

DOWNLOAD PDF THE GROWING STRATEGIC IMPORTANCE OF AIR CARGO SERVICES

Chapter 1 : SCM Stew - Inbound Logistics

Air cargo is the fastest mode of transport, as illustrated by Cargo iQ data: on average air cargo shipments take under hours 1 to get from shipper to consignee, including

Share The performance of the African aviation industry is still lagging behind those of the rest of the world. Over the period , Africa will be the third fastest growing region in the world in terms of international traffic with an average growth rate of 6. This trend is expected to continue in the coming years due to a number of factors, notably robust economic growth, demographic boom, increasing urbanization, and emergence of the middle class. The contribution of air transport far exceeds that of road transportation sevenfold. Growth in air transportation has directly maps into economic growth due to spillover effects through creation of direct and indirect jobs in the industry and other auxiliary sectors such as tourism and other service sectors. Expansion in air transportation creates market opportunities for local entrepreneurs by creating regional and global economic centers. In , the aviation industry in Africa supported about 7 million jobs including , direct jobs through the impact on travel and tourism which translated into USD Over the next 20 years, implied job creation by the industry is projected at , Africa can maintain the growth of its aviation industry if more and more people can afford to pay for the cost of air travel. In recent years, growing alliances with counterparts in other regions of the world have played an important role in the development of the African aviation industry. These alliances have permitted African companies to gain access to new long haul routes resulting in higher economies of scale and skills exchange. Poor record of safety and security, lack of adequate resources and infrastructure, distance and limited connectivity, lack of regulation and government actions are among the main constraints the industry is facing. These constraints add to competition and high operating costs resulting from surging oil prices. Safety and security challenges: Safety is the most pressing challenge facing the aviation industry in Africa. In , the average number of air traffic accidents was nine times higher than the global average. The frequency of accidents stems largely from inconsistency in the implementation and enforcement of internationally accepted safety standards and practices. Increasing the level of safety should be a key priority for the development of the African aviation industry. The African authorities have endorsed an African Union backed plan aimed at addressing deficiencies related to aviation safety and security and strengthening the regulatory framework. The plan encourages African governments to foster regulatory oversight through the adoption of globally accepted safety and security standards. The air transport industry faces various challenges including poor airport infrastructures, lack of physical and human resources, limited connectivity, and lack of transit facilities. It is therefore critical that African countries invest in the soft as well as hard infrastructure to support the industry. Lack of regulation and government actions: Despite the growing awareness of the role that the aviation industry could play in the development of the continent, the industry is still not the top priority of African governments. More, despite increased liberalization of the African aviation industry and the growing presence of foreign companies, some African governments are still reluctant to open their skies fearing foreign competition could undercut national airlines, some of which are short of commercial viability besides being just symbols of sovereignty. These challenges require governments to enhance regulation of aerospace management, consumer protection and safety of airlines. Opportunities to the African aviation industry Air travel is essential to the prosperity of Africa as it opens up opportunities that did not exist before. Fostering the African aviation industry may be one of the driving forces of regional integration on the continent. Better connected African countries and regions through a viable air transport industry could be the catalyst that can boost intra-African business, trade, tourism as well as cultural exchange. Developing the aviation industry may also represent an opportunity to mitigate chronic transport problems faced by the 16 landlocked African countries.

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Chapter 2 : Air Transport: Advantages and Disadvantages

The Air Transport Action Group is an independent coalition of organisations and companies throughout the air transport industry that have united to drive infrastructure improvements in an environmentally-responsible manner.

John Bowen and Dr. Jean-Paul Rodrigue Air transportation is the movement of passengers and freight by any conveyance that can sustain controlled flight. More than ten years passed before first faltering efforts to launch scheduled passenger services. World War I, which began just months after that first flight from Tampa, provided the first real spur to the development of commercial aviation as air power began to be used and better aircraft were quickly designed. The war left a legacy of thousands of unemployed pilots and surplus aircraft along with an appreciation for the future significance of this new technology. However, air transport still suffered from limitations in terms of capacity and range. It was also the same year that with the Paris Convention that each country controlled the airspace over its territory. Governments played a crucial role in the next phase of aviation history. In Europe, governments established new passenger airlines while on the other side of the Atlantic, the American government heavily subsidized airmail. Airmail was one of the earliest avenues via which air transportation became commercially relevant because it helped to accelerate the velocity of the money supply and helped to better tie together far-flung enterprises, facilitating the emergence of continental and intercontinental enterprises. US airmail also subsidized the emergence of the first major US passenger airlines. By the eve of World War II, air travel was quite literally taking off, borne aloft by important advances in technology. Particularly important was the Douglas DC-3, the first airliner that could fly profitably without government subsidies air mail routes. The DC-3 was a land-plane; but on longer-haul, intercontinental routes, flying boats remained common through World War II. Flying boats, like the double-deck Boeing, were the largest commercial aircraft until the building of the B They could fly very long distances but their slow speeds undercut their profitability. The market for long-haul travel was very small, partly because of the extraordinarily high cost. Many of the long-haul air services were to colonies and dependencies. Only the elite or government officials was able to afford air travel. Indeed, it was only after World War II that air transportation became the dominant mode of long-haul passenger travel in developed countries. Air travel was becoming increasingly advertised and fare structures were emerging. In, more people traveled on intercity routes by air than by Pullman car sleeper and coach class trains combined in the US. In, airlines carried more passengers than ocean liners across the Atlantic for the first time. The B was not the first jetliner, but it was the first successful one. The B and other early jets, especially the Douglas DC-8, doubled the speed of air transportation and radically increased the productivity of airlines which enabled fares to fall. The growth of the number of planes and commercial services led to growth of risk and occurrences of air collisions and near-collisions. In response, national air traffic control systems began to be established in the mid s, which substantially reduced the risks of accidents. Jet transportation facilitated the extension of the linkages between people and places, which is supported by ample evidence. A classic example concerns American major league baseball. Through the mids, all major league teams were located in the Manufacturing Belt, situated no more than an overnight rail journey apart from one another to permit closely packed schedules. The speed and ultimately lower cost of air transportation freed teams to move to the untapped markets of the Sunbelt so that by the mids, half a dozen teams were strung out across the South and West. Just 12 years after the debut of the B, the B made its maiden flight. Not coincidentally, it too premiered on a transatlantic route from New York City. However, by the s, the majority of the Bs were being retired and replaced by longer range and more fuel efficient aircrafts such as the B, the A, the B and the A The fastest airliners in regular use today are about as fast as the Bs of the early s. Moreover, the Concorde was an early target of the nascent environmental movement, and restrictions on overland supersonic flights severely limited the market for the airliner. The only carriers to regularly operate it were British Airways and Air France, and although many cities had Concorde services in the first halcyon years of its early use, by the time the

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supersonic transport SST was finally grounded in , only London, Paris, New York, and Washington had scheduled year-round services. In time, air transportation networks evolved to become increasingly complex, a trend that goes on par with the improvements in the technical capabilities of aircrafts, but also their specialization to service specific markets. Three major categories of passenger jet planes may be recognized, each servicing a specific air transport market: They are usually referred to as regional jets that serve smaller markets and feed hub airports. They also provide high frequency point to point services between large city pairs. The airbus A and its Boeing equivalent, the B, are designed to service destinations within a continent with a range around 5, km for the later generation models. From New York, most of North America can be serviced. This type of aircraft is the workhorse of high demand regional services where low cost air carriers compete. There are a variety of aircraft capable of crossing the oceans and linking together the continents. Early variants such as the B have evolved into planes offering high capacity, such as the B series, which have then evolved into extra long range abilities, such as the B series 14, km range or the A series 14, km range. Fuel efficiency was a major criteria in the design of the B, which has a slightly shorter range of 13, km.

Economic and Spatial Impacts The economic and spatial impacts of air transportation can be articulated by: After World War II aircraft were just beginning to be capable of crossing the Atlantic without stopping at intermediate places such as Newfoundland. Commercial aircraft are now capable of making trips of up to 18 hours in duration. The second half of the 20th century has associated with rising affluence in developed countries, a process that has percolated to many developing economies. Relatively inexpensive air transport has also been crucial to the growth of tourism. The capacity of air transportation to dramatically lower the cost friction of distance has been instrumental in fostering globalization. Manufacturers, especially those producing high-value electronics, are heavily reliant upon air transport to tie together spatially disaggregated operations. In addition to the trade network established by multinational corporations, there are also extensive social networks established by migrants involving recurring air travel. Air transportation is overwhelmingly dominant in transcontinental and intercontinental travel and is becoming more competitive for shorter trips in many regional markets. In the United States, for instance, air travel is the most important mode for trips more than about 1, kilometers. In developing countries low cost carriers are proliferating as well, bringing air fares lower and attracting more passengers, particularly because of the poor quality of land transportation and at times security issues. The propensity to fly is therefore highly uneven, as observed in the passengers and freight markets. Alone, North America and Europe accounted for As of , the Chinese domestic market accounted for Air transport has a pronounced seasonality with July and August the most traveled months, corresponding to the peak touristic season in Europe and North America. Typically, air cargo relates to time sensitive, valuable or perishable freight carried over long distances. Air cargo has also a niche market for emergency situations where the fast delivery of supplies prevails over cost issues. The air freight market is serviced by five types of operations: Dedicated cargo operators maintaining a fleet or cargo-only aircrafts and offering regular scheduled services between the airports they service. They also offer charter operations to cater to specific needs. Combination services where an airline company will maintain a fleet of both specialized and passenger aircrafts able to carry freight in their bellyhold. Most of the cargo operations involve long haul services. Passenger operators that will offer the freight capacity in the bellyhold of their aircrafts. For these operators, freight services are rather secondary and represent a source of additional income. However, low cost airlines usually do not offer air cargo services since their priority is a fast rotation of their planes and servicing lower cost airports that do not generate cargo volumes. They offer comprehensive services that are usually door-to-door and can support the logistics requirements of their customers. Specialized operators fulfilling niche services that cater to specific cargo requirements e. Efficient and affordable air freight has contributed to changes in diet by making available new products or products in seasons during which they would not be available, to changes in retailing and correspondingly to changes in manufacturing. Examples abound, such as fresh produces growth on the southern hemisphere available in the northern hemisphere during winter, or merchandises purchased online and shipped promptly by air transport or

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a computer manufacturer depending of the global shipment of various components in the manufacturing and assembly processes. The increased importance of time-based competition ensures that air cargo augurs well for the future growth of air transportation. The Geography of Airline Networks There were about airlines in the world in providing different range of services. Most large and medium-sized airlines have at least some international routes. Theoretically, air transport enjoys greater freedom of route choice than most other modes. Yet while it is true that the mode is less restricted than land transport to specific rights of way, it is nevertheless much more constrained than what might be supposed. Early in the history of aviation, physical obstacles such as the Rocky Mountains and the great gap of the North Atlantic limited the articulation of air transport networks. While those limitations have fallen, physical geography still affects the geography of intercity air transportation. Weather events such as snowstorms and thunderstorms can temporarily create major disruptions. Aircraft seek, for instance, to exploit or avoid upper atmospheric winds, in particular the jet stream, to enhance speed and reduce fuel consumption. Volcanic eruptions may also impede air travel by releasing ash in the atmosphere, which can damage and even shut down turbofan engines. This represented the largest natural disruption of air travel in history. Yet the limitations that structure air transportation are mainly human creations. The Chicago Convention established the basic geopolitical guidelines of international air operations, which became known as the air freedom rights. First right to overfly and second right for a technical stop freedom rights are almost automatically exchanged among countries. The US, which emerged from World War II with by far the strongest airline industry in the world, had wanted third and fourth freedom rights right to drop and pick up passengers in a third country to be freely exchanged as well. Instead, these and the other rights have been the subject of hundreds of carefully negotiated bilateral air services agreements ASAs. In an ASA, each side can specify which airlines can serve which cities with what size equipment and at what frequencies. ASAs often include provisions that also regulate fares and the sharing of revenue among the airlines serving a particular international route. In the interest of air safety, air traffic is channeled along specific corridors so that only a relatively small portion of the sky is in use. China is facing significant air capacity constraints not because its airports are congested, but mostly because a large segment of its airspace is regulated by the military and not available for commercial use. Strategic and political factors have also influenced route choice. For example, the flights of South African Airways were not allowed to over-fly many African nations during the apartheid period, and Cubana Airlines has been routinely prohibited from over-flying the US. Even more significant was the opening up of Siberian airspace to Western airlines after the Cold War.

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Chapter 3 : Boeing: Recent Market History

This is due to air cargo is of growing importance in cargo logistics, accounting for about 40% of international trade by value. Many countries have chosen to locate special economic zones and.

Ready for Anything June 25, By Lisa Terry Developing international markets and growing consumer confidence raise hopes for increased airfreight demand. More to the Story: Closer to home, the outlook for the airfreight industry is mixed. Bright spots such as the rise of e-commerce—which frequently involves expedited shipments—combine with a still-faltering economy, increasingly onerous security requirements, and high fuel costs. Overall, airfreight traffic declined about one percent from to , according to Air Cargo Management Group ACMG , and annual growth averaged just 2. The news, however, is not all bad. In , international express shipment volumes grew 3. Demand has picked up for Asia-to-United States air freight, and anticipated tech product launches could drive volume increases in the second half of Air cargo traffic between the United States and South America has also been heavy. Areas of Concern The global air cargo industry faces its share of challenges. Fuel costs continue to impact air freight, but most players view the price volatility as a cost of doing business over which they have little control. As declining consumer confidence weakens demand, the implications for the global economy—and airfreight demand, specifically—are uncertain. A nearshoring trend is bringing some U. In the past two years, several companies have returned to Mexico based on current total landed cost calculations. While air cargo carriers face challenges, they also can seize opportunities. Developing markets are a particularly bright spot. Interest is also growing in Russia. Airfreight carriers are responding with new routes and services to these developing locations. Lufthansa, for example, operates a cool pharmaceutical hub in India to accommodate pharma shippers. The outlook for domestic air cargo traffic is a mixed bag. North American carriers showed a 6. For largely domestic air cargo carrier Southwest Airlines, is far surpassing the past few years, with stable vertical markets such as life sciences, pharmaceuticals, and diagnostic specimens—as well as the more volatile electronics, retail, and automotive industries—all doing well. The airline is poised to introduce a GPS solution that enables shippers to track the location and condition of high-value, time-critical, or other important shipments. But issues such as rising fuel costs, shrinking capacity, increasing regulations, and customers accepting longer transit times in exchange for lower costs concern him. Regional Alternatives Sometimes meeting airfreight challenges calls for creative solutions. One example is the use of regional airlines to avoid the congestion and delays that can occur at major airports. Regional airlines tend to use smaller airports and require less time for tendering. Shipments also need less robust packaging, because handling is often manual. A less-congested airport can also mean more on-time flights and faster movement from plane to cargo facility. When the company consolidated several labs it had acquired throughout the Southeast, it needed a fast, cost-effective way to move specimens into its main U. Ground transportation was not fast enough to accommodate the overnight results clients expect. CPLSE tried buying a plane and hiring pilots, but ran into on-time issues and frequent cancellations. So the company approached both national and regional cargo airlines for a solution. AirNet moves critical small-parcel cargo, such as diagnostic samples, through its scheduled and on-demand services to secondary airports in North America, such as Teterboro, N. This approach minimizes security processes, while accommodating industry-specific requirements such as spill kits, radiation exposure placards, and Hepatitis B shots for pilots. But mounting regulation is challenging their ability to operate efficiently. Costs associated with security today are 10 times more than in , reports Lufthansa. We are collectively trying to find a middle ground. Currently, about 80 percent of all incoming international cargo and percent of high-risk international cargo is screened, according to the TSA. The requirements build risk-based, intelligence-driven procedures into the prescreening process, with enhanced screening for high-risk shipments, and other physical screening protocols for lower-risk shipments. Complying with this requirement has proved challenging for air cargo carriers. The organization advocates a program that differentiates screening requirements for frequent,

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known shippers from occasional shippers. If the rule passes, airlines will need to build extra time into their proceduresâ€”time that could endanger last-minute shipments, such as critical medical cargo. The voluntary Certified Cargo Screening Program is expanding from phases covering express and passenger air carriers and freight forwarders to include heavy all-cargo air carriers. To date, more than 55 percent of air cargo is screened prior to its arrival at the airport, according to the TSA. Greener Skies Sustainability is also becoming an increasing concern, but it can be challenging for shippers to directly pressure carriers on sustainability issues. Aircraft currently in use are 70 percent more fuel-efficient than the first generation of jets, emitting proportionally less carbon dioxide CO₂, according to IATA. The newest generation of airplanes offers an additional 10 percent improvement in fuel usage and CO₂ emissions, as well as reduced footprints. Airlines have also pushed for more efficient air traffic control systems, which TIACA says could improve fuel efficiency and CO₂ emissions by up to 12 percent. Efforts to improve coordination among air traffic control authorities in Europe, however, continue to languish. TIACA contends that the money is better spent enabling airlines to purchase new, more energy-efficient aircraft, an investment many cargo carriers are making. An extensive backlog exists for widebody freighters following a record year for freighter orders in 2013, which could mean excess capacity in the airfreight market in 2014. GACAG is currently reviewing the projectâ€”which promotes electronic, harmonized Customs procedures as well as other initiativesâ€”to recommend an industry roadmap. The e-AWB is intended to replace the 30 different paper documents an airfreight shipment generates with electronic communication. It removes the requirement for a paper waybill, and promises to enable more accurate information, deliver confidentiality and efficiency, reduce paper handling costs, and expedite delivery times. IATA has set a goal for 15 percent e-AWB usage by the end of 2013, 70 percent by the end of 2014, and 90 percent usage the year after. But questions remain as to how to resolve multiple e-commerce platforms, who will fund the required infrastructure, and how to ensure pervasive government support of paperless Customs clearances. The airfreight industry is depending on the efficiencies promised by new freighters, electronic documentation, harmonized standards, and updated air traffic control systems. Despite economic uncertainties and regulatory requirements, air cargo carriers are ready for anything. Shippers Remain High on Air Freight Current airfreight market conditions have shippers such as Fairchild Semiconductor, a leading global provider of semiconductor technologies, feeling confident. The company makes smart use of intermodal transport. China remains a major location, but to reach countries such as Thailand and Malaysia without the cutoffs and delays that can occur with air shipments, Fairchild has shifted some cargo to long-haul trucking for distances of less than 1,000 miles. The ban prohibits flights between 11 p. The International Air Cargo Association TIACA predicts economic fallout, including reduced future investment by companies at the airport, job losses, increased trucking, and higher consumer prices for products such as perishables. They are 90 percentâ€”about 30 decibelsâ€”quieter than the first jets introduced nearly 40 years ago, according to TIACA.

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Chapter 4 : Air Cargo's Future: Ready for Anything - Inbound Logistics

The Parliament passed the Air Transport Corporation Act in under which the Indian Airlines Corporation was to run domestic services and Air India is to run external services. Vayudoot and Pawan Hans are the two airlines added to civil aviation recently.

Snapshot The concept of Air cargo is any goods or commodities carried in an aircraft. Air cargo are defined in two segments such as air freight and airmail. Factors such as rapid development of businesses, building of cargo hubs, and rapid growth of the e-commerce business model is expected to drive the prospects for growth in this market segment. During the forecast period of and , the global market is expected to surge at a CAGR of 4. There are different types of aircrafts such as cargo, passenger, and combi aircraft. Cargo aircraft are dedicated mainly for carrying parcels, they carry freight by nose-loading or side loading. Main deck and belly are meant for carrying goods in cargo aircraft. Passenger aircraft is different from cargo aircraft. In passenger aircraft, the space not occupied by passenger luggage is used for cargo. The spare volume is used by side-loading in the airplane. Pharmaceuticals and Healthcare Segment to be Lead as Demand for Time-sensitive Goods Surges The global air cargo market has been segmented on the basis of type, service, end-user, destination, and geography. On the basis of type, the market is segmented into air freight and air mail. Out of these, the air freight segment is likely the lead the global market in the coming years. The market is further segmented on the basis of service, the service includes express and regular. On the basis of end-user the market segments include consumer electronics, retail, third party logistics, food and beverages, pharmaceuticals and healthcare, and others. The report suggests that the pharmaceuticals and healthcare industry is likely to offer the global market a plethora of opportunities. The need for immediate medical attention in several areas that are affected by natural calamities and war-torn areas are likely to augment this segment. The demand for time-sensitive materials belonging to the healthcare sector are also expected to boost the segment. The air cargo market is also segmented by destination which includes domestic and international. In terms of geography, the APAC region currently controls the global air cargo market and is expected to grow progressively to gain more market share throughout the forecast period. Snapshot The air cargo market report provides analysis for the period “”, wherein the period from to is the forecast period and is the base year. The report covers all the major trends and services playing a key role in air cargo market growth over the forecast period. The market overview section of the report demonstrates the market dynamics and trends, such as the drivers, restraints, and opportunities that influence the current nature and future status of this market. An attractiveness analysis has also been provided for every geographic region in the report, in order to give a thorough analysis of the overall competitive scenario of the air cargo market, globally. Moreover, the report provides an overview of the various strategies of key players present in the market. Market definition and introduction chapter helps in understanding different trends and services of air cargo along with their types and services which are included in the report. Global Air Cargo Market: Segmentation The report segments the global air cargo market on the basis of type into air freight, and air mail. The market is further segmented into express and regular by services. By destination, the market has been segmented into domestic, and International. Thus, the report provides in-depth cross-segment analysis of the air cargo market and classifies it into various levels, thereby providing valuable insights at the macro as well as micro levels. Similarly, Europe market is divided into Germany U. Middle East and Africa covers the G. This report provides all the essential information required to understand the air cargo and its types and services. Also, the report provides insights related to the services and different end-users according to the various geographical regions mentioned above. These policies and regulations are directly or indirectly influencing the air cargo market. This report also provides the value chain analysis for the air cargo which explains the participants of the value chain. Competitive Landscape The report also highlights the competitive landscape of the air cargo market, thereby positioning all the major players according to their geographic presence and recent key developments.

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The comprehensive air cargo market estimates are the result of our in-depth secondary research, primary interviews, and in-house expert panel reviews. Details such as financials, SWOT analysis, business strategies, recent developments, and other such strategic information pertaining to these players have been duly provided as part of company profiling.

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Chapter 5 : Air Transport | The Geography of Transport Systems

ABX Air is an FAR Part cargo airline flying express cargo routes for customers in the U.S. and around the world. ABX Air offers customized charter services through long-term or short-term ACMI and ACMI-F contracts using highly efficient Boeing freighters.

Indian passenger traffic – The Bengal tiger awakens Growing rapidly in relatively short period of time, India is poised to be one of the largest aviation markets in the world in the years to come. With an astounding population base of over 1. Even with this rapid growth in throughput, DEL was also ranked first in Airport Service Quality for airports above 40 million passengers per annum. The award, which is also shared with Mumbai BOM, the second busiest Indian airport, is based on a derived score from a battery of passenger satisfaction metrics. Year-over-year growth of Boasting over 10 airports with over 20 million passengers per annum each, air transport demand continues to make large strides. Other Chinese airport hubs that occupy a significant proportion of domestic traffic also experienced double digit growth. The growth of Chinese aviation has also boosted international traffic on market segments with other regions such as North America. Asian airlines continued to make important inroads on key international and trans-Pacific segments across a number of airport pairs between US cities and China especially. Given that many Asia-Pacific airports act as exporters of air cargo with North American airports acting as importers, growth in international freight traffic for each region was significantly affected by this occurrence. Both Asia-Pacific and North America experienced a jump of Shanghai, a major city centre for trade and business, continues to thrive. The airport has moved up to second rank in terms of international freight volumes in after an increase of The airport is home to FedEx, a major express package delivery firm. Increased competition among express delivery companies has become a reality especially due to the inroads made by Amazon, a major e-commerce firm. In Asia, Alibaba also continues to seize opportunities at regional hubs. The online retail giant centers its logistical operations at airports in China and recently Malaysia. The reliability factor and the efficiency guarantee associated with express parcel deliveries that are generated from online purchases are an important driver in the upward surge in volumes shipped by air. Moreover, there is no doubt that a temporary substitution effect away from ocean cargo in and, as a result of marine industry consolidations and bankruptcies, also helped to boost air cargo volumes over the short-term. Aircraft movements – Consolidation and efficiency: Both airports experienced a decline of 2. The top 20 airports inched up by only 0. Though there has been weaker growth in aircraft movements especially in certain North American and European markets following the Great Recession, this is consistent with the move toward consolidated operations and a curbing of capacity by aircraft operators to increase aircraft load factors and improve yields. Adoption of larger aircraft especially for long-haul operations has also contributed to this phenomenon especially among Middle Eastern and Asian airlines.

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Chapter 6 : Air Freight: A Market Study with Implications for Landlocked Countries

Jost Lammers, chief executive of Budapest Airport, said: "Air cargo is of strategic importance to BUD, and Cargo City will ensure that we continue to provide our growing customer base with efficient, modern facilities, so that they can thrive in our booming catchment area."

The mobility of men and material by air is called air transport. It is the fastest means of transport. It is very useful for long distances and saves time. Vayudoot and Pawan Hans are the two airlines added to civil aviation recently. Vayudoot operates in remote stations not covered by Indian Airlines. Pawan Hans provides helicopter services to remote places. After the implementation of economic reforms, Govt. Advantages of Air Transport: The following are the main advantages: It is the fast speed means of transport. Passengers and goods can be transported easily from one place to the other. Unlike railways and road transport, there is no need to spend money on the construction of any track or road, only airports have to be constructed. An airway has great strategic importance. It can be used for internal and external security. Easy transport of costly and light goods: It is quite convenient to send costly, light and perishable goods through air transport. Free from physical barriers: Air transport is free from physical barriers like river, mountains and valleys etc. Air transport is useful for aerial spray on pests and insects which cause harm to crops. Useful in natural calamities: During earth quake, flood, accidents and famine air transport is used for rescue operations. Disadvantages of Air Transport: The following are the disadvantages: Air transport is a costly service. Its operational costs are too high. Middle class and poor people can not affect its cash. Air transport is prone to accidents. A small mistake can be very dangerous for passengers. Hijacking of planes is easily possible. For creating aviation facilities, huge investments are required. The cost of aero planes, construction and maintenance of aerodromes and control mechanism needs a capital expenditure.

Chapter 7 : Air Partner Freight continues strong growth trajectory | PR

Air transportation is a major industry in its own right and it also provides important inputs into wider economic, political, and social processes. The demand for its services, as with most transport, is a.

Chapter 8 : ATSG : Air Transport Services Group, Inc.

Currently, only 10% of Africans travel by air but given the current rate of economic growth and emergence of the middle class, there be high demand for services linked to air transportation. In recent years, growing alliances with counterparts in other regions of the world have played an important role in the development of the African aviation.

Chapter 9 : Air Cargo Market - Global Industry Analysis, Size, Share, Growth, Trends and Forecast -

travel, such as airports and air traffic control systems, air cargo services connect to almost all parts of the world. This chapter examines the characteristics of the air cargo industry.