

# December News Letter



**PREMIERE  
ERA**

# Everyones Christmas

Christmas is a traditional festival in western culture. It is an annual festival commemorating the birth of Jesus Christ, observed primarily on December 25 as a religious and cultural celebration among billions of people around the world. After 2000 years later, nowadays Christmas is not a festival for Christian, basically everyone is enjoying this festival but their own ways. They will make themselves a party, carnival, go to travel somewhere and many more.

Families from Eastern European origins favour turkey with trimmings, keilbasi (a Polish sausage), cabbage dishes, and soups; and some Italian families prefer lasagne! But now most people will just buy food from store to save much time and celebrate this wonderful day.



The traditional meal for Western European families is turkey or ham with cranberry sauce.



# Everyones Christmas

In countries near us more, Japan. They have a special tradition, they will eat fried chicken during Christmas. You may wonder, what is the linkage between Christmas and fried chicken, not all restaurant are selling fried turkey after all. Actually it is all because an advertising campaign by KFC in the 1974 called 'Kentucky for Christmas!' (Kurisumasu ni wa kentakkii!) which was very successful and made KFC popular for Christmas!

Also, many people will send their greeting in Christmas, by gathering, cards, and now by facetime. Warming our heart in the cold winter and light up our life. At the end of this article, hope you have a nice year in 2021 and Merry chistmas!



# New CO2-neutral freighter flights

Lufthansa Cargo and a logistics company have teamed up to carry out the first ever CO2-neutral freighter flights, powered by sustainable aviation fuel (SAF). The first of these flights took place on November 29 and operated from Frankfurt to Shanghai utilizing a Boeing 777 freighter aircraft. Goods from Siemens Healthineers and other companies were transported on the flight.

The move follows two cooperation partners announcing earlier this month that they have agreed to exchange views on environmental issues and to jointly promote them, including the move away from fossil fuels in airfreight transport.

Peter Gerber, chief executive at Lufthansa Cargo, commented: "with this flight we are committed to the increased research and use of SAF so that sufficient quantities of the alternative fuel will be available in the future. in addition to investments in a modern freighter fleet, our commitment to this CO2-neutral flight also contributes to the United Nations' 'Climate Action' sustainability goal."

# New CO2-neutral freighter flights

Jochen Thewes, chief executive at logistics company, added: “We are already further ahead than many think when it comes to climate protection on air freight. We can demonstrate this with the first CO2-neutral freight flight in history. With the start of the 2021 summer flight schedule, company will offer greenhouse gas-neutral air freight as a regular product.

The impact to the air freight flight industry this new aircraft bring is definitely the emission minimization. CO2-neutral is a fuel relatively more environmentally friendly compare to fossil fuel. Even though they are both limited fuel and will harm the environment, but the damage CO2-neutral cause is obviously lesser. With the amount of fuel an aircraft use on each journey, the difference could be humongous. Therefore, this is a very exciting news, meaning we have more valuable time to think of a perfect solution to the environmental damage aircraft cause.

## Ship losing record number of containers is the middle of Pacific Ocean

The 14000 teu ONE Apus, which suffered a massive container stack collapse en route to Long Beach last week, today berthed at the Japanese port of Kobe. The line confirmed yesterday that 1816 boxes had been lost overboard, including 64 dangerous goods (DG) boxes when the vessel encountered heavy weather near Hawaii on 30 November.

“54 of the DG containers carried fireworks, a further eight held batteries and two contains liquid ethanol.” Also, “A notification was sent to the JRCC in Honolulu and Guam, with maritime navigational warnings subsequently broadcast. We are continuing to liaise with the JRCC in Honolulu, which has advised that there have not been sightings of any containers as yet.”

Following the loss, the vessel’s master decided to abandon the passage to North America and return to Japan. The line said: “Once berthed, it’s expected to take some time to offload the dislodged containers that remain on board. Then. A thorough assessment will be made of the exact number and type of containers that have been lost or damaged.”

## Ship losing record number of containers is in the middle of Pacific Ocean

The ONE Apus is deployed on THE Alliance's FP2 North Europe-Asia-North America service, according to the eeSea liner database, along with 17 other 14000 teu vessels from the ONE and Yang Ming fleets. According to the World Shipping Council's Containers Lost at Sea 2020 update, an average of 1382 containers were lost at sea every year between 2008 and 2019.

The statistics are, of course, skewed by catastrophic casualties, such as the 2013 sinking of the MOL Comfort that resulted in a loss of 4293 containers, the grounding and loss of M/V Rena in 2011 that saw around 900 containers lost and the tragedy of the SS EL Faro in 2015 which caused the death of 33 crew members and the loss of 517 containers.

## Disruption expected in UK as travel bans hit supply chains

Countries around the world have been banning commercial passenger flights from the UK, with French rules also affecting cross channel freight, due to a new Covid-19 variant.

Ireland, Germany, France, Italy, the Netherlands, Belgium, Bulgaria, Turkey, Austria, Switzerland, Canada and Hong Kong have all temporarily banned UK passenger flights, which will have an impact on bellyhold capacity.

France has completely closed its borders with the UK for 48 hours meaning accompanied trucks are no longer able to reach the country. While this does not impact freight travelling to the UK, drivers may not want to enter the country because of concerns about how they will return. Containerised and unaccompanied trailers are still able to enter the country. It is estimated around 10,000 trucks per day travel between Dover and Calais during peak periods.

Queues of trucks have already formed on the M20 motorway that leads to Folkestone and Dover, while Manston Airport in Kent is being prepared to be used as a temporary lorry park.

UK transport minister said that of the 32,000 freight units expected to travel today, around 6,000 – equating to just under 19% – would be affected by the ban.

Fresh Food Federation chief executive Ian Wright said: “Tonight’s suspension of accompanied freight traffic from the UK to France has the potential to cause serious disruption to UK Christmas fresh food supplies and exports of UK food and drink.

The UK government has called an emergency committee meeting over the border issue. Coronavirus cases in the UK have been rising quickly over recent weeks as a new variant has emerged that is thought to be more contagious.

# Stimulating the market for post-COVID travel

IATA called on governments to add market stimulation measures to the support they are giving to keep aviation financially viable. Such measures would encourage travel while testing protocols enable a safe re-opening of borders.

Since the onset of the COVID-19 pandemic, governments have helped airlines survive the crisis with approximately \$173 billion in various forms of financial support. But more support will be needed. Many of the financial packages are running out, and industry losses continue to mount. Airlines will lose \$118 billion this year and nearly \$39 billion in 2021. The industry is expected to continue burning through cash at a rate of almost \$7 billion per month in the first half of 2021.

Financial support must come in ways that do not further inflate debt, which has risen 51.4% in the crisis to \$651 billion.

IATA identified five proven ways that governments can help stimulate the air travel market while avoiding adding more debt to already highly leveraged airline balance sheets:

- Temporary waivers or suspensions of government charges, taxes and fees will reduce flight costs and lower travel costs for passengers
- Route subsidies for flights to local/regional destinations to support connectivity for rural communities and business
- Financial incentives in the form of rewards for operating flights, or seats flown, which can support airlines while load factors or yields are too low
- Advance ticket purchases that governments can use for future trips or distribute to the traveling public in the form of vouchers to support travel and tourism
- Passenger travel subsidies in the form of vouchers for passengers or as a percentage cash-back on overall travel costs.

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