



# ICAO MEETING ON AIR CARGO DEVELOPMENT IN AFRICA

## An Overview of Air Cargo

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# INTRODUCTION



- } The carriage of cargo by air is an essential pillar of international trade, accounting for an estimated 35% of the value of trade
- } Air cargo is expected to grow at almost twice the global economic rate at about 6% per annum
- } Hence the volume of air cargo is expected to triple in two decades
- } In the next 20 years, the global freighter fleet is expected to almost double from 1700 freighter in 2009 to 3000 in 2030
- } Air cargo supports 32 million jobs worldwide according to ATAG and IATA.

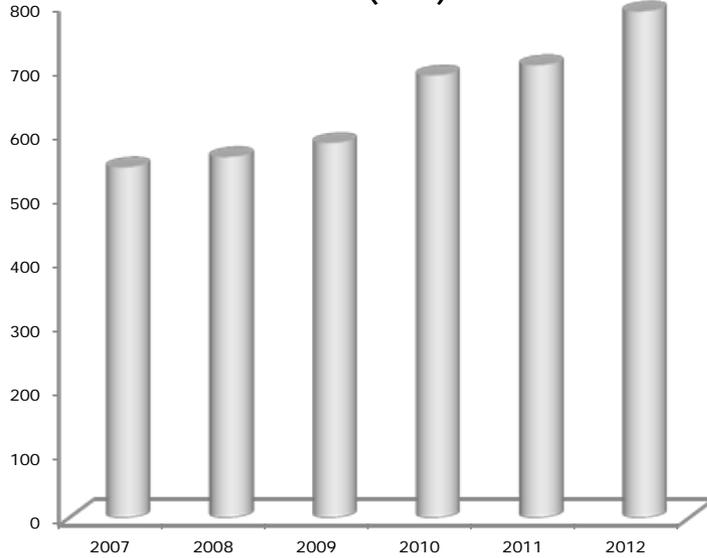




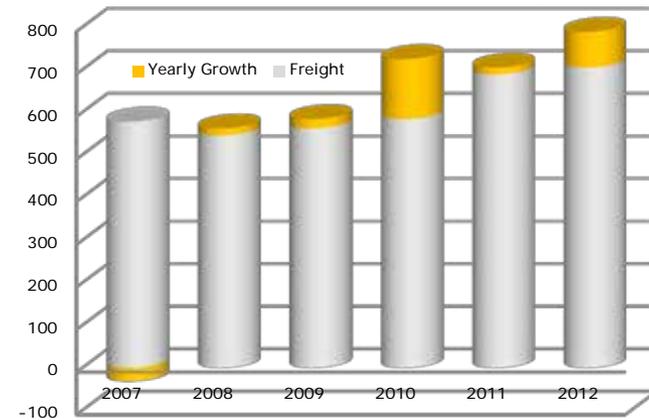
# Freight Traffic



**African Airlines Year-on-Year Freight Carried (tons)**



**Freight Carried by African Airlines: 2007 - 2012 (tons)**



Source: AFRAA/IATA

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# AIR FREIGHT TRANSPORT



- } About 60 per cent of air cargo travels in the hold of passenger aircraft
- } The remainder is carried on specialist freight services, which includes express carriers
- } Freight services do not have the same demands for more convenient travel times and can be operated at more unsociable hours
- } Customers for Express services often require collections to be made at the end of the day and deliveries to be made early the next day
- } This enables cargo flights to be made conveniently at hours that are not suitable for passenger flights.





# AFRICAN FREIGHTER FLEET



AIRLINE	FLEET
ET	2 Boeing 757-260F 2 MD-11F 2 Boeing 777F
MS	2 A300/600 F 2 A300/B4F
KQ	1 Boeing 747-400F (in conjunction with KLM) 1 Boeing 737-300F
SAA	3 Boeing 737-300F 1 Boeing 737-400F
RAM	1 Boeing 737-300F



# DEDICATED CARGO CARRIERS

## Astral Aviation



- } Boeing 747-400
- } Boeing 727-200F
- } DC 8-63
- } DC-9-34F – 2
- } Fokker F27
- } Cessna Caravan





# LIBERALIZATION OF AIR CARGO SERVICES



- } Since the 1990s, international air cargo services have benefitted from an increasing number of liberalized agreements
- } A significant number of States have concluded open skies agreements including Seventh freedom for air cargo or all cargo services
- } However, air cargo operators continue to face many challenges
- } They also face operational restrictions, such as night curfews, limited ground-handling rights, and burdensome customs requirements
- } There is need for recognition of the important role and distinct features of air cargo operations





# E-FREIGHT



- } African air cargo carriers need to minimise costs by introducing international paperless air freight
- } The e-Freight project launched by IATA aims to take the paper documents out of the entire transportation chain and to replace them with standardized electronic messages
- } Today every single air freight consignment, requires up to 30 different paper documents, which means higher costs and longer transport times
- } The IATA e-Freight therefore means more simplified processes, less complexity and a reduction in the burden on the environment





# THE NEED FOR STATES TO RATIFY THE MC99



- } African States are urged to ratify the MC99 to help stimulate world trade in order to promote the growth of the world economy
- } The ratification of the MC99 would be an important step in helping improve the speed and security of air cargo
- } MC99 provides the legal framework for the use of electronic data as a record of carriage in place of paper documents
- } Most African States are yet to ratify the MC99
- } States may wish to recall the resolution during the 38<sup>th</sup> ICAO Assembly in 2013 urging the remaining States to ratify MC99





# CAPE TOWN CONVENTION



- } A look at the African cargo fleet shows that it is ageing
- } There is need to modernise the fleet for improved economies in lower operation costs, lower environment emissions and increased safety
- } New, state-of-the-art aircraft would assist safety efforts
- } Acceding to the Cape Town Convention of 2001 will result in much lower finance costs. The majority of African States are yet to adopt the Convention with only 19 have ratified or acceded to the Convention.





# CONCLUSIONS



- } In conclusion, States are urged to give due regard to the distinct features of air cargo services when exchanging market access rights
- } Those states that have not done so are urged to accede to the Cape Town Convention and Protocol and to sign the Montreal Convention of 1999

