

UK Air Freight



Department for
International Trade



Version Control

Version	Date	Change since last	Version owner
0.1	13/02/17	First draft from inception call	PS
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Air Freight Sector: Document Structure

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It is recommended that you use this proposition in conjunction with the Introduction to Logistics proposition for a fuller picture of the UK Market.



Introduction

Airport Industry: Market Overview

It is essential to recognise that the UK Airport Industry and the UK Air Freight Industry have simultaneously seen growth, as interconnected industry drivers.

Overview

The Air Freight industry is currently worth £976.2 million. It transports goods using both hold space in passenger (belly freight) and dedicated freight aircraft. Performance is thus linked to growth in the wider aviation industry. The importance of scheduled passenger markets is reflected in the industry's major players, many of which are established passenger airlines. Operators running dedicated freight services benefit from using landing slots at well-run airport facilities.

The Airport industry consists of operators that administrate international, national, civil or military airports or public flying fields, as well as businesses that support airports by offering services such as air traffic control and ground service activities. This was worth £8.5bn in 2015.

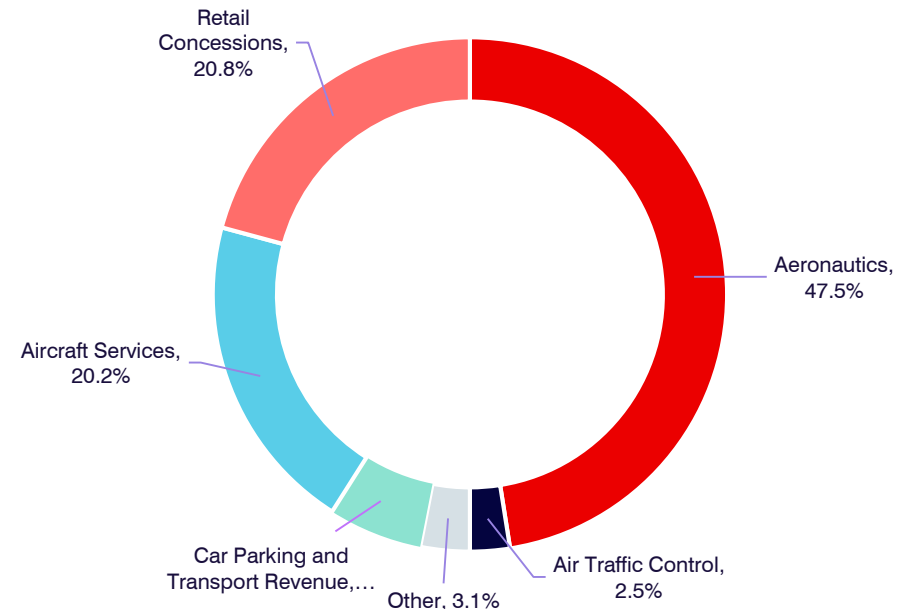
Growing demand from UK and international travellers over the past five years has helped reinvigorate aeronautical and retail income and provided a boost to demand for support services that rely on airlines operating frequent routes in and out of UK airports.

Overall, industry revenue is expected to grow over the five years through 2016-17, increasing at a compound annual rate of 3.4% to £8.5 billion, and beyond that it is forecast to reach £9.3 billion. Industry structure has changed markedly in the past 5 years, and competition is expected to heat up in the near future, especially due to various investments in infrastructure and increasing capacity.

UK Airport Industry Statistics

Revenue	Annual Growth 12-17	Annual Growth 17-22
£8.5bn	3.4%	1.9%
Profit	Wages	Businesses
£1.7bn	£2.2bn	804

Products and Services Segmentation (2016 - 17)



Source: IBISWorld Industry Report H52.230 Airports in the UK June 2016

Airport Industry: Market Overview

The leading UK airports for passenger numbers are: London Heathrow, London Gatwick and Manchester. The total number of passengers in UK airports in 2016 was up by 7% compared to 2015.

Heathrow alone is the largest and busiest international airport in Europe, and the 6th largest globally. It is also the UK's number one airport for freight transport, with a high proportion of passenger flights carrying 'belly cargo', followed by East Midlands.

Other major international airports include:

- Birmingham International
- London Stansted
- London Luton
- Nottingham East Midlands
- Glasgow
- Edinburgh
- Liverpool John Lennon Airport
- Newcastle
- Cardiff
- Belfast International.



Gaining Altitude:
The UK has the largest air transport system in Europe, handling 268 million passengers in 2016, and the top four busiest air routes from Europe to international destinations.

Source: FTA Logistics Report 2016

Source: Transport Statistics Great Britain 2015 Department for Transport

Source: CAA Statistics Terminal and Transit Passengers 2016



2016

268 million terminal and transit passengers (arrivals and departures)

2.4 million tonnes of freight handled

2.2 million air transport movements (ATMs) (landings and take-offs)

Airport Industry: Access to the World

There are more flights to destinations in Europe, North America and the Far East from UK airports than from any other European country. This table shows the number of average daily direct passenger flights during the working week from selected UK airports to key global business destinations in 2014.

	London Heathrow	London Gatwick	London City	Manchester	Birmingham	Glasgow
Paris	18	2	3	9	6	5
Amsterdam	21	11	13	12	9	12
Frankfurt	19	-	6	4	4	2
Brussels	9	1	-	4	3	2
Milan	12	8	3	2	2	1
Barcelona	5	11	-	2	2	1
New York	28	-	2	3	1	2
Los Angeles	8	-	-	-	-	-
Chicago	8	-	-	1	-	-
Tokyo	4	-	-	-	-	-
Delhi	7	-	-	-	-	-
Mumbai	5	-	-	-	-	-
Beijing	3	-	-	-	-	-
Shanghai	3	-	-	-	-	-

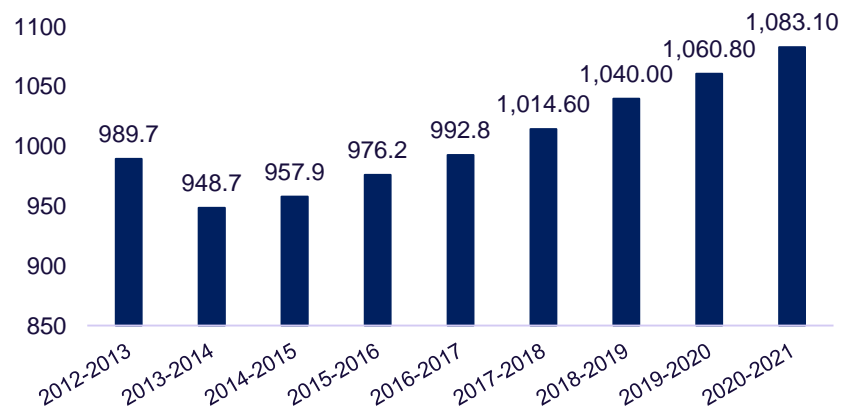
Source: IBIWorld Industry Report H52.230 Airports in the UK June 2016

Air Freight: Market Overview

UK Air Freight Industry Key Statistics:

Revenue	Annual Growth 11-16	Annual Growth 16-21
£976.2m	0.1%	2.1%
Profit	Wages	Businesses
£53.7m	£105.1m	225

Industry Revenue (£ Million)



This industry includes businesses that transport commercial and private cargo by air, on either scheduled or non-scheduled routes, domestically and internationally. It also includes transporting post by air but excludes door-to-door courier services.

Approximately 40% of Britain's imports and exports are dependent on air freight, with just below 2.4 million tonnes handled in 2016.

The industry made healthy profits in 2015 and has a comfortable annual growth rate predicted for 2016 – 2021. There are 137,800 people employed in air freight which is estimated to be 8% of the entire logistics sector workforce, with almost 40,000 people clustered around Heathrow alone.

Between 2011 and 2015, the number of tonnes carried on passenger aircraft increased by 0.7%. Whilst this may seem insignificant, it was driven by an 18% increase in freight carried by non-London area airports, representing a change to a more evenly distributed market.

The Air Freight Industry is estimated to be worth £1.1bn by 2021 after sustained positive annual growth, driven by increasing global trade and strengthened domestic economy.

Source: IBISWorld Industry Report H51.210 Freight Air Transport in the UK February 2016

Source: Skills for Logistics AACs LMI Report 2016

Source: Mintel Logistical Services Report 2016

Air Freight: Market Overview

Air freight is a global business. Typically, growth in world trade means heightened demand for air freight services.

In 2016, world trade is estimated to have grown by 2.8%, benefitting the industry.

Air Freight: Market Overview

Flight Routes and Global Market

According to the Cargo Air Association and survey respondents of the FTA's 2016 Logistics Market report, air freight imports and exports improved strongly in 2015 and 2016, with market growth in all but one routes alongside increased consumer demand. In particular, exports to the Far East including Japan and North America were strong. Trade with Western Europe showed no increase, but this was offset by improved sea freight on the same route.

Attracting airlines to take on new cargo routes china far east

This is supported by IATA data for global air freight markets, which showed air cargo volumes (measured in freight tonne kilometres) were up by 3.8% in 2016 compared to 2015. This was nearly double the industry's average growth rate of 2% over the last five years, and a positive trend of above 2% growth is expected to continue through to 2021.

Furthermore freight capacity, measured in available freight tonne kilometres (AFTKs), increased by 5.3% in 2016.

Looking towards Europe alone, according to the Airports Council International: Europe 2016 report, freight traffic grew across Europe's airports by 4.1%.



Source: FTA Logistics Report 2016

Source: Transport Statistics Great Britain 2015 Department for Transport

Source: IATA News Report December 2016

Air Freight: Market Overview

Busiest air routes between an airport in Europe (EU, Switzerland, Iceland and Norway) and outside Europe

Eurostat[9]

Rank	Airport 1	Airport 2	Passengers (2010)	2012	2014	2015
1	London/Heathrow	New York/John F Kennedy	2,551,276	2,881,390	3,002,024	3,078,693
2	London/Heathrow	Dubai/Intl	1,974,098	2,067,227	2,838,717	2,862,852
3	London/Heathrow	Los Angeles/Intl	1,419,144	1,428,040	1,481,023	1,645,002
4	London/Heathrow	Hong Kong/Chek Lap Kok	1,801,520	1,638,834	1,608,980	1,584,486
5	Paris/Charles De Gaulle	New York/John F Kennedy	1,190,914	1,422,259	1,367,882	1,501,416
6	Paris/Orly	Guadeloupe/Pointe-à-Pitre	1,098,322	1,077,254	1,135,945	1,166,850
7	Paris/Charles De Gaulle	Montreal/Pierre Elliott Trudeau	1,158,381	1,092,084	1,107,738	1,147,598
8	Paris/Charles De Gaulle	Dubai/Intl		843,205	1,063,559	1,076,875
9	London/Heathrow	Chicago/O'Hare	1,138,579	1,188,326	1,161,250	1,060,332
10	London/Heathrow	New York/Newark Liberty(NJ)	1,091,804	1,167,828	1,168,357	1,000,189
	London/Heathrow	Singapore/Changi	1,507,032			

Air Freight: Market Overview

UK Air Freight Industry Key Statistics by Aircraft configuration and area (tonnes)

Year	2011	2012	2013	2014	2015	2016
Passenger Aircraft	1,600,643	1,607,598	1,573,739	1,626,963	1,611,433	1,676,589
London Area Airports	1,500,268	1,495,739	1,455,725	1,514,620	1,492,948	1,537,811
Other UK Airports	100,375	111,859	118,014	112,343	118,485	138,778
Cargo Aircraft	696,958	694,730	688,648	677,524	687,910	707,787
London Area Airports	302,671	310,022	303,965	304,967	313,007	331,503
Other UK Airports	394,287	384,708	383,683	372,557	374,903	376,284
Total	2,297,601	2,302,328	2,262,387	2,304,487	2,299,343	2,384,376
London Airports	1,802,939	1,805,761	1,760,690	1,819,587	1,805,955	1,869,314
Other UK Airports	494,662	496,567	501,697	484,900	493,388	515,062

**70% of freight was carried via Passenger Aircraft,
30% via Cargo Aircraft in 2016.**

Air Freight: Market Overview

Business Models Operating in the UK

There are two broad business models operating in the UK:

- General Cargo transported by passenger and freight airlines with collection and delivery organised by freight forwarders; and
- The Integrator model, which tends to focus on smaller consignments, where collection and delivery, and often the air component of the journey are all managed by a single organisation.

Key users include high end manufacturing, engineering, pharmaceuticals, retailing, financial and business services and the automotive sector.



Breakdown of the Air Freight Market

The air freight market can be split into four product types:

- General air cargo,
- express freight,
- specialist / niche freight
- and mail.

Express freight is the fastest growing segment of the market and, while speed is a feature of all air freight, it is within this segment that time critical activities are most extreme.

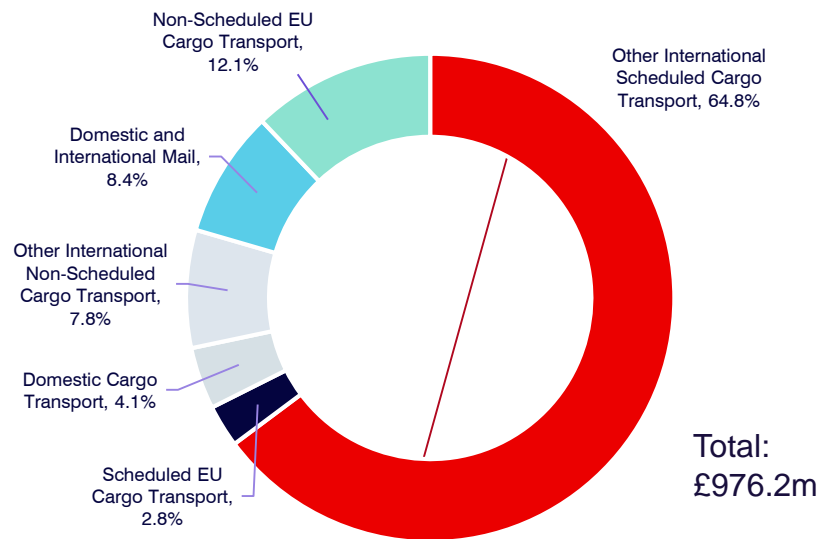


Source: *Implications for the Air Freight Sector of Different Airport Capacity Options*

UK Air Freight: Market Overview

The fastest way to transport freight is by air, hence it is ideal to transport goods which are either time-sensitive, such as perishable foodstuffs; process critical, such as pharmaceuticals or machine parts; or very high-value, such as precious metals or hi-tech parts and components.

Products and Services Segmentation (2015 - 16)



The majority of international freight is carried to non-EU locations, particularly Asia and the United States. Freight bound for locations in the EU was expected to contribute just 2.8% of the total in 2015-16.

The main downstream market and share of industry revenue includes:

Retailers and wholesalers: 28.8%

Largest end market for air freight. Useful for food wholesalers and retailers wanting to transport perishable produce, as transit time is minimised, ensuring that the goods arrive at destination in optimal condition. High-street retailers use air freight to move goods manufactured in the Middle East and Asia e.g. clothes and electronics.

Business services: 20.4%

Business services incorporate financial, legal and accounting and information technology industries, and diplomatic services. Air freight is used to transport time-sensitive packages and key equipment both nationally and globally.

Manufacturers: 17.8%

Estimated to be the third largest market for industry services, using air freight to ship high-value goods, such as aircraft, spacecraft, electronic components and pharmaceutical and medical equipment.

Postal and courier services: 16.4%

Air freight is involved with domestic and international postal services.

Other Air freight: 16.6%

This includes industries such as mining and quarrying and construction industries.

UK Air Freight: Products and Services

Scheduled international cargo transport

Scheduled international cargo includes freight transported to and from the UK on scheduled flights, i.e. flights that run on a regular basis. Scheduled international cargo transport forms the majority of the industry's services, partly because scheduled air transport is the most common form of air transport. Scheduled international cargo transport is also the largest service segment because demand for international air transport is much greater than demand for domestic air transport.

Non-scheduled cargo transport

This segment covers air freight that is transported to and from the UK on non-scheduled flights. It is smaller than scheduled international cargo transport because non-scheduled flights are not as common, but has increased as a share of total freight volumes over the past five years. In 2015-16, 12.1% of the total cargo carried was expected to go to the European Union, 7.8% to other destinations. Most frequently, customers opt for non-scheduled international cargo transport when moving high-value, time-sensitive items. The costly service attracts a price premium, which limits demand.

Domestic and international mail

International and domestic post transport involves carrying post to, from and around the UK. It is estimated that domestic and international post accounts for 8.4% of total cargo carried by industry operators, of which the majority is international post destined for non-EU locations. A significant proportion is also overnight domestic post. Mail has constituted a fairly constant proportion of air freight volumes over the past five years.

Domestic cargo transport

Domestic cargo transport involves transporting air freight within the UK. Domestic cargo transport is estimated to account for just 4.1% of total cargo carried in 2015-2016, but this is up compared to five years earlier. Its share is small because of strong competition from other cargo transport forms such as road and rail. Over the relatively short distances across the UK, air transport does not provide a significant time advantage. Since customers that use freight air transport usually transport high-value, time-sensitive cargo, there is little demand for this segment.

Source: IBISWorld Industry Report H52.230 Airports in the UK June 2016

UK Air Freight: Volumes by Airport

Major Airports & Freight Volumes in Tonnage

The table orders the leading airports by freight handled between 2011 and 2016. London Heathrow is the clear leader in terms of freight volumes over the period, followed by the East Midlands, London Stansted and Manchester Airport.

Airports	2011	2012	2013	2014	2015	2016
London Heathrow	1,484,351	1,484,351	1,464,390	1,422,939	1,496,551	1,541,029
East Midlands	264,595	264,595	264,292	266,968	291,689	300,101
London Stansted	202,593	202,593	214,160	211,952	207,996	223,203
Manchester Airport	107,415	107,415	96,822	96,373	100,021	109,630
London Gatwick	88,085	88,085	97,567	96,724	73,371	79,588
Birmingham Airport	16,626	16,626	19,088	21,067	7,164	30,010
Luton	27,905	27,905	29,635	29,074	28,008	25,426
Edinburgh Airport	19,332	19,332	19,115	18,624	19,322	20,369
Glasgow	2,430	2,430	9,497	11,837	13,193	12,921
Prestwick Airport	11,846	11,846	10,314	9,526	11,242	10,822
Belfast International	31,062	31,062	29,095	29,288	30,389	7,597

Source: UK Airport Statistics, Civil Aviation Authority 2016

UK Air Freight: Air Transport Movements by Airport

Major Airports & Air Transport Movements

The table orders the top 10 leading airports by number of air transport movements (ATMs) in 2015 and 2016. London Heathrow is the clear leader, followed by the London Gatwick, Manchester Airport, and London Stansted.

Total UK Airport ATMs reached just over 2.2 million in 2016, and these airports below accounted for 75.6% of that number.

Airports	2015	2016
London Heathrow	469,671	473,199
London Gatwick	262,568	277,095
Manchester Airport	163,675	184,553
London Stansted	144,522	163,895
Edinburgh Airport	102,240	116,235
Birmingham Airport	89,837	104,554
Luton	85,738	102,946
Glasgow	79,881	84,329
London City	79,251	80,449
Aberdeen	93,983	78,111

Source: UK Airport Statistics, Civil Aviation Authority 2016



Air freight accounts for about 40% of UK imports and exports by value.

It is an essential enabler for a wide range of industry sectors, handling high value goods, which require rapid, secure and reliable transport to destinations all over the globe.

UK Air Transport - Access to the World

Key Business Locations

The UK Air Freight industry is skewed towards London and the South East. The main factors determining the location of industry establishments is the location of UK airports, their infrastructure links and capacity to handle freight. Latest data from the Civil Aviation Authority (CAA) shows that more than half of the UK freight transported by aircraft goes through Heathrow Airport. East Midlands Airport follows, as it has the most express courier services.

The proportion of all freight carried on cargo aircraft flown via London area airports was 46.8% in 2016. Hence, other UK airports still accounted for 53.2% of freight carried on cargo aircraft in 2016.

London, the South East and the East of England
The main three regions for the industry are London, the South East and the East of England, which together account for about 57.1% of all industry establishments. The South East has the highest concentration of industry establishments according to latest estimates from the Office for National Statistics. The region is home to Gatwick Airport, which process the fourth-largest volume of freight per year. The region also offers businesses proximity to London and Heathrow in particular. The East of England also contains a significant presence of industry establishments. London Stansted is located in the East of England and the airport handles large volumes of freight each year. Luton Airport processes a lot less freight but is also a major airport in this region, with a high number of express courier services.



Source: IBISWorld Industry Report H52.230 Airports in the UK June 2016
Source: Implications for the Air Freight Sector of Different Airport Capacity Options 2016

UK Air Transport - Access to the World

Other regions

Other important areas are those surrounding East Midlands Airport, which is an important hub airport located in the UK's logistics heartland. The airport is the UK hub for DHL and other smaller operators with significant dedicated areas for storing and handling cargo. The West Midlands and East Midlands account for 14.3% of industry establishments. The North West contains a further 7.1% of business locations with Manchester Airport handling a reasonable share of total air freight in the United Kingdom each year.

The government are committed to continue developing plans to expand the capacity of airports significantly in the UK, confirming at the end of 2016 the expansion of Heathrow via a 3rd runway amongst other goals.

London Heathrow Airport

Heathrow is the largest airport in the UK, accounting for almost twice as many passengers and air transport movements as the next largest airport, Gatwick. The 5 London airports (Heathrow, Gatwick, Luton, Stansted, London City) accounted for 61% passengers, 50% ATMs and 78% freight in 2016. Heathrow itself moved 65% of air freight in 2016.

East Midlands Airport

East Midlands is by some margin the most significant freight airport after Heathrow, handling 12.6% of total tonnage at 0.3 million tonnes. It focuses on pure freighter operations and is the main UK base for DHL and a significant base for UPS and TNT.

London Stansted Airport

London Stansted Airport currently handles around 220,000 tonnes of flown cargo annually, as the UK's 3rd largest cargo airport.

Manchester Airport

Manchester Airport is the largest bellyhold freight airport outside of London. The airport is also the largest long haul passenger gateway outside London, so this is not surprising. Birmingham Airport also has some bellyhold freight traffic, supported by the airport's long haul services, but is substantially smaller than Manchester.

Source: IBISWorld Industry Report H52.230 Airports in the UK June 2016

Source: Implications for the Air Freight Sector of Different Airport Capacity Options 2016

Connectivity is at the heart of what makes the airline industry successful.

Transaction value increases in Asia and new markets such as Japan and the Philippines are changing the way airlines target growth.



Key Opportunities

Technological Improvements



Thanks to major improvements in technology, air travel is more efficient, making distances between countries seem shorter than ever.

Technological Improvements



Thanks to major improvements in technology, air travel is more efficient, making distances between countries seem shorter than ever.

UK Aerospace Industry: Technological Improvements

The Aerospace Industry is entering a challenging period to develop new technology – from designing ecologically acceptable aircraft, successfully applying new advanced materials, and adopting cost effective and sustainable manufacturing processes. The next generation of aircraft will increasingly service emerging markets, so companies must develop larger, more efficient vehicles and technologies in association with local manufacturing hubs in those regions.

Due to their position as market leaders, businesses in the UK Aerospace Sector are well placed to lead the way.

- The UK's aerospace sector is one of the highest value-adding manufacturing sectors. It has grown by 35% in the past five years and has seen productivity increase by 50% since 2009, vastly out-pacing the UK economy, which grew by just 4% over the same period.
- The biggest British suppliers include the engine maker Rolls-Royce, the wing component manufacturer GKN, and BAE Systems.
- The Aerospace market exports around 75% of what it produces, making a positive contribution to the UK's trade balance and the wider aviation industry.

The UK is home to Europe's largest aerospace industry and the second largest in the world, with a 17% share of the global market.

Source: *IBISWorld Aerospace Industry 2016*

UK Aerospace Industry: Technological Improvements

The UK Aerospace Industry is working towards more efficient aircraft and processes. Fuel and cost savings coupled with larger capacity mean that a higher volume of cargo – or a different type of cargo – can be taken by new fleets.

Plane Design

The global industry response to airport congestion thus far has been to use larger planes. However, as this poses a cost problem, the UK has focused aircraft manufacturing on the production of more fuel-efficient aircraft with larger bellyhold capacity.

The application of new fuel efficient technology in this regard marks an opportunity for operators to gain a competitive advantage. Those that invest in these larger aircraft will enjoy savings in operational costs, increased aircraft capacity and expanded networks. Over the coming years, major airlines are expected to undertake fleet renewal programmes to benefit in this way.

Whilst low cost carriers in Europe and the UK such as EasyJet and Ryanair have developed business models that do not allow cargo to be carried in the hold of their passenger aircraft, these aircraft design changes aim to allow larger airlines to retain seats whilst increasing bellyhold capacity, hence creating an entirely new opportunity to gain market share.

3D Printing

There are indications within the industry that aircraft entering service may well have parts manufactured by industrial 3D printers within the next decade. 3D printing, or additive manufacturing, is generally characterised as decentralised, having a rapid turnaround, and speeding up the manufacturing process of a component.

It also allows for lower logistics and warehousing costs, and uses fewer resources than conventional manufacturing methods, which makes it a 'green technology'.

Additive processes can shorten development time by as much as 75%. Airbus, for example, currently budgets around six months to develop a component, but claims that the same parts could be developed in just one month with additive manufacturing.

Source: IBISWorld Aerospace Industry 2016

Airbus A350 XWB is the latest generation of long range twin-engine jetliners

Significant employment created in the UK for wing build, and high quality engine supply by Rolls-Royce



New adaptive wing design and 70% advanced material usage has resulted in 25% lower operating costs, fuel burn and CO2 emissions

Maximum payload of 16 tonnes

Government Support

Aerospace Growth Partnership

Much of this growth of this sector can also be attributed to the success of the Aerospace Growth Partnership, a joint government and industry initiative that has made significant progress in boosting innovation, skills and enhancing technology development in the supply chain.

To help the UK lead the production of the next generation of aircraft technology, the government has used £80 million of the £2 billion pot committed jointly with industry as part of the industrial strategy to fund six new aerospace research projects to help deliver growth and innovation in key areas of technology.

The projects involve 18 companies, 11 academic and research institutions, and five Catapult centres across the UK. Top aerospace firms, including Airbus, GKN and AgustaWestland, are also investing £20 million alongside the government to improve the industry's somewhat struggling skills base.

One of the projects involves £14 million in funding towards nine partners, led by Airbus, to design improved landing gear for future aircraft, including electric taxi technology so that engines can be switched off immediately after landing, saving fuel and reducing emissions.

The funding will provide a vital boost to industry skills at all levels, with the creation of new high-tech Masters courses, apprenticeships and careers opportunities for young people and graduates alike.

The continuation and success of collaborations between government and industry is vital to determining how much input the UK has in developing and benefiting from the new opportunities offered by the drive for efficiency and greener technology.



See: www.theagp.aero/

Government Support

While there have been significant developments in the policy, technology and regulation of UK airports, recently the physical airport infrastructure has become a focal point.

The Airports Commission was set up in November 2012 as an independent body to establish the need and drive for additional UK airport capacity to stay ahead of global competitors.

The government spent time weighing up plans to expand the capacity of airports significantly in the south east of the UK. New terminals have been built and existing ones extended at a number of airports, including Terminal 5 and Terminal 2 at Heathrow. The Government also does not charge jet fuel tax which allows airlines to benefit from low fuel prices.

In July 2015, the Airport Commission released its final report on how to expand aviation capacity in the UK. Crucially this recommended building a third runway at Heathrow Airport, with huge support from the Freight Transport Association and other Logistics supporters.

The Productivity Plan also contained a commitment to “take a decision on airport capacity in the south east by the end of 2016” with regards to a third runway. This was approved in December 2016, which has strengthened the UK’s international reputation, competitiveness, and has sent a strong signal to overseas investors.



To read the report, please see:

www.gov.uk/government/uploads/system/uploads/attachment_data/file/440316/airports-commission-final-report.pdf

The Airports Commission and Transport Committee continue to release follow up reports regarding expansion plans, carbon emission, air quality and noise.

A Rich & Diverse Ecosystem

A Rich & Diverse Ecosystem

London Heathrow Airport

Heathrow is the largest airport in the UK, accounting for almost twice as many passengers and airport transport movements as the next largest airport, Gatwick. Being the international trade hub of the UK, Heathrow airport plays a critical role in connecting the British exporters to the global markets.

- Taken from data provided by HM Revenue and Customs, overall, £48 billion worth of goods were exported via Heathrow in 2015. This represented 26% of all UK exports by value, having dealt with over 1.5million tonnes of cargo.
- The United States remained the biggest destination for goods, with exports valued at £14 billion, followed by China (£7.6 billion) and Hong Kong (£4.5 billion). For China, this denoted an increase of 117% from a year earlier.
- Precious metals accounted for the biggest commodity transported through the airport, followed by aircraft parts, jewellery, medical goods and paintings.
- Almost 39,000 employees are clustered primarily around Heathrow - the UK's main airport hub.
- Cargo strategy to lift freight volumes to 3 million tonnes a year by 2040 through improved service, and increased capacity from a 3rd runway.

The plan for cargo

- Halve current throughput times to be more efficient
- Make cargo throughput times predictable to reduce costs
- Grow cargo capacity at the airport to generate additional cargo volumes for our airline partners
- Work with the cargo community, including through engagement and discussion
- Be 100% e-freight compliant to reduce waste, costs and delays
- Provide a safe working environment

See Appendix for Cargo Airlines List.

Source: 'Heathrow exporters look towards China' The Times, November 2015
Source: www.heathrow.com/company/cargo

London Heathrow: Investment

Heathrow CEO John Holland-Kaye announced at the British Chambers of Commerce in November 2016 that the airport would invest £180m in the project and has its blueprint ready. Investment will be made to enhance air to air transit by building a facility on the airfield for faster handling of transit cargo that arrives by air and is due to fly out by air, halving the times from a current average of more than 8 hours.

The project includes development of a special pharmaceutical storage area to move highly valuable and temperature-sensitive medicines and provide better infrastructure for hazard-less movement of the freight in half of its usual time. The airport will build a new truck parking facility for 100+ vehicles, with waiting arenas for drivers. Currently only DHL, has "grandfather" slot rights at Heathrow, but the airport made almost £5m from ad hoc freighter operations last year.

Halved processing times.
Double the volume of air freight cargo.
Leading airport in Europe.

Freight Transport Association (FTA) director of global and European policy Chris Welsh said at the BCC conference: "Heathrow's planned investment and increased freight capacity is excellent news, and exactly the type of commitment that FTA has long been asking for.

"This investment plan will significantly improve our cargo facilities and support British businesses to keep the economy moving, connecting exporters to the world and helping the government reach its £1 trillion export target by 2020," Holland-Kaye added. Given its importance to the air freight industry, the Heathrow expansion has been an option advocated by many engaged in logistics and, overwhelmingly, by the wider business community.

Source: Media Centre for www.heathrow.com
Source: Lloyds Loading List

London Heathrow: 3rd Runway

Announcing the 3rd Runway

In a major boost for the UK economy the government (26 October 2016) announced its support for an £18bn new runway at Heathrow – the first full length runway in the south-east since WW2, with a draft national policy statement published in February 2017.

This new runway will deliver major economic and strategic benefits to the UK, as one of a series of major infrastructure investments that will create jobs and opportunities for every part of the UK. The Department for Transport said a new runway at Heathrow should bring economic benefits to passengers and the wider economy worth up to £61bn.

Expansion at the airport will better connect the UK to long haul destinations across the globe and to growing world markets including in Asia and South America, bringing a significant boost to trade.

While there are clear gains for business, passengers will also benefit from a greater choice of airlines, destinations and flight times. The Airports Commission, chaired by Sir Howard Davies, anticipated that a new runway would bring in new capacity to meet demand and allow greater levels of competition, lowering fares even after taking into account the costs of construction.

A third runway will also support new connections to the UK's regions as well as safeguarding existing domestic routes. Heathrow has proposed a further 6 new routes to Belfast International, Liverpool, Newquay, Humberside, Prestwick and Durham Tees Valley to be added after expansion. The 8 existing routes offered today are: Edinburgh, Glasgow, Inverness, Aberdeen, Belfast City, Manchester, Newcastle and Leeds Bradford. This would provide 14 domestic routes in total, and spread benefits right across the country.

Heathrow's scheme includes plans for improved public transport links and for an ultra-low emissions zone for all airport vehicles by 2025. The government will make meeting air quality legal requirements a condition of planning approval.

An extra runway at Heathrow aims to deliver:

- Heathrow have committed to 5,000 new apprenticeships by 2030
- 6 new regional routes proposed by Heathrow – giving 14 in total
- Expanding Heathrow will better connect the UK to long haul destinations in growing world markets, boosting trade and creating jobs
- Could create as many as 77,000 additional local jobs over the next 14 years
- Estimated completion date of 2025

Source: Media Centre for www.heathrow.com
Source: Lloyds Loading List

“The step that the government is taking today is truly momentous. A new runway at Heathrow will improve connectivity in the UK itself and crucially boost our connections with the rest of the world, supporting exports, trade and job opportunities. This isn’t just a great deal for business... it’s a great deal for passengers who will also benefit from access to more airlines, destinations and flights.”

Transport Secretary Chris Grayling, 26th October 2016

London Heathrow: 3rd Runway



East Midlands Airport

East Midlands Airport

East Midlands Airport is the UK's busiest pure cargo airport and second only to Heathrow in terms of total cargo, handling over 320,000 tonnes of flown cargo every year. Known as the UK hub for DHL and UPS, and support operations for TNT, as well as the UK's main air hub for Royal Mail, the cargo facility is expanding to meet the demands of importers and exporters from across the UK.

East Midlands Airport is perfectly located in the centre of the UK, giving access to 90% of England and Wales within four hours, aiding the integrated freight carriers in their global express networks.

See: <https://www.eastmidlandsairport.com/about-us/cargo/>

With ample room to grow, the airports thriving cargo facilities are expanding to meet the demands of importers and exporters from across the UK. Accommodating the largest freight and passenger aircraft, East Midlands supports cargo logistics round the clock, with the following benefits:

- Intercontinental Cat IIIb 2893m / 9492ft runway
- 24 hour operations with no slot restrictions
- Excellent good weather record
- Central UK location adjacent to the UK motorway network with over 89% of England and Wales within a 3 to 4 hour truck drive-time.
- Frequent scheduled air cargo truck services to all major UK airports
- Broad on-site cargo community
- Five airside cargo terminals offering over 650,000 sq. ft of undercover cargo processing area
- Over 2 million sq. ft of dedicated cargo apron/ramp space with handling capability for multiple AN124s / B747Fs / 777Fs
- Interline non-stop cargo connections to major cities throughout Europe and North America
- Experienced in the handling of the world's cargo aircraft, including the AN-225, B747-8F.
- A380 approved
- Specialists in the handling of "outsize" cargo
- EU listed Border Inspection Post for animal products
- Revolutionary pricing structure to benefit cargo aircraft operators
- "Freighter Friendly" airport management

Case Study: DHL in East Midlands

DHL

DHL x-ray 100% of the air cargo and go well beyond the requirements of the law to security check the goods. From the 4km of belts packages are packed into Unit Load Devices (ULDs) similar to the process of the containers you see on the trucks transiting the M1, these air ULDs are just smaller and lighter. DHL owns 10,000 ULDs. These are then loaded onto the aircraft, six aircrafts at a time can be loaded at East Midlands Airport. DHL has an impressive air fleet size of 360 aircraft, Boeing 757 for Europe, 767 for long haul and a few Airbus A300s. Special aircraft are utilised for local service such as the Scilly Isles. From Heathrow there is even a helicopter for rush items across London to the Docklands. DHL were the first cargo company to use Concorde, in a time before fuel costs this meant cheques could be banked a day early. Today fuel is king for air operations, whilst some of the air fleet are midlife, ten to fifteen years old; they all have custom mini winglets that can save as much as five per cent of fuel. Freight is no longer packed into old passenger planes that have been stripped out. More modern aircraft with better fuel consumption are prioritised to the long haul flights.

The £90 million investment by DHL into East Midlands Airport will include the relocation of DHL call centre from elsewhere on the Airport site. On the air side the investment will bring more automation, take the peak 160,00 parcels a night up to a potential half a million and make the DHL Hub at East Midlands Airpoty future proof as far forward as 2025. The Unique feature of East Midlands Airport, 80% of UK inside the truck drivers legal driving break, makes East Midlands Airport the most natural geographic airport.

£90 million investment into East Midlands Airport, with 244,000 sq ft of space being added to the parcel giant's 450,000 sq ft site.



London Stansted Airport

London Stansted Airport

- London Stansted is the fourth largest UK airport in terms of passengers (after Heathrow, Gatwick and Manchester). London Standard is the third largest UK airport for cargo tonnage (after Heathrow and East Midlands). It is the best connected airport in UK for European services, with 180 routes currently offered. It is also the main UK operating base for Ryanair, Europe's largest airline in terms of passengers carried and the amount of profit made.
- The airport currently has planning permission to expand from 22 million passengers per year to 35 million. Management believe that with a terminal expansion, an increase to 42 million a year can be achieved before a new runway is necessary.
- Regardless of whether the government chooses Heathrow or Gatwick for expansion it will be at least 10 years before a new runway is delivered, and likely that some airlines will be attracted to add full-service intercontinental routes from Stansted (runway can support an Airbus 380) in the meantime.
- Main UK operating base for Federal Express (2 US routes plus Cologne), and has 3 services for UPS (2 US routes plus Liege).
- Under new ownership, it has attracted the all-cargo services of Turkish Airlines, China Southern and Qatar Airways Cargo (passenger services use Heathrow).
- New Business Park at airport with space for offices / warehouses providing up to 400 000 square feet.

See: www.magproperty.co.uk/locations/london-stansted-airport/development/

London Stansted Airport is well positioned to act as a gateway not only to London but also the entire South of England and the Midlands.

With the benefit of dedicated access to the M11 motorway it can provide immediate access to the entirety of the UK road network, and a 24/7 operation to both London and the Midlands (the UK's main distribution centre region).



London Stansted: Case Studies

CargoLogicAir

CargoLogicAir, LLC is a UK based cargo airline associated with Air Bridge Cargo. It will operate scheduled cargo services as well as charter service from its base at London Stansted Airport on routes between the UK, Europe, Asia, Africa and North America. All the flights are planned to be operated from London Stansted Airport.

The airline commenced operations in January 2016. The airline is aiming to become the leading airline in the European air cargo market offering cargo services on scheduled and charter flights.

China Southern Cargo

China's Southern Cargo was the latest major carrier to join Stansted Airport's global cargo – a service that will be the only direct freighter link between the UK and China, to the third largest city Guangzhou.

With spare runway capacity to support significant growth and additional economic activity, MAG's (Manchester Airports Group) ambition is to develop Stansted into the premier scheduled freighter airport for the UK.

The airport sits at the heart of the London-Stansted-Cambridge growth corridor, and with the region booming and London's economic activity shifting towards the east, Stansted is ideally placed to support businesses trading internationally and looking to compete in the global market place.“

Over the last 24 years Essex Council has gradually built up a range of civic and economic links with China.

More than 230,000 tonnes of freight is shipped annually on more than 11,000 cargo flights to over 200 countries from Stansted, transporting thousands of tonnes of textiles, fruit and vegetables, electronics, pharmaceuticals, mail, horses and Formula One equipment.

Manchester Airport

Manchester Airport

Manchester Airport is a global gateway to the North of England. Manchester Airport currently handles around 100,000 tonnes of import and export freight and mail annually, connecting the North of England to 160 destinations around the world, and with over 100 logistics companies based here. Manchester Airport offers direct access to the UK's motorway network and boasts ample room for future cargo growth.

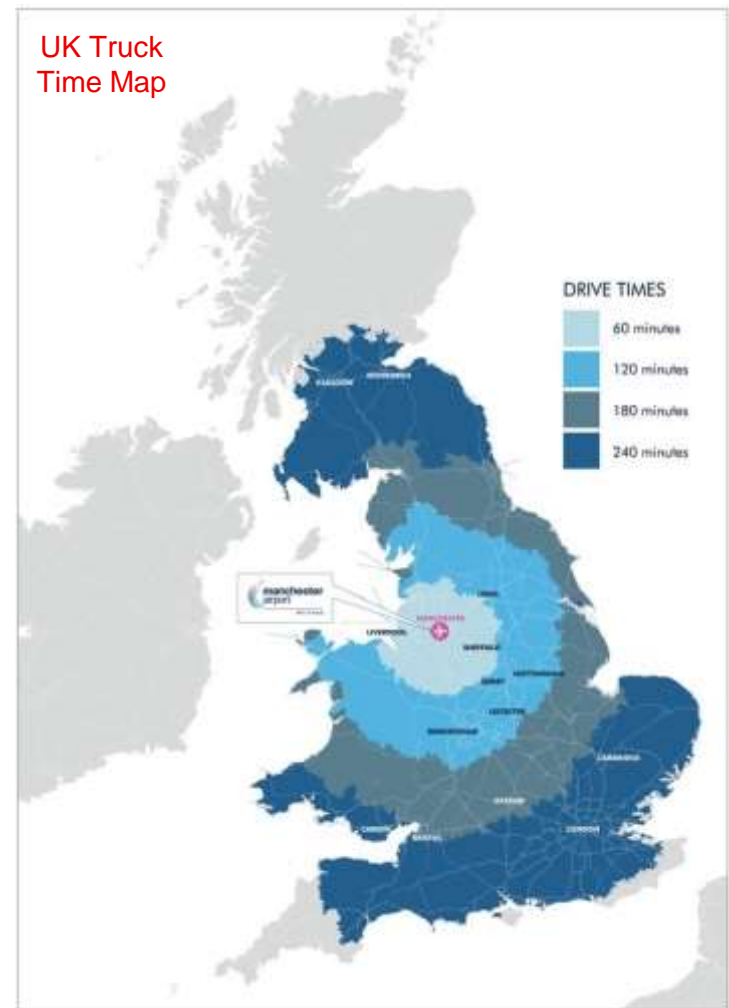
Manchester Airport's cargo facility, the World Freight Terminal, is a community of more than 1,000 professionals managing freight-only aircraft as well as consignments that arrive or depart in the holds of passenger aircraft. Manchester's largest cargo markets are the Far East, North America and the Middle East, with daily flights connecting to all of these destinations.

Manchester Airport EZ

Manchester Airport's Enterprise Zone is the only airport centric EZ in the UK providing clients with access to simplified planning, superfast broadband and discounted business rates up to a maximum of £275,000 over a five year period.

Seen as a proven location for e-commerce distribution and returns operations – NDC for Shop Direct, Headquarters of Entertainment Magpie, Missguided (fast fashion). Amazon also recently opened their 1m sq ft distribution centre at Airport City.

Global Logistics is located within the Enterprise Zone at Manchester Airport, offering 130,000 sq m of distribution and warehousing space.



Other Investment

Increasing capacity

The government still agrees with the Airports Commission that the south-east needs more runway capacity by 2030, aside from Heathrow.

This means that London Gatwick is still a viable possibility. Gatwick Airport plans to spend a further £1 billion on capital investment projects during the five years from April 2014, following an investment programme of £1.2 billion in the previous three and a half years.

Other smaller airports also offer a solution. Glasgow, Robin Hood (Doncaster Sheffield), and Liverpool airports all currently plan to become more involved in air freight. One other example is Prestwick Airport.

'Heathrow exporters look towards China', Graeme Paton, The Times, November 11 2015
HM Revenue and Customs 2015

Glasgow Prestwick Airport

Glasgow Prestwick Airport

Glasgow Prestwick Airport is Scotland's premium cargo airport, ideally located on the 'Great Circle Route' between North America and the Middle East.

With the benefit of a lack of congestion, investment in specialist handling equipment and the efficiency of its operating structure, Glasgow Prestwick Airport is capable of delivering a speedy and efficient turnaround of all sizes of freighter aircraft. The airfield operates 24 hours a day and has no curfews, noise restrictions or slot constraints. The current terminal capacity of 2.5 million passengers is easily and cost effectively expandable to more than 10 million passengers.

Spaceport

Glasgow Prestwick Airport is working to become one of the UK and Europe's first spaceports. The UK Government recently announced that it would be developing a regulatory framework for spaceport sites. Glasgow Prestwick has had a technical feasibility study carried out to assess what investment will be required to become an operational spaceport. The study showed that with approximately £3 million investment, that the airport could become an operational spaceport.



Liverpool John Lennon Airport

Liverpool John Lennon Airport

LJLA is one of the UK's busiest airports and handled over 4.2 million passengers in 2013. Passenger numbers have increased almost ten-fold since the mid-1990's, with the airport moving from 20th to the 12th busiest airport in the UK with flights to approximately 60 destinations in the UK and across Europe. Over the past 2 years, 22 new services have been announced to 20 new destinations, bringing over 100 additional flights per week.

Significant recent investments include £130 million in a range of infrastructure works including a new and subsequently expanded terminal building, air traffic control centre, hangars, apron extensions, runway refurbishing and upgrading, multi-storey car park and on site hotel. Many of these projects have also received support through the European Objective One programme and other regional funding.

The Airport has tremendous freight handling potential with 24 hour operations and excellent accessibility with links to the nearby motorway network. The Airport Master Plan highlights its potential for significant freight related developments.

Centres of Excellence

International Aviation Academy

Newly constructed International Aviation Academy Norwich adjacent to Norwich Airport is the first of its kind in the UK supporting engineering, airport operations and cabin crew in a “real world” training experience with a full size aircraft.

It has been made possible through the New Anglia Local Enterprise Partnership and Norfolk County Council supported by many stakeholders. Its main initial users will be: City College Norwich, KLM UK Engineering, Norwich International Airport and The University of East Anglia.

See: www.aviationskillspartnership.com/international-aviation-academy-norwich-



Industry Associations



Airlines UK

Previously known as the British Air Transport Association, Airlines UK is the trade body for UK registered airlines and has been in existence for nearly 40 years. They work with our eleven members in helping to develop and represent their views on issues of common interest to government, regulators and other agencies and also to the media. Issues that are focused upon include taxation, noise and the environment, airport capacity and regulation and consumer protection.

See: airlinesuk.org/



Cargo IQ

Cargo iQ operates as a not-for-profit membership group supported by IATA and composed of some 80 major airlines, freight forwarders, ground-handling agents, trucking companies and IT solution providers globally. Members work together to define the processes behind the air transport of cargo to measure success and continuously improve the value of airfreight for customers.

See: <http://cargoiq.org/>



Air Forwarders Association

AFA members range from small businesses with fewer than 20 employees to large companies employing more than 1,000 people and business models varying from domestic to worldwide freight forwarding operations. The AFA is committed to promoting the cargo moving industry by encouraging in the timeliest and most cost efficient manner whether it is carried on aircraft, truck, rail or ship.

See: www.airforwarders.org/



The International Air Cargo Association

TIACA lobbies governments and regulators, provides valuable networking opportunities, organizes and hosts leading industry events, and gives guidance, advice, and delivers specialist career development training for members. Their members include all sizes of organisation which are involved in many different areas of cargo transportation.

See: www.tiaca.org/

Key Companies

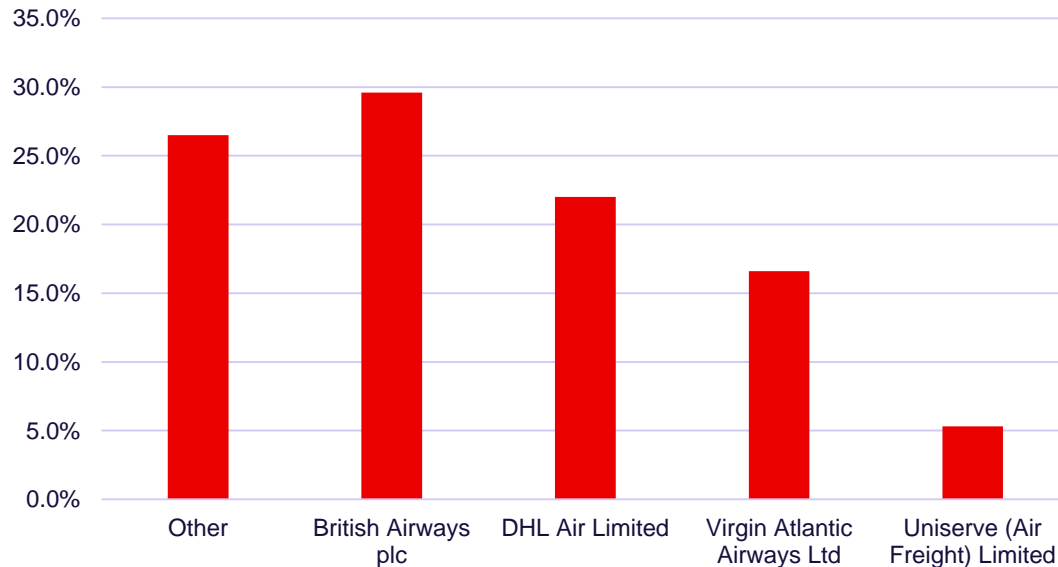
Key Companies

Major Companies

The Freight Air Transport industry is highly concentrated, since the top four players in the industry are estimated to hold 73.5% of the market in 2015-16.

The biggest player, British Airways is expected to account for 29.6% of total revenue. Running a cargo airline is competitive because the costs associated with air transport are high and the nature of the service means a good reputation and customer loyalty are essential. As a result, larger companies hold significant market shares because they already have routes established and an existing customer base.

Major Players (Market Share)



Key Companies with Market Share

British Airways PLC: 29.6%

International Airlines Group SA (IAG) is a British-Spanish multinational airline holding company headquartered in London, a merger of BA and Iberia in 2011. The new entity boasts approximately 60,000 employees and is now an operator of multiple national flag carriers. IAG operates in the UK industry through its British Airways plc subsidiary. BA is one of Britain's largest international airlines and has historically dominated the industry as the flag carrier airline of the United Kingdom. BA operates a worldwide air cargo business, largely in conjunction with its scheduled passenger services.

Together with its code-share and franchise partners, BA flies to more than 400 destinations worldwide. According to the 2014 BA annual report, passenger transport accounts for 89.2% of the company's revenue, global cargo operations represent 5.1% and the remainder is generated by other activities. In April 2014, British Airways ended a long-standing business agreement with Atlas Air's UK subsidiary Global Supply Systems to lease three long-haul freighters. The company made this strategic decision in view of its expectations for the future of the global air freight market and the growing capacity available in the bellyhold of its passenger network.

Financial performance estimates: Over the 5 years through 2015, BA's total revenue to have expanded at a compound annual rate of 7.5%, with expanding operating profit margins and a record profit figure in 2015. Following the merger with Iberia, BA increased its revenue per cargo tonne

DHL Air Limited: 22%

Deutsche Post DHL provides global mail and logistics services. The company is headquartered in Germany and has four operating segments: mail, express, global forwarding freight and supply chain. The company relies on a workforce of over 400,000 employees in day-to-day operation. DHL provides courier and express delivery services in Europe, the Americas, Asia Pacific, the Middle East and Africa. DHL is active in the Freight Air Transport industry through its subsidiary DHL Air, which operates a fleet of freight aircraft.

DHL is the world leader in air freight, carrying 12% of the worldwide market. Operations are managed from over 150 countries, giving the company a truly global reach. DHL Air organises scheduled and unscheduled flights with major carriers as well as maintaining its own fleet of planes.

In 2014, DHL's fleet consisted of 25 leased aircraft. The company operates mainly Boeing 757s and some Boeing 767s. DHL Air Limited is the UK air freight subsidiary under the Deutsche Post DHL umbrella brand. Based in Hounslow, the company operates predominantly out of the East Midlands Airport.

Key Companies with Market Share

Virgin Atlantic Airways Ltd: 16.6%

Virgin Atlantic, a trade name of Virgin Atlantic Airways Limited and Virgin Atlantic International Limited, is a British airline with its head office in Crawley, United Kingdom. The airline along with Virgin Holidays is controlled by a holding company, Virgin Atlantic Limited, which is 51% owned by the Virgin Group and 49% by Delta Air Lines. It is administratively separate from other Virgin-branded airlines.

Virgin Atlantic uses a mixed fleet of Airbus and Boeing wide-body aircraft and operates to destinations in North America, the Caribbean, Africa, the Middle East and Asia from its main bases at London Heathrow and London Gatwick and its secondary base at Manchester. The airline also operates flights from Glasgow and seasonal flights from Belfast. Virgin Atlantic's pre-tax profits soared 81% this past year.

Uniserve (Air Freight) Limited: 5.3%

Uniserve is the largest privately owned international freight and logistics company in the UK.

Uniserve was established in 1984 and offers a range of freight hauling services, including air freight, sea freight, road transport and warehousing. The company last reported total revenue of £164.1 million in 2014-15, of which air freight accounted for 31.2%. Uniserve charters aircraft as appropriate to meet clients' needs. The majority of the company's air freight services are not scheduled, which means that Uniserve can service all major airports around the world. Uniserve's customisable approach allows clients a range of options in terms of speed and size of delivery.

There is an upward trend on operating profit from 2011 hitting 1.5million in 2014-2015.

Key Companies with Market Share

Postal Air Network Ltd: 4.7%

Postal Air Network Ltd is a privately held company that is jointly owned and controlled by Jet2.com Ltd and Titan Airways Ltd, registered at Essex.

The company exists to guarantee the safe and consistent delivery of post overnight from Monday to Friday on behalf of Royal Mail. The company has no employees other than its directors and it works by purchasing services from the controlling companies. In 2013-14, the company made purchases of £38.4 million from Jet2.com and £24.2 million from Titan Airways, which in total accounted for all revenue generated by the Postal Air Network Limited. As a result, the company generates no annual operating profit.

The performance of the company depends on demand for Royal Mail's express delivery services, which are carried by air freight. Mail deliveries are expected to rise through 2015-16 as the movement of parcels continues to grow. This should lift company revenue going forward.

UPS

United Parcel Service is one of the world's largest package delivery company and a provider of supply chain management solutions. The global logistics company is headquartered in Sandy Springs, Georgia, US.

UPS delivers more than 15 million packages a day to more than 6.1 million customers in more than 220 countries and territories around the world.

The main UPS offices in the UK are located in Feltham, Middlesex.

Key Companies with Highest Global Market Share

The annual IATA (International Air Transport Association) World Air Transport Statistics (WATS) report revealed that FedEx managed to maintain its place as the world's busiest cargo airline.

Globally, in 2015 cargo markets showed a 2.3% expansion in freight and mail tonne kilometers (FTKs).

The top 25 saw demand increase by 4.3% since 2014, ahead of the overall market, fuelled by Middle Eastern and all-cargo airlines.

The largest jump in demand came from the Atlas Air and DHL-owned Polar Air Cargo, which recorded a 32.8% improvement as it continued to benefit from its DHL contract, growth in the e-commerce and express markets, and the use of higher payload Boeing 747-8 freighters.

Scheduled freight tonne km (m)	Airline	Ranking +/-	2015	Y-o-Y %	2014
1	Federal Express	0	15,799	-1.4	16,020
2	Emirates	0	12,157	8.2	11,240
3	United Parcel Service	0	10,807	-1.2	10,936
4	Cathay Pacific Airways	0	9,935	5.0	9,464
5	Korean Air	0	7,761	-3.9	8,079
6	Qatar Airways	+2	7,660	27.7	5,997
7	Lufthansa(1)	-1	6,888	-2.4	7,054
8	Cargolux	+1	6,309	9.7	5,753
9	Singapore Airlines	-2	6,083	1.1	6,019
10	Air China	+1	5,718	16.5	4,910
11	China Southern Airlines	+1	5,355	13.1	4,736
12	China Airlines	-2	5,343	1.5	5,266
13	China Eastern Airlines (1)	0	4,542	0.9	4,500
14	Etihad Airways	+1	4,400	5.8	4,159
15	Polar Air Cargo	+7	4,186	32.8	3,153
16	AirBridgeCargo Airlines	+5	4,069	25.3	3,248
17	British Airways (1)	-3	4,055	-6.3	4,329
18	All Nippon Airways(1)	-1	3,840	-0.2	3,847
19	Asiana Airlines	0	3,595	-2.7	3,693
20	EVA Air	-4	3,757	-6.2	4,007
21	KLM (1)	-1	3,567	-0.7	3,592
22	Air France(1)	-4	3,416	-10.7	3,826
23	United Airlines	-1	3,206	4.3	3,073
24	American Airlines (1)	+3	3,045	15.0	2,647
25	Nippon Cargo Airlines	+1	2,941	7.7	2,731
	Total		148,434	4.3	142,279

Source: IATA World Air Transport Statistics

Key Companies with Market Share

Cargo

Globally, cargo markets showed a 2.3% expansion in freight and mail tonne kilometers (FTKs). This outstripped a capacity increase of 5.8% decreasing freight load factor by 1.6% pp

The top five airlines ranked by total freight tonnes carried on scheduled services were:

1. FedEx Express (7.1 million)
2. United Parcel Service (4.5 million)
3. Emirates (2.5 million)
4. Cathay Pacific Airways (1.6 million)
5. Korean Air (1.5 million)

Other Key Companies



TNT

TNT Express is an international courier delivery services company with headquarters in Hoofddorp, Netherlands. The firm has fully owned operations in 61 countries and delivers documents, parcels and pieces of freight to over 200 countries. The company recorded sales of €6.68 billion in 2014. TNT also operates its own cargo airline, TNT Airways.

See: www.tnt.co.uk



DHL

DHL Express is a division of the German logistics company Deutsche Post DHL providing international express mail services, they are one of the market leaders regarding sea and air mail.

DHL Express's global headquarters are part of the Deutsche Post headquarters in Bonn. The company is present in over 220 countries world wide and employs a work force of over 325,000.

See: www.dhl.co.uk

London Heathrow: Cargo Airlines

Airlines	Destinations
AirBridgeCargo Airlines	Frankfurt, Moscow-Sheremetyevo
Cathay Pacific Cargo	Delhi, Hong Kong, Milan–Malpensa, Mumbai, Paris–Charles de Gaulle
DHL Aviation	Amsterdam, Brussels, East Midlands, Frankfurt, Madrid–Barajas, Paris–Charles de Gaulle
Emirates SkyCargo	Dubai-Al Maktoum
Ethiopian Airlines Cargo	Addis Ababa, Lagos
Korean Air Cargo	Paris–Charles de Gaulle, Seoul–Incheon
Royal Air Maroc Cargo	Casablanca
Royal Jordanian Cargo	Amman–Queen Alia, Sarajevo
Singapore Airlines Cargo	AbuDhabi, Amsterdam, Copenhagen, Sharjah, Singapore
Turkish Airlines Cargo	İstanbul-Atatürk
FedEx Express	Birmingham, Paris-Charles de Gaulle
Lufthansa Cargo	Frankfurt

East Midlands: Cargo Airlines

Airlines	Destinations
ASL Airlines Belgium	Belfast-International, Liège
Atlantic Airlines	Basel/Mulhouse, Belfast-International, Edinburgh, Exeter, Jersey, Newcastle upon Tyne
DHL Aviation operated by Aerologic	Leipzig/Halle, Frankfurt, Hong Kong
DHL Aviation operated by ASL Airlines Hungary	Dublin, Paris-Charles de Gaulle, Shannon
DHL Aviation operated by ASL Airlines Ireland	Leipzig/Halle, Paris-Charles de Gaulle, Shannon
DHL Aviation operated by DHL Air UK	Amsterdam, Belfast-International, Bergamo, Brussels-International, Cincinnati, Cologne/Bonn, Copenhagen, Dublin, Edinburgh, Frankfurt, Leipzig/Halle, London Heathrow, Madrid, New York-JFK, Paris-Charles de Gaulle, Shannon, Vitoria
DHL Aviation operated by Kalitta Air	Brussels-International, Cincinnati
DHL Air UK operated by Atlantic Airlines	Aberdeen, Cologne/Bonn
DHL Aviation operated by Southern Air	Leipzig/Halle
DHL Air UK operated by Swiftair	Bergamo, Vitoria, Cologne/Bonn
Etihad Cargo	Abu Dhabi, Amsterdam, Columbus–Rickenbacker, Frankfurt-Hahn ^[22]
Icelandair Cargo	Liège, Reykjavík-Keflavík
Royal Mail operated by West Atlantic	Aberdeen, Belfast-International, Bournemouth, Cardiff, Edinburgh, Guernsey, Isle of Man
Royal Mail operated by Jet2.com	Newcastle upon Tyne
Royal Mail operated by Loganair	Aberdeen, Edinburgh
Royal Mail operated by Titan Airways	Bournemouth
RVL Aviation	Dublin, Edinburgh, Guernsey, Isle of Man
UPS Airlines	Cologne/Bonn, Louisville, Philadelphia
UPS Airlines operated by Star Air (Maersk)	Cologne/Bonn, Belfast-International, Edinburgh
West Air Sweden	Guernsey, Jersey, Isle of Man
Woodgate Aviation	Dublin, Isle of Man

London Stanstead: Cargo Airlines

Cargo Airlines	Destinations
Asiana Cargo	Milan–Malpensa, Moscow–Domodedovo, Seoul–Incheon
ASL Airlines Belgium	Liège
Astral Aviation	Nairobi
Cargolux	Hong Kong, ^[54] Luxembourg, ^[54] Milan–Malpensa
China Southern Cargo	Guangzhou, ^[55] Frankfurt
Etihad Cargo	Amsterdam, Nairobi
FedEx Express	Cologne/Bonn, Dublin, Indianapolis, Memphis, Paris–Charles de Gaulle
FedEx Feeder operated by ASL Airlines Ireland	Amsterdam, Glasgow, Manchester
FedEx Feeder operated by Swiftair	Glasgow
Martinair	Amsterdam, Bogotá
Panalpina	Huntsville, Luxembourg, Guadalajara
Qatar Airways Cargo	Accra, Doha, Milan–Malpensa, Oslo-Gardermoen
Royal Mail operated by Jet2.com	Belfast-International, Edinburgh
Royal Mail operated by Titan Airways	Belfast-International, Edinburgh, Exeter
Royal Mail operated by West Atlantic	Newcastle upon Tyne, Jersey, Guernsey, Edinburgh
Turkish Airlines Cargo	Amsterdam, Istanbul–Atatürk
UPS Airlines	Cologne/Bonn, Newark, Philadelphia



Department for
International Trade