



2nd ICAO MEETING ON AIR CARGO DEVELOPMENT IN AFRICA

Session 4: Stimulating Demand & New Opportunities for Air Cargo in Africa

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PRIMARY AIR CARGO HUBS IN AFRICA



➤ Existing Intra-African Freighter Hubs

- **East Africa:** Nairobi & Addis Ababa.
- **South Africa:** Johannesburg.
- **West Africa:** Lagos.
- **North Africa:** Casablanca & Cairo.

➤ Freighter Airlines on the Intra African Network

- **East Africa:** Astral Aviation, Ethiopian & Kenya Airways.
- **South Africa:** South African Airlines Cargo.
- **West Africa:** Allied Air & DHL Aviation.
- **North Africa:** Egyptair Cargo & Royal Air Maroc.

SECONDARY AIR CARGO HUBS IN AFRICA



➤ Landlocked Developed Countries / Small Island Developing States

- **East Africa:** Entebbe (Great Lakes / South Sudan / DRC / CAR)
- **Southern Africa:** Lusaka (Malawi / DRC / Angola / Moz)
- **West Africa:** Accra & Lome (Benin, Sierre Leone, Ivory Coast, Liberia, Burkina Faso, Mali, Niger)
- **North Africa:** Casablanca (Algeria, W Sahara, Mauritania, Tunisia, Senegal)
- **Indian Ocean:** Mauritius (Reunion, Madagascar, Comoros, Mayotte, Seychelles)

TOP 5 CARGO AIRPORTS – (ACI)



AIRPORT	2016	2015	2014
➤ CAIRO	338,344	318,425	292,224
➤ JOHANNESBURG	310,084	311,576	286,358
➤ NAIROBI	231,797	243,875	259,143
➤ ADDIS ABABA	211,710	203,620	175,636
➤ LAGOS	190,817	169,878	174,438

Reviving the Silk Road

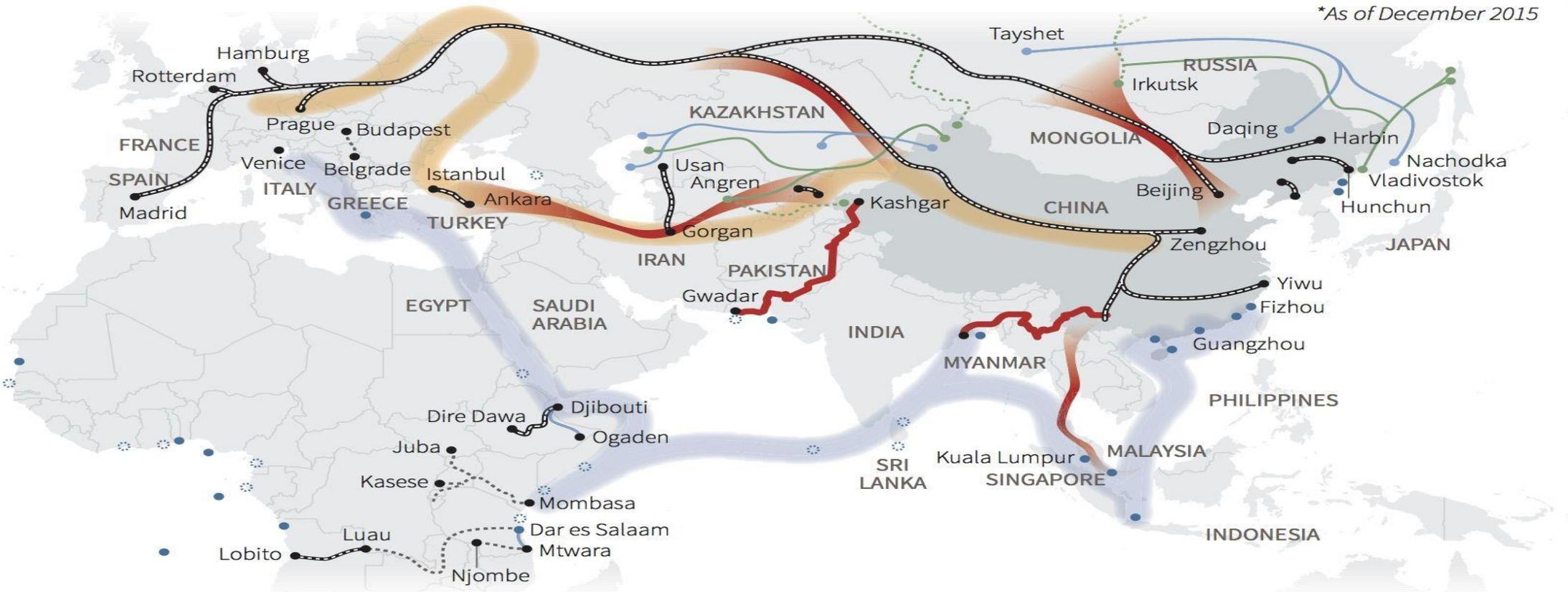
Announced by Chinese President Xi Jinping in 2013, the Silk Road initiative, also known as China's Belt and Road initiative, aims to invest in infrastructure projects including railways and power grids in central, west and southern Asia, as well as Africa and Europe.

Key

- Silk Road Economic Belt
- New Maritime Silk Road

Projects subsumed under China's Belt and Road initiative

- Gas pipelines
- Railroad
- Ports with Chinese engagement
- Oil pipelines
- Proposed economic corridors
- Planned or under construction



Source: Mercator Institute for China Studies.

C. Inton, 24/03/2017

COOLING INFRASTRUCTURE



- ❖ There is a lack of cooling infrastructure for pharma air-shipments in the primary African airports. This is being overlooked despite WHO's strict requirement for a GDP (Good Distribution Practice) as a sign of commitment to ensure integrity of the supply-chain for pharma goods.
- ❖ Private Sector needs to take a keen role in coming up with PPP's / Airport Concessions to develop dedicated cooling infrastructure or Pharma Zones.
- ❖ While it maynot be physically possible to implement GDP Cooling Infrastructure in all African airports, it is likely that the primary cargo-hubs should take the lead.

THANK YOU



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