire。我在那裡喝了一杯正宗的大麥啤酒，並和這個家庭的兒子Raja及他太太Tiffany談起來，他告訴我：「印度的中產人士都非常喜愛旅遊，我們喜歡到倫敦、紐約，又或瑞士阿爾卑斯山脈和美國大峽谷遊玩。現在，我們擁有消費的能力，只想盡情購買心頭好。」CC



Farewell to the BCF

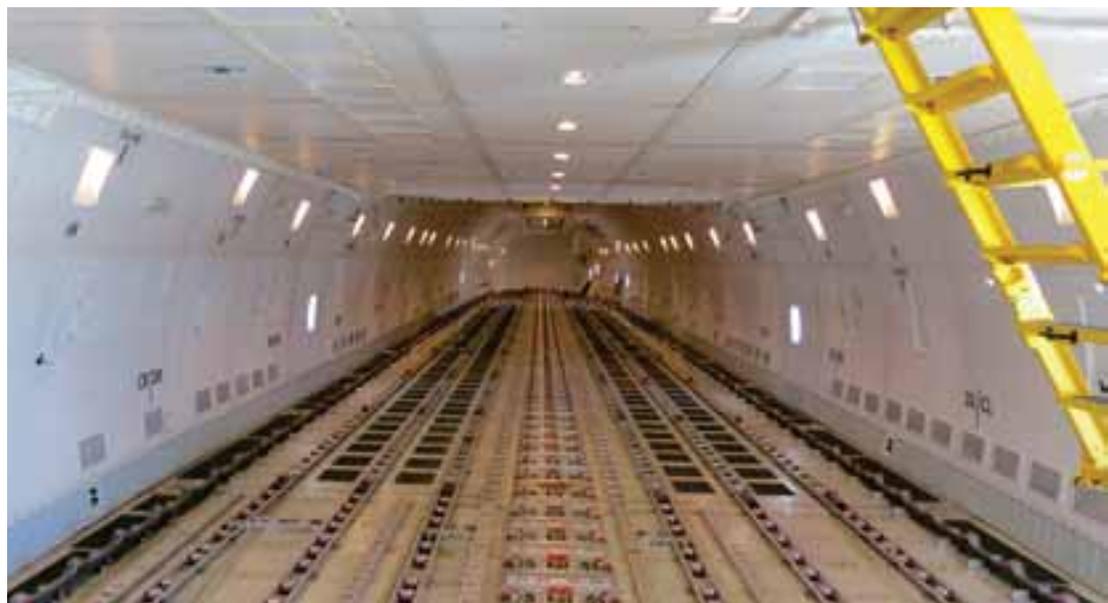
再見BCF

The last Rolls Royce-powered Boeing Covered Freighter (BCF) B-HOZ is retired
最後一架具備勞斯萊斯引擎的
改裝貨機 (BCF) B-HOZ榮休

The cargo decks were cleared for the flight to the desert where B-HOZ will be parked

A stretch limousine took Ange and Neale home in style after the last flight for B-HOZ

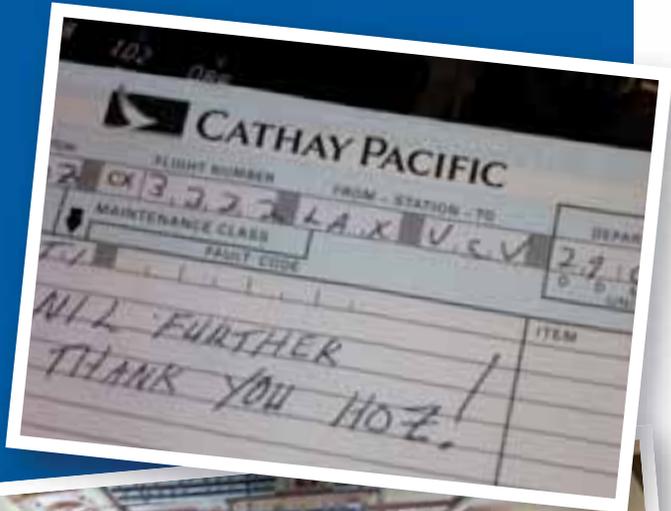
B-HOZ的貨艙收拾乾淨，為飛往它最後停泊的沙漠作好準備；長型豪華轎車接載最後一次駕駛B-HOZ的Ange和Neale回家





Historic flight for B-HOZ from Los Angeles International Airport (LAX) to Victorville (VCV) and the final sign off

最後一程：B-HOZ由洛杉磯國際機場（LAX）飛往 Victorville（VCV）的歷史一刻



Cathay Pacific Cargo's fleet upgrade to newer, more fuel-efficient, freighters has meant the retirement of the Boeing 747 BCF aircraft. B-HOZ was flown to the aircraft storage and disposal facility at Victorville, California, in the Mojave desert by Captain Neale Nowosad (right) and Senior First Officer Ange Dickinson (at the time of the flight, she was undergoing command training and is now Captain Dickinson). They were joined by Carl Buack, Engineering Manager Los Angeles International Airport (left)

國泰貨運更新機隊，引入更新更具燃油效益的貨機同時，告別服役多年的波音747 BCF航機，B-HOZ被送到加州Mojave沙漠Victorville市一間專門保管和處理退役飛機的工廠。負責駕駛B-HOZ到當地的機長Neale Nowosad（右）和高級副機長Ange Dickinson（她當時正進行飛行訓練，現已升任機長），與洛杉磯國際機場的工程經理Carl Buack在停機坪留影。



Storm proof

無懼風暴

Despite the presence of Typhoon Vicente, good teamwork and communication made a valuable pharmaceuticals shipment from Toronto to Sydney possible

在颱風韋森特吹襲下，有賴團隊合作和良好溝通，一批昂貴藥品由多倫多安然運抵悉尼

ON MONDAY, 23 July, Hong Kong was lashed by Typhoon Vicente, the first level 10 typhoon in 13 years, which brought air traffic at Hong Kong International Airport to a halt. While a delayed flight can be a major inconvenience for passengers, for extremely valuable pharmaceutical shipments that must be kept at a narrow band of controlled temperature, delays can be catastrophic.

The shipment arrangements started in late June when logistics company Kuehne + Nagel contacted Anderson Yeung, Cathay Pacific Cargo Manager Eastern

Canada In Toronto, about transporting a huge shipment of pharmaceuticals from Canada to Australia. "When our client asked us to develop uplift options for their product launch into Australia and was looking for an active pharma solution, it was an obvious choice for us to contact Cathay Pacific.

The performance we have received for our pharma clients over the years has been excellent, so Anderson was our natural first call," says a Kuehne + Nagel spokesman.

CX Cargo has always stressed that PHARMA , its specialised solution for pharmaceutical shipments, requires a genuine partnership between the airline, shipper and equipment suppliers and ground handlers. The airline has even embraced what it calls "a PHARMA  culture" involving planning, attention to detail, anticipation of problems and excellent communication. All these things paid off

when Typhoon Vicente caused the shutdown at HKIA.

Anderson estimated the shipment would need 12 Envirotainer RAPt2 active containers and Envirotainer said it would need two weeks' notice to assemble such a large number.

The booking – on CX095 on 21 July from Toronto to Hong Kong and then on to Sydney – was confirmed in the first week of July and pre-alerts were sent to CX Cargo in Hong Kong and Sydney. Anderson established a critical path with dates and margins – the Envirotainers had to be booked by 10 July. Envirotainer helpfully agreed to supply two extra RAPt2 and one RKNt2 containers as contingency, and CX Cargo in Hong Kong arranged with Envirotainer for five RAPt2 containers to be standing by. CX Cargo staff in Sydney were alerted to contact Kuehne + Nagel staff in Sydney to organise retrieval logistics.

Anderson and Kuehne + Nagel discussed the size of the skids; the maximum height was required so that the circulation of cool air blown from the dry ice bunker was not interrupted. The amount of dry ice required was calculated: it exceeded

Anderson Yeung,
Cargo Manager
Eastern Canada,
Cathay Pacific

國泰貨運加拿大東部
地區經理楊紹基



Vicente was the first level 10 typhoon in 13 years to hit Hong Kong
颱風韋森特為香港帶來最近13年來首個十號風球

The shipment took 12 RAPT2 active containers from Envirotainer
這批藥物需使用12個Envirotainer的RAPt2主動式溫度控制集裝箱

the amount the dry-ice bunker could accommodate and so re-icing was scheduled for Hong Kong.

The RAP containers were to arrive on the Friday afternoon for a Saturday evening flight and the dry-ice bunker could not hold all the dry ice required, so 90kg of dry ice for each RAP would need to be topped up on the Saturday. Anderson notified ground handlers to have manpower on hand to load the dry ice into each RAP.

The RAP containers arrived on the Friday and by the evening the voltage had started to drop on one of them. Anderson had already arranged for extra batteries. "We replaced it and asked Kuehne + Nagel to supply another complete set just in case."

Batteries were replaced again before departure to ensure there was enough voltage from Toronto to Hong Kong.

At 0045 on 24 July, the Level 10 was declared. Vicente had started as a low-pressure tropical storm off the north-eastern coast of the Philippines and while moving slowly due east did not appear to pose a threat to Hong Kong. However the typhoon abruptly headed north and then north-west and passed within 100 kilometres of

風 韋森特於7月23日（星期一）襲港，為香港帶來13年來首個十號風球，亦令香港國際機場一度癱瘓。航班延誤對乘客固然是極為不便，對必須控制在特定溫度範圍的昂貴藥物貨品而言，更可能會造成很嚴重的影響。

這次貨運計劃始於6月下旬，當時物流公司Kuehne+Nagel聯絡國泰貨運加拿大東部地區經理楊紹基，計劃將大批藥物由加拿大運往澳洲。Kuehne+Nagel發言人表示：「當客戶提出希望以主動式溫度控制集裝箱將一批藥物運往澳洲，並且要求我們制定妥善的運送計劃時，我們毫不猶豫就聯絡國泰航空。因為多年來我們的醫藥用品客戶均對國泰的服務讚賞有加，所以我第一時間聯絡紹基。」

國泰貨運一貫強調，其專業藥物運送服務PHARMA **UPT** 要求航空公司、付運公司和設備供應商，以及地勤人員必須通力合作。國泰提倡「PHARMA **UPT** 文化」，講求周詳策劃、對細節一絲不苟，並配合良好的溝通。當颱風韋森特造成香港國際機場癱瘓時，確保運送的藥物不受影響。

楊紹基預計這批貨品需要動用12個Envirotainer RAPT2型號的「主動式」溫度控制集裝箱，而Envirotainer則表示需要提前兩星期通知他們，才能預備這麼多的集裝箱。

在7月的第一個星期，預訂於7月21日使用CX095航機將貨物由多倫多運至香港，再轉運到悉尼的艙位已經獲得確認，並提早知會國泰貨運在香港和悉尼的職員。楊紹基為這

次貨運制定精密行程，列明每個重要日子和寬限期，例如Envirotainer的集裝箱必須在7月10日前預訂等。在Envirotainer通力合作下，同意提供額外兩個RAPt2集裝箱和一個RKNt2集裝箱，以備不時之需。香港的國泰貨運職員亦與Envirotainer磋商，安排五個RAPt2集裝箱作後備之用，悉尼的國泰貨運團隊則負責跟當地的Kuehne+Nagel職員聯絡，準備收貨的物流程序。

楊紹基跟Kuehne+Nagel商討集裝箱托板的大小，預計需要使用最高的托板，以確保乾冰箱散發的冷空氣順利流通。在計算這次運輸所需的乾冰數量後，楊紹基發現分量超出乾冰箱的容量，因此安排在香港添加乾冰。

RAP集裝箱定於星期五下午運抵，以趕及星期六晚上出發的航班。然而，由於乾冰箱未能完全盛載所需的乾冰，因此需要在星期六於每個RAP集裝箱再添加90公斤乾冰。楊紹基通知地勤服務公司預備足夠人手，將乾冰放入每個RAP集裝箱。

RAP集裝箱在星期五如期抵達，但到了晚上，當其中一個集裝箱的電壓開始下降，楊紹基早已預備後備電池。他說：「我們更換了電池，並要求Kuehne+Nagel再提供一組額外電池，以防萬一。」

在飛機起飛前，所有電池都重新換上，以確保飛機由多倫多前往香港途中有足夠電力。

7月24日凌晨零時45分，天文台發出十號風球。韋森特最初是在菲律賓東北沿岸形成的一股低氣壓熱帶氣旋，其後緩慢地向東移動，看來不會對香港構成威脅。但颱風突然

Hong Kong whipping up winds of up to 140 km/h. More than 100 people in Hong Kong were injured, trees were uprooted and air traffic at HKIA was suspended. The Airport Authority said that between midnight and 0800 local time, 60 flights were cancelled, 60 delayed and another 16 diverted.

The supply of dry ice organised in Hong Kong was adequate for the Hong Kong to Sydney sector but additional supplies were likely to be hard to find as suppliers had closed because of the typhoon. A contingency plan was organised. CX Cargo operations team monitored the amount of dry ice and the condition of the batteries, reported regularly to Kuehne + Nagel on the flight departure time and made use of the online service on CX Cargo to monitor the shipment temperature. The pharmaceutical shipment finally departed for Sydney on 24 July. But the drama was not over: Sydney airport was wreathed in fog and the flight looked

Jack Lo, Cargo Product & Marketing Manager, Cathay Pacific, says cooperation and communication at all levels helped weather the storm

國泰貨運產品及市場經理羅錦彪指出，在各個層面通力合作及溝通協調，有助化解風暴帶來的影響



Brian Pedersen, Vice President Air Freight, Kuehne + Nagel Ltd. – Canada, was delighted with the way that Cathay Pacific handled his company's shipment

加拿大Kuehne + Nagel Ltd. 的空運副總裁 Brian Pedersen 對國泰航空妥善安排運送該公司的貨品感到高興



like being diverted to Melbourne. Cathay Pacific Cargo Hong Kong called Melbourne to start contingency planning and a search for dry ice.

The fog cleared in Sydney and the freighter landed at 1119 on 25 July. The unloading was completed in one hour 16 minutes and the 12 RAPt2 containers were delivered to Kuehne + Nagel in Sydney at 1235.

Cathay Pacific Cargo Product and Marketing Manager, Jack Lo, says the situation was an example of how important cooperation and communication between logistic companies, ULD suppliers and airlines were for valuable pharmaceutical shipments. The planning and attention to detail had prevented several possible mishaps along the route even before Typhoon Vicente entered the scenario. He says it also illustrated how robust the systems were.

Brian Pedersen, Vice President Air Freight, Kuehne + Nagel Ltd. – Canada, says: "Last year we launched a marketing campaign in Canada, which is branded 'OUT + PERFORM'. It is a campaign where Kuehne + Nagel service our clients so they can outperform their competition. This project and the execution by the Cathay Pacific team truly was a show of how you OUT + PERFORM your competition, and on behalf of Kuehne + Nagel, I am happy to extend a big "thank you" to Cathay Pacific. Both our client and Kuehne + Nagel outperformed their competition with this support from you!"

轉向北面，再向西北方向移動，風速高達每小時140公里，在香港100公里以內範圍掠過，造成香港逾100人受傷，無數大樹倒塌，香港國際機場一度癱瘓。機場管理局指出，在午夜至早上8時，共有60班航機取消、60班延誤、另外16班需轉飛其他地點。

香港這邊預先準備好的乾冰，數量應該足以應付由香港至悉尼的一段航程，但額外數量乾冰卻不易找，供應商都因為颶風而暫停營業。為了應付這個突發情況，國泰貨運運作團隊密切監察這批貨物的溫度、乾冰數量和電池耗用情況，並定時向Kuehne+Nagel職員報告航班起飛時間，以及利用網上監察貨物溫度的服務。最終，運送藥物的航班順利在7月24日起飛前往悉尼。

不過，這次充滿戲劇性的旅程並未就此完結。由於澳洲的悉尼機場剛巧被大霧所籠罩，航機或需轉而飛往墨爾本，國泰貨運的香港職員馬上通知墨爾本團隊，展開應變計劃，並搜羅足夠乾冰。

等到悉尼的大霧消散後，貨機於7月25日上午11時19分著陸。機上所有藥品在一小時16分鐘內全部卸下，12個RAPt2集裝箱在下午12時35分運抵Kuehne+Nagel的悉尼辦事處。

國泰貨運的產品及市場經理羅錦彪表示，這次情況反映了運送貴重藥物時，物流公司、集裝箱供應商和航空公司的溝通協調何等重要。早於颶風韋森特未構成威脅時，貨運團隊仔細的計劃和注重每個細節，已成功避免了航程中可能出現的延誤。他說這次經歷亦展示了整個運送系統的周全。

加拿大Kuehne + Nagel Ltd.空運副總裁 Brian Pedersen總結這次經驗時說道：「我們去年在加拿大推出OUT + PERFORM的宣傳計劃，意思是說Kuehne + Nagel提供的服務可讓客戶勝過他們的競爭對手。這次的運送計劃和國泰團隊的表現就是如何戰勝對手的最佳示範，我謹代表Kuehne + Nagel衷心感謝國泰的支援讓我們和客戶都比對手更勝一籌。」 CC

By Tara Jenkins and Karen Pittar

Handle with care!

謹慎為上

Even the most hazardous cargo can be transported safely if the regulations are followed to the letter

只要緊守安全準則，即使最棘手的危險品也能安全運抵目的地

SHIPPING DANGEROUS goods (DG) can be a tricky business. According to the Hong Kong Civil Aviation Department, this year there have been four incidents where lithium batteries carried on flights from Hong Kong caught fire at their destinations after being unloaded from the aircraft. All fires were extinguished and no one was injured, but investigations showed the batteries involved were either incorrectly declared or not declared at all.

"It is absolutely essential that we follow everything by the book," says Richard Howell, General Manager, Corporate Safety at Cathay Pacific, who adds that it is equally important for shippers and freight-forwarders working with the airline to follow the same rules. "If they don't, it could result in a serious incident onboard one of our aircraft. Everything must be properly declared and handled, or the consequences can be severe."

Just how severe was shown in 2010, when a 747 cargo aircraft

caught fire and crashed in Dubai, killing both pilots. While still under investigation, it is thought the fire might have been caused, and was certainly fuelled, by the many lithium batteries onboard.

But it's not just lithium batteries that represent a potential hazard. In 2000, baggage handlers unloading 80 canisters of chemicals from an Airbus A330-300 arriving in Kuala Lumpur from Beijing became ill as they were hit by fumes emanating from the hold. A spill during flight of a toxic chemical used for rustproofing caused corrosive damage to the cargo hold, wing-box structure and landing gear, resulting in the aircraft being written off. It was only five years old.

"Dangerous goods are safe to transport, as long as they are shipped properly, in accordance with International Air Transport Association [IATA] regulations," explains Richard, who says the airline consistently goes above and beyond the minimum requirements to ensure safety. "We have to make sure that

運載危險品 (DG) 可以是一項棘手的任務。根據香港民航處的資料，今年已經發生過四宗關於空運鋰電池的意外，它們都是從香港運抵目的地後，從機艙卸貨時引起火警。雖然火警被撲滅，亦無人受傷，但是調查結果顯示，造成意外的鋰電池並未循正常手續申報，或根本沒有申報。

國泰航空企業安全總經理賀雲揚說：「遵守一切相關規定，絕對是必要的步驟。」他指出，付運人和貨運代理也必須與航空公司合作，遵守相同的守則。「如果他們沒有這樣做，結果可能會導致我們的飛機發生嚴重意外。所有物件都必須正確申報及處理，否則後果可能不堪設想。」

2010年就發生過一宗嚴重意外，當時一架747貨機起火燃燒，在迪拜墜毀，機上兩名機長不幸遇難。雖然意外原因尚在調查，不過機上載有大量鋰電池肯定助長火勢，並有可能是導致火警的原因。

事實上，並非只有鋰電池可能會構成危險。在2000年，一架從北京飛抵吉隆坡的空中巴士A330-300在卸下80罐化學物品時，幾位行李搬運人員就因為吸入外洩的濃煙而感到不適。事緣一種防鏽的有毒化學物質在飛行期間溢出，貨艙、機翼和起落架均遭到嚴重腐蝕，結果這架僅飛行5年的飛機難逃被淘汰的命運。

Cathay Pacific and Dragonair follow all the regulations. On top of this we audit cargo terminals around the world to make sure the rules are being followed. But it's not just up to us – it is the collaboration of airline, ground handlers, freight forwarders and shippers that ensures a Dangerous Goods shipment is risk-free when shipped."

Simon Leung, former Cargo Services Manager, Standards & Procedures at Cathay Pacific, is responsible for ensuring everyone involved in the transport of DG knows and complies with the restrictions. Cathay Pacific organises DG training courses for its own staff, and shippers and freight forwarding partners are also welcome to attend. There are three types of DG training on offer: a one-day awareness course, a five-day intensive course, and a three-day recurrent course that shares the latest industry information and case studies. "We have staff coming from outports to attend, as well as some of our industry partners," says Simon.

Richard says most people do things properly and there are very few problems considering how much freight is carried. "But it would only take one or two things not properly packed or declared and we could have an issue," he says.

The definition of DG encompasses solids, liquids or gases capable of posing a risk to health, safety, property or the environment. They can include medical devices containing radioactive substances or hazardous chemicals, as well as chemicals used for engineering or electronics.

But the DG of greatest concern at the moment is lithium batteries. And it's not just freight forwarders and shippers who need to be aware of the risks, but passengers too. Spare lithium batteries, for example, are not allowed in check-in baggage. "Everyone today carries a cell phone or tablet or laptop computer, and they

all contain lithium batteries," says Richard. "If the batteries are installed inside the devices then normally they're safe because the terminals are well protected, but spare batteries packed loose can be a problem. The risk is greatest when transporting bulk shipments; it is the pure volume of batteries carried that represents an issue. If batteries are poorly manufactured, or incorrectly packaged or handled, and they get damaged or short-circuit, a thermal runaway can occur where the battery overheats and ignites. As a result, we will only carry bulk shipments of lithium-ion batteries in cargo compartments where we have fire-suppression systems fitted on the aircraft."

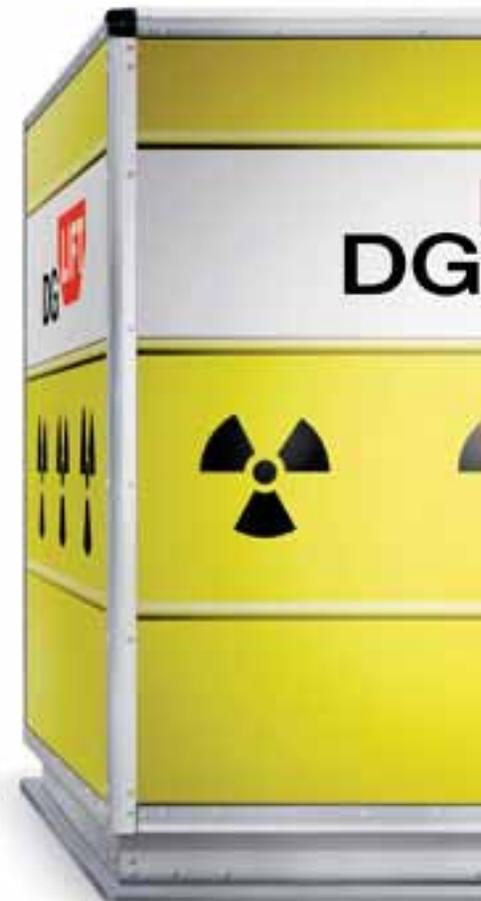
Richard says Cathay Pacific restricts what it will carry, above and beyond government regulations, to make sure everything is safer than the minimum requirements. "We work with our forwarders to make sure they know what they're doing and we offer training courses, as does the Hong Kong government. Shippers and freight forwarders have to be specially qualified and certified to handle dangerous goods."

"Safety is at the top of the Cathay Pacific mission statement," says Peter Langslow, General Manager, Cargo Services. "We will not compromise on this and the strict application of IATA DG Regulations, as well as of the other policy requirements that Cathay Pacific applies as best practice. As Hong Kong's carrier, we seek to take a leadership role here, given the fact that so much of the world's manufacturing of lithium batteries is in our own backyard in southern China, and that Hong Kong therefore sees more shipments of this sort than most other places."

For shippers and freight forwarders, carefully following the guidelines set out by the airline and government bodies means everyone will have a safe journey.

For information about the stringent regulations visit the IATA website www.iata.org, the International Civil Aviation Organization website www.icao.int and Hong Kong's Civil Aviation Department at www.cad.gov.hk

查閱這些嚴格規定的詳情，可登入以下網址：國際航空運輸協會 www.iata.org、國際民航組織 www.icao.int，以及香港民航處 www.cad.gov.hk





It is **collaboration** that ensures that a **Dangerous Goods** shipment is **risk-free**

大家**通力合作**，才能確保運載**危險品**可以達致**零風險**

賀雲揚指出：「其實，只要遵從國際航空運輸協會的守則，以正確而妥善的方式處理運送的危險品，運送危險品是很安全的。」他又表示航空公司的標準一貫以來都比最低要求更為嚴格，以確保安全。他說：「我們必須確保國泰航空及港龍航空遵守所有規定。我們還會進一步審視全世界的航空貨運

站，以確定各地的規定能夠徹底落實。然而，這不僅是我們的責任，也是航空公司、地面工作人員、貨運代理及付運人各方通力合作，才能確保運輸危險品可以達致零風險。」

國泰航空的前貨運服務經理-標準及程序梁世豪的職責，就是確保每位參與運輸危險品的人士都清楚認識這些規定，並嚴格執行。國泰航空為員工舉辦的運送危險品培訓課程，也歡迎付運人及貨運代理夥伴派員參與。國泰舉辦的危險品培訓課程分為三種，包括一天的認知課程；五天的密集課程；以及與學員分享業界最新消息及個案研究的三天溫故知新課程。「我們有員工特別從外地來港參與課程，也有來自業界的夥伴出席。」

賀雲揚表示：「大部分人都會嚴格遵守規則。雖然我們的載貨量相當龐大，但發生的問題很少。不過只要做錯一兩件事，例如沒有正確包裝或申報，就有可能會發生事故。」

危險品的定義泛指一切可能危害健康、安全、財產或環境的固體、液體或氣體。含有放射性物質或危險化學品的醫療設備，以及

用於工程或電子的化學品，也屬於危險品的範圍。

不過，鋰電池才是目前最令人擔心的危險品。不僅貨運代理和付運人應該了解其隱藏的危險性，就算是乘客也必須充分認識。舉例說，寄艙行李內是不准放置備用鋰電池的。賀雲揚表示：「現在幾乎人人都攜帶手機、平板電腦或手提電腦上機，裡面都有鋰電池。鋰電池如果是放在電子產品內一般是沒有問題的，因為電池接頭安全地受到保護，但沒有妥當包裝的備用電池卻可能會構成問題。最為危險的應是一次過運載大量危險品，如果運送的貨物全是電池，就要特別小心。若然電池的製造品質欠佳、包裝或處理不正確，可能會導致電池損壞或發生短路。當電池過熱或燃燒時，便可能會產生熱失控現象。因此我們只會在備有滅火系統的飛機上，才會放置大批鋰離子電池於貨艙內運送。」

賀雲揚表示，國泰航空對運載貨物的限制，甚至比政府的規定還要嚴格，這樣才可確保運送過程安全無慮。他說：「我們需要與貨運代理公司緊密合作，以確定他們清楚自己的職責，我們會為他們提供培訓課程，而香港政府亦有類似的課程提供。付運人和貨運代理都必須擁有處理危險品的專業資格及證書。」

國泰貨運服務部總經理藍仕榮表示：「國泰航空的企業宗旨是安全至上。我們會堅守原則，不會因其他考慮而作出妥協，並嚴格遵守國際航空運輸協會的危險品規定，同時認真執行國泰航空其他政策和要求。作為香港的航空公司，我們必須負起領導業界的角色，尤其是鄰近的華南地區是全球生產鋰電池的大本營，令香港成為運送鋰電池的主要地點。」

只要付運人及貨運代理小心遵守航空公司和政府機構制定的指引，所有人都可以擁有一個安全的旅程。CC

Cool new label

冷暖自知

Labelling regulations bring clarity to the storage of air cargo health-care shipments
新標籤規定對貯藏空運醫療保健用品有更清晰的指引



A **STRONG LINK** in the cold chain was forged from 1 July, 2012, when Time and Temperature Sensitive labels became compulsory for all health-care cargo shipments.

The health-care industry ships increasing amounts of temperature-sensitive pharmaceuticals around the world and the International Air Transport Association (IATA) labels enhance management control for health-care shipments by helping ground-handling staff to identify storage requirements.

Shippers' responsibility:

- Complete and fix the temperature label to the package
- Indicate correct temperature range in degrees Celsius (°C)
- Ensure to advise a 24-hour contact and person on the Air waybill
- Temperature range on label must be identical to the master Air waybill

Simon Leung, former Cathay Pacific Cargo Services Manager – Standard and Procedure, says Cathay Pacific staff will check to make sure there is no discrepancy before accepting the shipment and will call the contact number in order to check if there is conflicting information.

Time and Temperature Sensitive labels must be used for all health-care shipments

所有付運的醫療用品必須貼上「時間及溫度敏感標籤」

In case of a missing label or label temperature found not consistent with the Air Waybill, Cathay Pacific reserves the right to refuse shipment. The temperature range indicated on the Time and Temperature Sensitive label must reflect the external temperature of the package allowed during transportation and distribution and not the actual product temperature, Simon says. Labels must be completed for domestic and international health-care shipments booked as requiring temperature-controlled service. This label is not applicable to other perishable shipments.

Cathay Pacific Cargo is a member of the IATA Time and Temperature Task Force that has worked with stakeholders from the health-care industry to establish common standards that work in both the medical and transport industries.

The labels can be ordered at www.iata.org/ps/publications/dgr/Pages/time-temperature-labels.aspx

由 2012年7月1日起，所有付運的醫療保健用品必須貼上「時間及溫度敏感標籤」，確保運送這類物品時的冷凍鏈萬無一失。

醫藥工業送運溫度敏感的醫療用品數量日益增加。國際航空運輸協會（國際航協）的新標籤可以幫助處理貨物的地勤人員提高對溫度警覺，加強對運送醫療貨物的管理。

託運人的責任包括：

- 填妥標籤，然後貼在包裝上
- 展示正確的溫度範圍（以攝氏計算）
- 要在空運貨單上提供一名可24小時聯絡的負責人名稱和聯絡號碼
- 標籤上的溫度範圍必須與主空運提單的資料吻合

國泰貨運前服務經理——標準及程序梁世豪表示：「國泰員工在接受付運前，會確保資料無誤。若發現資料有商榷的地方，會致電負責人查詢。」

假如標籤丟失或溫度範圍跟空運提單的有出入，國泰有權拒絕運送該貨物。「時間及溫度敏感標籤」上顯示的溫度範圍，是指貨物在運送和分發途中所能接受的外在溫度，而不是貨物本身的溫度。無論本土及國際貨運，所有需要受溫度控制服務的貨品必須填寫標籤。

國泰是國際航協時間及溫度控制專責小組成員，一直與醫藥工業的各方人員緊密合作，制定醫藥業及運輸業均能接受的一套標準。

標籤可於以下網址訂購：www.iata.org/ps/publications/dgr/Pages/handling-labels.aspx。CC

Safe and secure

精益求精

A new temperature-controlled container upgrades the PHARMA **LIFT** options
新的控溫集裝箱擴闊了 PHARMA **LIFT** 服務的範疇



CATHAY PACIFIC Cargo's PHARMA **LIFT** service has been enhanced by the use of the new Envirotainer RAP e2 container. Valuable pharmaceutical shipments can be kept at constant temperatures for longer periods in the most extreme conditions, providing seamless handling throughout the supply chain worldwide.

With this new addition to the container fleet, Envirotainer has completely redesigned the container shell and the all-composite material provides superior insulation. It has a fully redundant electrical heating and compressor cooling system powered by rechargeable batteries.

It maintains product temperatures in the +2 to +8 °C range, controlled room temperature range (+15 to +25 °C) or at any chosen set temperature between

Envirotainer RAP e2 – electrical heating and compressor cooling container
Envirotainer RAP e2 配備電力發熱器及保冷壓縮機系統

0 and +25 °C in nearly any ambient condition, no matter what they might be – whether it is high summer in India or winter in Moscow.

The air-circulation system has been enhanced to ensure a low-temperature gradient within the entire cargo space. The air circulated by the heating and cooling unit is close to the set temperature.

This advanced technology paired with the composite material shell and the forkliftable base makes the RAP e2 a leading innovation in container design and performance.

或

泰貨運採用Envirotainer新推出的RAP e2集裝箱，繼續完善PHARMA **LIFT**的服務水平。以RAP e2運送貴重醫藥時如遇上極端惡劣的環境，貨物保存在恆溫中的時間會更長，確保全球的供應鏈順暢無阻。

Envirotainer最新的RAP e2集裝箱，外殼經過重新設計，所採用的全複合物料提供卓越的隔熱功能。此外，集裝箱還設有由完全獨立的充電池驅動的後備電力發熱器及保冷壓縮機系統。

不管外在環境如何，是酷熱的印度，還是嚴寒的莫斯科，RAP e2集裝箱均可令貨品保持在攝氏+2至+8度之間，或在室溫狀態下（即攝氏+15至+25度），或在攝氏0度至+25度之間的任何範圍內。

集裝箱內的空氣循環系統也進一步改善，確保整個載貨空間保持良好的溫度梯度，發熱及保冷系統送出的空氣溫度與設定的相近。

RAP e2集裝箱具備先進的技術，加上複合物料製造的外殼和方便用鏟車鏟起的底座，設計創新，性能表現卓越。 **CC**

Gadgets to GO

隨行玩意

Mix pleasure with business when you take your tech with you on your travels

帶著這些科技玩意旅遊公幹，
可寓工作於娛樂



Track your run
and heart rate

記下跑步時的步速等
資料和心跳頻率

Run for a good time

The Nike+ SportWatch GPS by TomTom tracks your time, distance, pace, heart rate and calories burned. It also shows your mapped route, with pace data and changes in elevation on Nikeplus.com. And its heart-rate monitor is compatible with the Polar Wearlink+ Transmitter. www.tomtom.com/en_gb/products

跑手恩物

TomTom推出的Nike+ SportWatch GPS手錶能記錄你的跑步時間、距離、步速、心跳頻率及卡路里消耗量。將數據上載至Nikeplus.com後，更可在地圖上顯示跑步路線、速度數據、路線坡幅改變等情況。此外，手錶的心跳監察器可配合Polar Wearlink+ Transmitter使用。
www.tomtom.com/en_gb/products

Potable and portable

Have safe water wherever you go with the SteriPEN Traveler, which uses UV light to kill bacteria. Designed to fit into commercial water bottles, the Traveler uses no dissolving tablets or plug-ins and can purify 200 half-litre servings of water on just one set of AA lithium batteries.

www.steripen.com

安全又方便

帶著SteriPEN Traveler淨水器旅行，輕鬆解決食水安全問題。Traveler設計方便，可直接放進市面有售的水瓶，利用紫外線殺滅細菌，毋須使用水溶性藥丸或插入電插座。一組2A鋰電池便能淨化200瓶半公升的食水。

www.steripen.com

Safe water:
UV light kills
bacteria

安全飲用：用
紫外光殺菌



Floss with a flush

No more dental floss with thread – just press the button and compressed air jets microdroplets of water between your teeth to loosen and remove plaque. Developed in conjunction with dentists, the rechargeable Philips Sonicare AirFloss can be filled with water or mouthwash.

www.sonicare.com

再見牙線

牙線已經成為過去了。現在要清潔牙縫，只需按一個鍵，飛利浦的Sonicare AirFloss即可以利用其氣壓裝置向牙縫射出微型水柱，沖走牙垢。這個氣壓牙線是與牙醫共同研究的成果，只需裝入清水或漱口水，即可使用。

www.sonicare.com



Wash away
dental plaque

牙垢隨水流走



Zoom in close and capture on HD video

可將景物拉近並拍成高清影片

Ready for your close-up with video binoculars

The world's first digital recording binoculars allow you to not only zoom in but to capture HD and 3D video recordings as well as stills. A maximum of 3072 x 2304 pixels produces 26 x 20cm prints at 300dpi. An onboard GPS receiver automatically geo-tags video clips, which can later be viewed on online maps.

www.sony.com

攝錄望遠鏡拉近距離

全球第一個數碼攝錄望遠鏡，不但能拉近遙遠的景物，更可拍攝硬照、高清和立體影片。照片的像素最高可達3072x2304，以300dpi打印可放大至26x20厘米。望遠鏡內置GPS全球定位系統接收器，自動記下攝錄地點，方便日後在網上地圖點擊觀看。

www.sony.com

Dial up the right lens on your phone

將適用的鏡頭轉到電話的鏡頭上便可



Happier snaps

Get even better pictures from your iPhone with high-quality camera lenses. The attachable iPhone Lens Dial offers you a choice of three lenses – wide-angle for panoramic views, fisheye and telephoto, all in a sturdy aluminium case.

www.photojojo.com

開心快拍

想用iPhone拍出更漂亮照片，不妨選用iPhone Lens Dial優質鏡頭。iPhone Lens Dial附設在堅固的鋁製手機保護殼上，有三種鏡頭選擇，包括拍攝全景照片用的廣角鏡，還有魚眼鏡和長鏡。

www.photojojo.com CC

Move with the music

Atomic Floyd is renowned for earphones that need to be worn to be believed. The heavier than usual metal earphones stay in place no matter how strenuous the activity and boast two speakers in each ear, 2-Way Noise Isolation, an inline stainless-steel remote and microphone.

www.atomicfloyd.com



Made from metal, the earphones stay securely in place

以金屬製造的耳機緊扣耳朵

音樂相隨

Atomic Floyd耳機的巧妙設計，只有用過的人才會知道。他們的耳機使用較重的金屬製造，不管活動多激烈，都能緊扣耳朵。耳機每邊均設有兩個喇叭，並備有雙重隔音功能，而耳機線上則附有不銹鋼遙控器和麥克風。

www.atomicfloyd.com

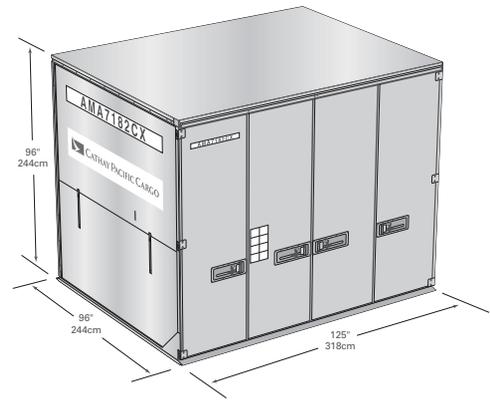


The lenses fit over the phone

鏡頭可輕鬆地安裝在手機上

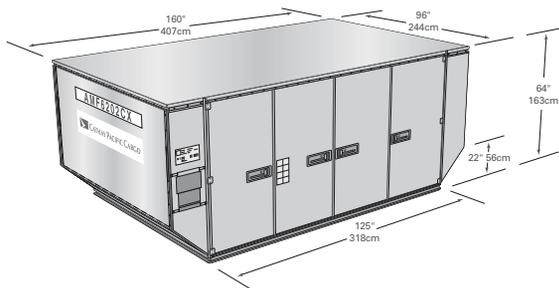
These are the Unit Load Devices (ULDs) that Cathay Pacific Cargo provides. Please visit www.cathaypacifccargo.com for detailed descriptions of each of the ULDs.

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.cathaypacifccargo.com，並參考各款集裝箱的詳情。



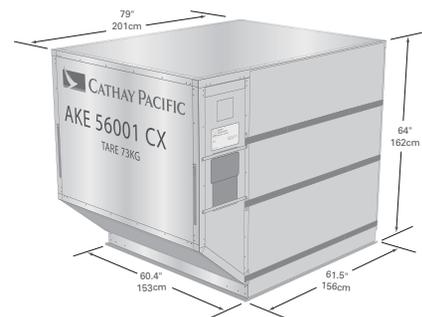
TYPE: AMA CONTAINER

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



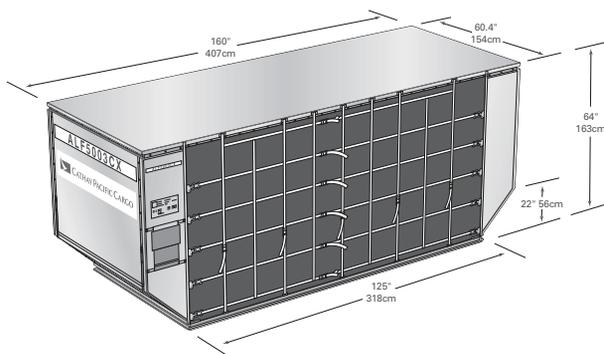
TYPE: AMF CONTAINER

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



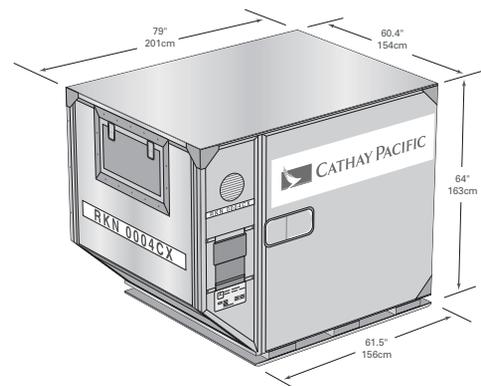
TYPE: AKE CONTAINER

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



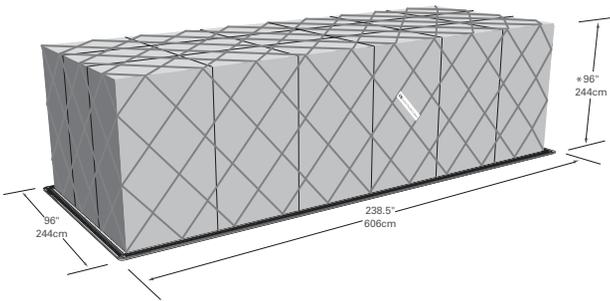
TYPE: ALF CONTAINER

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



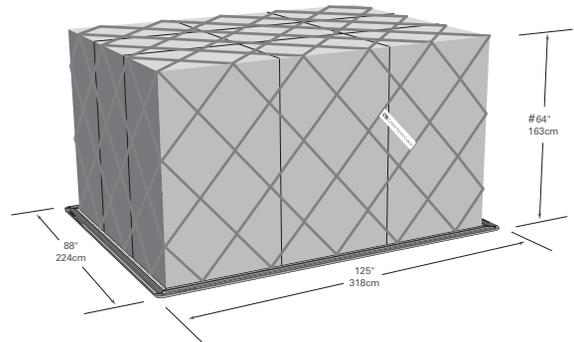
TYPE: RKN COOLTAINER

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



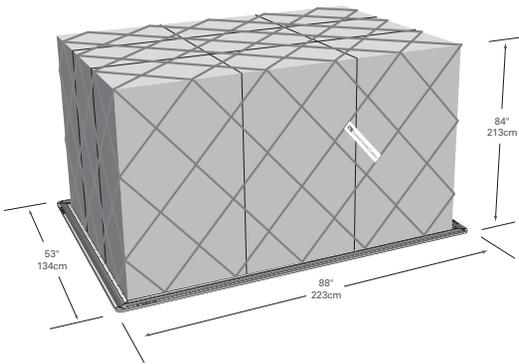
TYPE: PGA PALLET

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



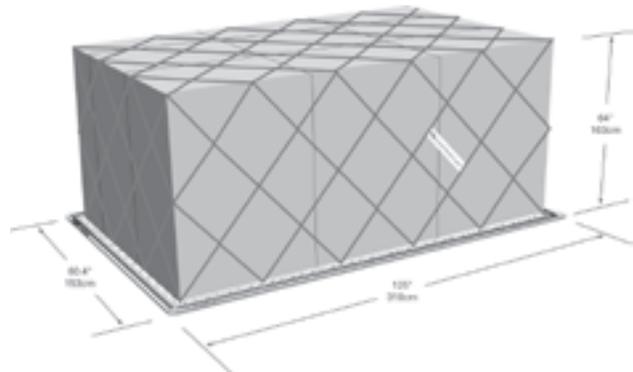
TYPE: PAG PALLET

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



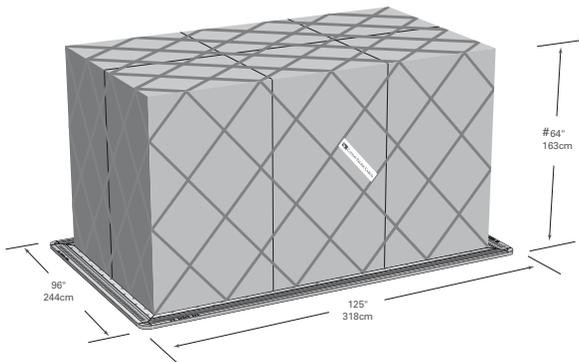
TYPE: PEB PALLET

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



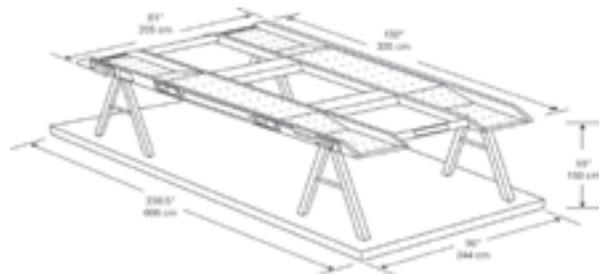
TYPE: PLA PALLET

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: 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), 6,804 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"
 Max Wheel Base the upper car : 79.5"
 Max Wheel Base the lower car : 173"
 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



THE MOST DISCERNING CUSTOMERS CHOOSE CATHAY PACIFIC CARGO 國泰貨運 明智之選



Priority handling with money-back guarantee.
貨物得到最優先處理，並提供原銀奉還保證。



Small parcel service with fast customs clearance.
小型包裹之速遞服務，確保清關快捷。



High security for high-value shipments.
專為貴重物品提供可靠運送。



Dangerous goods under the care of certified professionals.
危險品專業運送服務，全程由專業人員遵照嚴格安全守則處理。



DRAGONAIR NETWORK



- Cathay Pacific Passenger Service
- Cathay Pacific Freighter 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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 高效可靠的冷凍鏈管理，確保貨物新鮮抵達。



Tender, special care for live animals.
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Tailor-made solutions for special shipments.
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 配合不同藥品需要，全程以精確溫度監察運送。

