

# Warm welcome to our Partner >>>

October,2018

## Reliance Freight System L.L.C



On October 23, the manager of Reliance Freight System, the Managing director Mr. Sanjay Berry and General manager Mr. Ras Masood visited Headquarter office of Premiere Logistics Ltd. In Shanghai. This year on June, the general manager Mr. Ashish exchanged with Mr. Alex Liu about business opportunities and cooperation. As one of our IPN members, we hope to have more cooperation opportunities in the future.

## About RELIANCE FREIGHT SYSTEMS L.L.C

Reliance Freight Systems LLC, is a Dubai based freight forwarding company handled by experienced and motivated personnel. They handle Air freight, Ocean freight, Consolidation, Customs Clearance, Warehousing, Trucking, Logistics & Distribution, Project Cargo Forwarding Services for all kinds of commodities.

The company is organized and is able to offer a full range of professional forwarding services to our customers as well as overseas partners.

They not only offer professional freight forwarding services, but also provide Supply Chain Management Services, to cater to the needs and requirements of our valued clients.

Reliance Freight Systems LLC is well connected with reputed agents all over the globe and is committed to provide safe, reliable and efficient services to our valued clients. meet our customer needs.

Due to our worldwide agency network and close relations and good rapport with all the airlines and shipping lines, we can offer very competitive and attractive rates to our customers for their import and export shipments.



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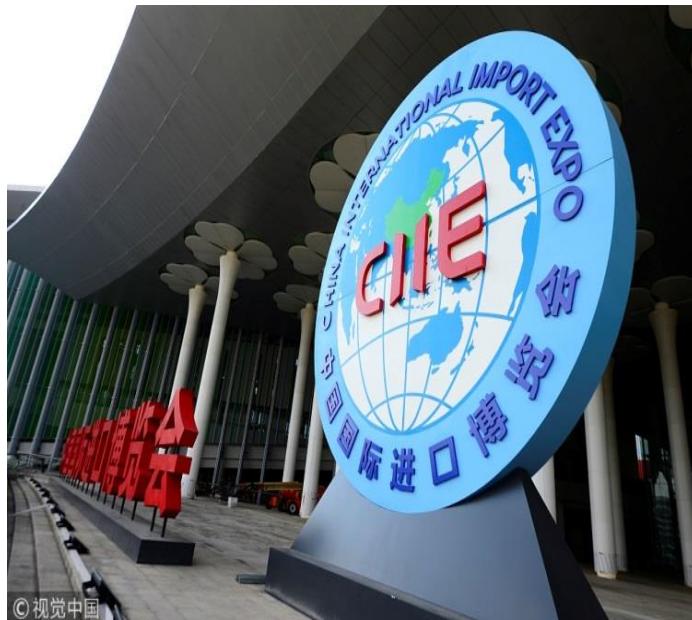
# CIIIE offers Pakistan great opportunity to boost export, address deficit: PM

ISLAMABAD - Pakistani Prime Minister Imran Khan said here that the upcoming first ever China International Import Expo (CIIIE) will serve as a great opportunity for Pakistan to increase its export so as to narrow its trade deficit and earn more revenue to address its looming debt issues.

"We need some help to push our exports. The main problem in Pakistan right now is current account deficit so this (the CIIIE) is a great opportunity for Pakistan to have a pavilion where we will be exhibiting our exports," the prime minister told Chinese media on Wednesday ahead of his China visit scheduled from Nov 2-5.

Khan said that Pakistan has many items including textiles, agricultural products, sports goods, surgical equipment, and leather goods to export, adding that his government is taking a series of tough reforms to make Pakistan's export items more competitive in the global market.

The prime minister hailed China's reform and opening up policy which provides Chinese industries a better environment to develop and compete in international trade.



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"Once our governance system improves, and the cost of doing business in Pakistan goes down, we will then be able to compete with our international competitors. China has set a good example," he added.

It will be the first official visit to China by Khan as Pakistani prime minister, who took office in August. According to the Pakistani Foreign Ministry, the prime minister is expected to meet with the Chinese leadership and will attend the CIIE to be held in Shanghai where he will also give a keynote speech.

In the China-Pakistan Economic Corridor (CPEC), the prime minister said the project is now in a new phase in which it should focus more on bringing more investment to Pakistan and establishing special economic zones. The prime minister hoped CPEC, by doing so, could help Pakistan develop its industry in order to enhance its exports. Khan hailed the cooperative relations with China. "We have a very special relationship with China, the people of Pakistan have always looked upon China very positively as a friend, and recently with CPEC, it has given a great opportunity for Pakistan to bring in foreign investment to get out of the difficult economic situation which we are in."

On domestic economic challenges, the prime minister said that his government is taking measures to address the current account deficit, which he called as the biggest challenge in Pakistan's economy, by seeking a bailout from the International Monetary Fund (IMF) and help from friendly countries.

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# Tariffs yet to hit Asian air cargo but concerns remain

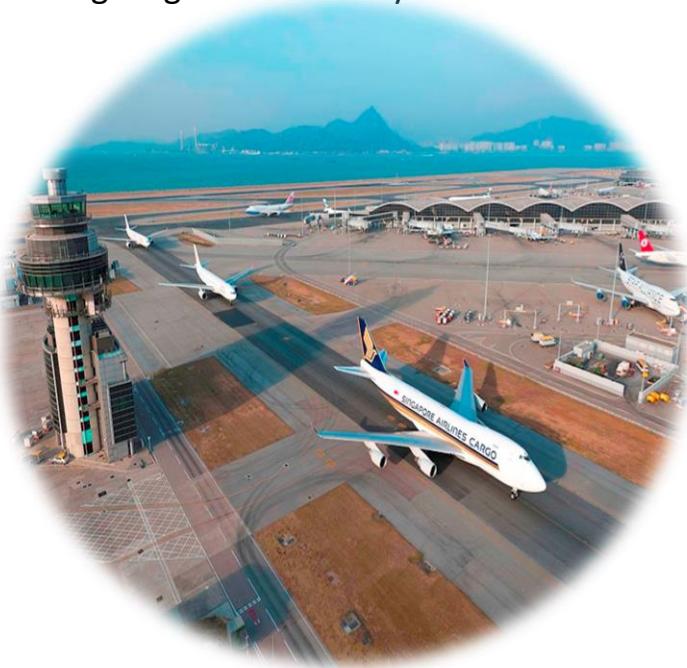
Airlines recorded “firm” growth in cargo volumes in August with no signs that the imposition of tariffs is having an impact on demand so far.

The latest figures from the Association of Asia Pacific Airlines (AAPA) show that cargo traffic in freight tonne km terms increased by 4.2% year on year in August to 6.1bn, which is a slight slowdown in growth reported over the first eight months of 4.8% to 47.6bn.

Meanwhile, the cargo load factor for the month stood at 63.2% compared with 64% last year as capacity additions outstripped demand growth.

AAPA described the figures as firm and said they were supported by broad-based economic growth. It added that the Chinese and US introduction of tariffs had yet to impact demand, although it had created uncertainty.

Andrew Herdman, AAPA director general, said: “International air cargo demand [over the last eight months] increased by 4.8%, although growth rates have moderated after the strong surge we saw last year.



“The ongoing expansion in the global economy is sustaining high levels of consumer confidence which should continue to support further growth in both leisure and business travel markets.

Air cargo demand remains relatively firm moving into the peak season, even though growth rates have moderated.

The escalation in protectionist rhetoric and the imposition of new tariffs has so far had little real impact on trade flows, but adds an element of uncertainty for businesses reliant on integrated global supply chains.”

## TRAFFIC UPDATE – PRELIMINARY International Scheduled Services of Asia Pacific Airlines

International	Aug-18	Aug-17	% Change	Jan-Aug 2018	Jan-Aug 2017	% Change
Passengers (Thousand)	31,928	29,448	+ 8.4%	238,974	221,362	+ 8.0%
RPK (Million)	118,559	109,567	+ 8.2%	882,913	819,864	+ 7.7%
ASK (Million)	142,161	133,848	+ 6.2%	1,087,287	1,020,682	+ 6.5%
Passenger Load Factor	83.4%	81.9%	+ 1.5 pp	81.2%	80.3%	+ 0.9 pp
FTK (Million)	6,143	5,894	+ 4.2%	47,624	45,463	+ 4.8%
FATK (Million)	9,716	9,208	+ 5.5%	75,825	71,043	+ 6.7%
Freight Load Factor	63.2%	64.0%	- 0.8 pp	62.8%	64.0%	- 1.2 pp

Effective January 2018, the dataset comprises aggregated traffic data from the following 36 Asia Pacific based carriers: 3K, 5J, 6E, 9C, 9W, AI, AK, BI, BR, CA, CI, CX, CZ, D7, GA, HO, HU, JL, JQ, KA, KC, KE, MH, MU, NH, NZ, OZ, PG, PR, QF, SG, SQ, TG, TR, VA and VN.

- Previous year data adjusted for comparison purposes
- RPK = revenue passenger kilometres
- ASK = available seat kilometres
- FTK = freight tonne kilometres
- FATK = available freight tonne kilometres
- All figures, including estimates for missing data, are provisional

# International air cargo news >>>

October,2018

## Frankfurt cargo volumes decline despite surge in airmail

Although airmail tonnage grew strongly at Frankfurt for the first nine months of 2018, cargo fell 0.8% compared to the same period last year. This is marginally more than reported for the first half when cargo volume fell 0.4% and was attributed to "temporary capacity bottlenecks" in cargo handling, a decline in Far East-bound traffic and reduced German industrial output.



For this period, the fall is attributed to a 19.5% drop in European traffic, due primarily to a reduced tonnage on freight connections via Moscow. Volumes grew with all other regions except Africa (down 3.6%).

Airport operator Fraport said airmail has benefitted from the growing e-commerce sector, increasing by 8.4% to 65,000 tons, a level that was last seen ten years ago. At a regional level, air cargo traffic with the Far East, the region accounting for the biggest share of traffic in Frankfurt, posted growth of 2%. The Middle East, North America and Latin America regions also saw increased volumes, with the Latin America growing by more than 11%.

In the Far East region, the primary growth drivers were China (+8.3%) due to the expanded range of cargo services, and Japan (+4.8%). In the Middle East region, cargo tonnage to and from Qatar and the United Arab Emirates increased.

Growth in US traffic resulted in an increase in North American traffic, while strong growth in the Latin America region is the result of the Argentine, Brazilian and Columbian markets.

