

CARGO chat



WHY YOU SHOULD SWITCH NOW TO e-Airwaybill

Adopting e-Airwaybills gives clients greater control over express parcel operations and management information. It's to our mutual benefit as receiving information in advance allows us to run an instant quality check on the data while the consignment is still moving from the client warehouse. It also gains BidAir Cargo valuable load planning time, which is essential in a business where minutes matter and where clients rely on shorter hand-in and hand-out times and on-time performance.

Submitting an e-airwaybill beforehand relieves the courier driver of time-consuming paperwork as shipments are simply weighed, verified, accepted and acknowledged. The data captured is also available for tracking and clients' record purposes such as what was lodged, where and when, daily accruals and other management reports.

The process is internet-based, easy and quick to use and eliminates the costs of paper-processing, storage and retrieval.



How do you get started?

BidAir Cargo is investing significant sums in the conversion process to benefit clients and improve service efficiency. So the

changeover is painless. Just contact your Key Account Manager who will arrange installation and training of the system. There is no charge for this service.

Tackling capacity challenges

When fixed capacity meets variable volumes

The express parcels business is the most demanding segment of the transport business. It's driven by urgency, sometimes verging on panic. Every player is under pressure and has to contend with last-minute cargo surges or cancellations. That's the nature of our industry, differing dramatically from passenger travel where seats are pre-booked and no-shows incur a penalty.

The dynamic nature of the cargo flows come to a head at the airport-to-airport line-haul stage such as

the ONX Overnight Express service of BidAir Cargo. This facility allows senders to make parcels available at the end of the working day for couriers to collect, hand-in at one airport, collect at destination airport and deliver to the consignee first-thing. Our challenge as operator is capacity management. The aircraft have fixed capacity whereas our clients have variable volumes.

Aircraft operating costs are high and utilisation is the key to sustained operation. Some nights volumes



tendered are lower than break-even but in terms of our covenant with clients our flight takes off as usual and we bear the deficit. Generally speaking, we don't know the payload until shortly before take-off which is too late to start looking for additional cargo. On other nights, especially if a competitor aircraft has gone technical, we are faced with an overflow of cargo. In that case some consignments are despatched on the first SDX Same Day Express flight, arriving in time for *Continued on page 5*