



DAKOSY Reference: Lufthansa Cargo

Lufthansa Cargo digitalizes dangerous goods handling with INFr8

Lufthansa Cargo is an industry pioneer in the paperless handling of dangerous goods using DAKOSY's cloud-based dangerous goods platform INFr8. At Frankfurt Airport, the German airline has successfully created a paperless process for their handling.

Every shipment of dangerous goods requires a dangerous goods declaration (IATA „Shippers Declaration for Dangerous Goods“ – DGD), also known as a Shipper's Declaration. It accompanies the goods, and has traditionally been attached in paper form. As a pilot partner of INFr8, Lufthansa Cargo, which handles around 60,000 tons of dangerous goods at Frankfurt Airport annually, has made a significant contribution to digitalizing the handling of dangerous goods shipments.

On the dangerous goods platform INFr8 used by Lufthansa Cargo, the current status and all relevant information from the Dangerous Goods Declaration (DGD) is stored in the cloud and can be exchanged electronically between the parties involved in the transport.

The shipper starts the process by entering the data into the dangerous goods platform, and then the forwarder or handling agent adds the airline's booking data. Country- and airline-specific restrictions are checked automatically.



“The INFr8 platform drives efficiency for us. A classic DGD has to be re-typed several times. That wastes time and is prone to errors. Digitally, the data is retained and the quality benefits from this. Errors during data entry when transferring from paper to the airline's system landscape (e.g., to the flight documentation for the pilots) are practically eliminated,” points out the DGR process expert at Lufthansa Cargo, Petra Düncher.

The goal: Minimized delivery times for dangerous goods shipments with eDGD



Lufthansa Cargo project leader Michael Kreidl adds, "Using paper is always stressful in time-critical air freight because the paper arrives at the same time as the goods." Electronic data, on the other hand, reaches Lufthansa Cargo up to

two days in advance. This means that a dangerous goods check based on the IATA dangerous goods database can be carried out via the platform in advance. If a check indicates restrictions or limitations, it is then possible to intervene at an early stage, before the cargo has even arrived. As a result, fewer shipments are rejected.

"Manual checks and multiple data entries are the speed bumps in dangerous goods processing," sums up Düncher. Kreidl is optimistic that "delivery times for dangerous goods shipments can be minimized as soon as the use of the digital dangerous goods declaration eDGD becomes more widespread." This would be a significant improvement for dangerous goods shipments, which under current regulations must be delivered no later than six to twelve hours before departure.

eDGD celebrated its world premiere at Lufthansa Cargo in 2018. At the time, the carrier handled the world's first dangerous goods shipment with the INFr8 platform as part of a pilot project at Frankfurt Airport. Lufthansa Cargo also played a key role in the development of eDGD standards as part of the IATA eFreight initiative. In this project, messages were specified and a scheme for access authorizations was also defined.

As an industry pioneer, the cargo airline would like to see as much participation as possible by logistics players. "With each additional participant – whether airline, shipper, forwarder or handling agent – the benefit for the entire air freight community increases," Kreidl ascertains. DAKOSY IT team leader Anne Ebeling adds that getting started with INFr8 is very simple: "The platform works with data that is largely already available. DAKOSY takes care of the conversion."

In total, Lufthansa Cargo handles approximately 60,000 tons of dangerous goods annually at Frankfurt Airport. Currently, participation in eDGD at Lufthansa Cargo is still in the single digits. By the end of 2022, Kreidl wants to reach a double-digit eDGD share. In addition to the EU, the USA and Asia are also potential markets for eDGD.

Item	UN Number	Material	Quantity	Origin	Destination	Operator	Access Type	Approval Type	Approval	Expiration Date	Issue Date	Exp. Date	Address
1	122-01-702-000	122-01-702	10000	Germany	Germany	PAZ	MSA	FAA + ICAO	18.12.2021	18.12.2021	18.12.2021	18.12.2021	
2	122-01-702-001	122-01-702	10000	Germany	Germany	PAZ	MSA	FAA + ICAO	18.12.2021	18.12.2021	18.12.2021	18.12.2021	
3	122-01-702-002	122-01-702	10000	Germany	Germany	PAZ	MSA	FAA + ICAO	18.12.2021	18.12.2021	18.12.2021	18.12.2021	
4	122-01-702-003	122-01-702	10000	Germany	Germany	PAZ	MSA	FAA + ICAO	18.12.2021	18.12.2021	18.12.2021	18.12.2021	
5	122-01-702-004	122-01-702	10000	Germany	Germany	PAZ	MSA	FAA + ICAO	18.12.2021	18.12.2021	18.12.2021	18.12.2021	
6	122-01-702-005	122-01-702	10000	Germany	Germany	PAZ	MSA	FAA + ICAO	18.12.2021	18.12.2021	18.12.2021	18.12.2021	
7	122-01-702-006	122-01-702	10000	Germany	Germany	PAZ	MSA	FAA + ICAO	18.12.2021	18.12.2021	18.12.2021	18.12.2021	
8	122-01-702-007	122-01-702	10000	Germany	Germany	PAZ	MSA	FAA + ICAO	18.12.2021	18.12.2021	18.12.2021	18.12.2021	
9	122-01-702-008	122-01-702	10000	Germany	Germany	PAZ	MSA	FAA + ICAO	18.12.2021	18.12.2021	18.12.2021	18.12.2021	

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About Lufthansa Cargo

>> With a turnover of 2.8 billion euros and a transport performance of 6.5 billion freight ton kilometers in 2020, Lufthansa Cargo is one of the world's leading enterprises in air freight transport. The company currently employs approximately 4,400 people worldwide.

Lufthansa Cargo's focus is on the airport-to-airport business. The route network serves over 300 destinations in more than 100 countries, using both freight aircraft and cargo capacity from passenger aircraft operated by Lufthansa, Austrian Airlines, Brussels Airlines, Eurowings Discover and SunExpress, and an extensive road feeder service network. The majority of the cargo business is handled via Frankfurt Airport.

Lufthansa Cargo aligns its corporate responsibility pledge with the sustainability goals of the United Nations (UN). Lufthansa Cargo has committed itself to anchoring five selected sustainability goals in its corporate activities and to making a substantial contribution to achieving these goals by the year 2030. Lufthansa Cargo is a wholly-owned subsidiary of Deutsche Lufthansa AG and Lufthansa Group's logistics specialist.