



Logistics Forum in Frankfurt



At the Frankfurt airport, where BARIG's head office is situated, representatives of BARIG and the Association of German Freight Forwarders and Logistics Operators (DSLVL) came together for a logistics forum. In the context of this forum an intensive exchange of ideas and experiences took place. The common aim of BARIG and the DSLVL is to prepare and sustainably strengthen the location Germany for the future. This also includes an optimized cooperation between forwarding agents and airlines. The photo displays the attendants of the logistics forum (starting on the left) Paul Schmidt (BARIG), Jimmy Huang (EVA Air), Götz Wendenburg (Kühne & Nagel), Alexandra Bieser (AirBridgeCargo), Angelo Mule (Emirates Cargo), Reinhard Lankes (at the DSLVL among other things responsible for air freight forwarding), Michael Hoppe (BARIG General Secretary) and Henning Dieter (DHL spokesman of the DSLVL's air cargo committee).

Cargo Committee: AirBridgeCargo Airlines set Co-Chairman

Ivan Santoro, Regional Operations & Ground Handling Director EMEA at AirBridgeCargo Airlines, was appointed as Co-Chairman alongside Michael Hoppe for the BARIG's Cargo Committee. Santoro is regarded as air cargo expert with long-term experience. He worked for several forwarding agents and was employed by British Airways before he switched to AirBridgeCargo Airlines in 2006.

"I am glad that Ivan Santoro is now co-responsible for the leadership of this important committee," Michael Hoppe comments on the nomination. "Together with the member airlines we emphasize important topics and thereby greatly contribute to securing Germany's future as an air cargo location."

Airports, public authorities and politics must finally act in due consideration of air cargo interests

Air cargo in Germany is in an equally difficult and crucial phase regarding the sector's future. If action is not taken soon, the location Germany is at risk of losing further substantial market shares to foreign countries, followed by serious consequences for economy, trade, mobility and jobs. "Public authorities, politics and airport operators are encouraged to finally take measures that contribute to successfully counteracting this negative trend", demanded Michael Hoppe on occasion of the World Cargo Symposium 2016 in Berlin. Michael Hoppe is General Secretary of the Board of Airlines Representatives (BARIG) in Germany, the association of around 100 international airlines operating in Germany.

According to numbers released by the federal statistical office in February 2016, air cargo capacities dropped by 0.2 percent last year. Losses were especially significant in the field of imported goods which decreased by 0.8 percent compared to the previous year. The decline in Germany is

accompanied by growth in global air cargo in 2015, the IATA attested an increase by 2.2 percent compared to the previous year. Michael Hoppe states, "the signs of the times must be acknowledged immediately. The air cargo location Germany does not only face strong competition from neighbouring countries but also from airports situated far away for example in Asia Minor and in Arabic nations."

In BARIG's opinion there are three major areas in which framework conditions for air cargo business in Germany must be sustainably improved and altered in order to be more competitive. Number one is the high burden created by fees and taxes which affects airlines greatly and is reflected in their transport prices. In addition to the high air traffic taxes and the air security fees, the airport and flight control fees are just as burdening. The second aspect is the complex bureaucracy in Germany. BARIG's members experience again and again that they have to deal with more complicated and time-consuming admini-

strative processes in Germany compared to other countries. Registration and approval procedures for a cargo charter directed to a German airport often take several days longer although regulations and responsibilities are similar. In this particular field BARIG calls for a significant improvement of the cooperation between airlines, airports and authorities.

Lastly area number three concerns the infrastructure and its usage. Major and generally important construction projects related to air traffic in Germany such as the third runway at Munich Airport must not be further delayed according to BARIG. Moreover, as intended with Dusseldorf's initiated request for a capacity expansion, already existing infrastructure should be used in an improved and more intense manner. For an efficient implementation it remains to be vital that a coordinated planning takes place and the users of the infrastructure – the airlines – are involved in the planning of suchlike projects.



„Germany must not trail behind in competition with neighbouring states“

barig.aero in talks with Henning Dieter, Manager Airfreight for DHL Global Forwarding and spokesman of the DSLV's air cargo committee

Is the location Germany prepared for the more and more competitive cargo and logistics market?

Principally, Germany is well-positioned in the centre of Europe. The great threat that I see however is that Germany rests on its oars and takes the market shares won over the years for granted. The infrastructure in Germany is famously crumbling. The tight network of roads and railways equips the nation with a trump card which must be absolutely maintained. Although one or two measures are taken in order to keep pace with competitors, the mills are generally grinding slowly. Furthermore, the framework conditions set by the legislature must be appropriate. Otherwise Germany is at risk of performing poorly in international competition.

Why is freight delivered to neighbouring countries by truck and then further forwarded by plane?

Germany's central geographic position in the centre of Europe also has the consequence that competitors are in close proximity right around the corner. As carriers we have the possibility of shipping goods for customers to numerous airports near by the final destination. This includes Munich's airport for example which is increasingly gaining importance. As a freight forwarder I am also glad that international airports such as Amsterdam, Brussels and Paris can be reached in only a few hours and offer excellent connections. The reason for these journeys lies solely in their available conditions. Of course, we like departing from Frankfurt as well. But if we have the opportunity of shipping our goods faster or more cost-efficient from somewhere else then, in the interest of our customers, we will take this chance.



© DHL-European Air Transport Leipzig

In your opinion, what are the most important measures that should be taken in order to secure Germany's competitiveness as an aviation location?

Airports must incorporate all parties involved in the overall process when it comes to infrastructural measures. This also applies to operating procedures. The branch must be appreciated by the airports. There must not be any legal disadvantages and we must face up to market laws. Moreover, costs must be competitively viable.



BARIG meets IATA

At the Cargo Executive Summit during the World Cargo Symposium 2016 in Berlin, Glyn Hughes (on the left in the photo), IATA Global Head of Cargo, and BARIG General Secretary Michael Hoppe met in order to discuss relevant air cargo topics. As large international associations, BARIG and IATA have been cooperating in the air cargo field for many years. The German BAR is the largest worldwide and has an own air cargo and logistics panel structure at its disposal. In this way, BARIG bundles all major topics and emphatically represents its interests to relevant partners in the industry as well as politics and authorities.

On association level Michael Hoppe regularly attends the World Cargo Symposium in his function as Secretary General. He has further responsibility as executive member at the Air Cargo Community Frankfurt which supports the development of the air cargo field in Frankfurt, this location being in the leading position with an annual air cargo volume of more than 2 million tons.

BARIG Information:

barig.aero

Herausgeber: BARIG e.V.

Verantwortlich: Michael Hoppe

Vorstand / Generalsekretär

Frankfurt Airport Center (FAC) 1

Hugo-Eckener-Ring, 60549 Frankfurt

Telefon +49 69 23 72 88

barig@barig.aero

www.barig.aero

Redaktion: Claasen Communication,
Michael Hoppe