

An Airport-by-Airport outline of the freight picture at each of the UK's main freight airports

A supplement to:

Air Freight: The Impacts

Researched and written by Rose Bridger Published by AirportWatch

December 2009

UK airport freight and growth plans

Listed by descending freight volumes – 2007

1. Heathrow

2007 1,310,987 tonnes

2008 1,397.054 tonnes (7% increase)

Handles over 50 per cent of UK cargo, 94 per cent is bellyhold, and this makes up 86 per cent of all UK belly freight.¹ Interim Masterplan 2005 forecast freight growth up to 2015-16 of 1.8 million tonnes, an average annual growth rate of 3.3 per cent. Growth projection assumptions include an increase in the number of A380's using the airport after entering service in 2006 and phase 2 of Terminal 5 becoming operational in 2011.² BAWC have their own cargo facility 'Ascentis'. Heathrow's development plans for a third runway do not specifically include air freight 'improvement', though DfT said 'increase in capacity will ease congestion for all aircraft including those carrying air freight'.³ Although the freight is belly hold which does not have specific growth plans or facilities, the DfT 2003 consultation forecast that if Heathrow's belly hold capacity is fully utilised the throughput would be 'around 2 million tonnes'.⁴ That level of growth in belly hold freight would be approximately a 50 per cent increase on volumes in recent years.

2. East Midlands

2007 274,753 tonnes

2008 261,507 tonnes (5% decrease)

The largest 'pure freight' airport in the UK, which means almost all dedicated freighter aircraft, with also some belly hold freight. Plans to quadruple freight volumes by 2016. East Midlands handled 34 per cent of all freight carried by dedicated freighter aircraft in 2008.⁵ Cargo West is a new complex jointly developed by the airport and DHL Aviation, and has a 333,000 m² sorting facility. There is the potential for additional purpose built cargo accommodation on areas of undeveloped real estate owned by the airport. Over 100 acres of undeveloped land have been earmarked for cargo development. Agricultural land to the south of the site alongside the A453 has been highlighted for cargo development after 2020. East Midlands can handle the largest freighters, the B747, An-124 and An-225. Runway lengthening of 190 metres to 3,083 metres will enable large freighters to take off at full capacity.⁶ The runway extension is supported by Leicester County Council claiming that the environmental impact will be marginal.⁷ Neil Robinson, the site's environmental manager,

claimed that the lengthening of the runway will actually reduce noise as the planes will be able to approach the runway at higher altitudes over the nearby village of Kegworth.⁸ Operates 24 hours with peak traffic late evening. In 2008, GAC Logistics opened a new logistics premises that tripled its floor space, and states it specialises in 'Fast Moving Consumer Goods (FMCG), pharmaceutical, textile and entertainment industries'.⁹ The noise from night flights is a particular problem, currently 50 flights per night. The AWP predicts that by 2030 there could be over 60,000 cargo flights per year.¹⁰

3. Stansted

2007 203,747 tonnes

2008 197,378 tonnes (3% decrease)

99 per cent of Stansted cargo in dedicated freighters and this is projected to continue although greater diversity in passenger aircraft mix and more long haul services could increase bellyhold freight. There is already 41,000 m² of cargo space, with land available for development for expanding cargo facilities. Stansted's freight growth depends on the development of a second runway which is still being pursued. Construction of second runway would entail destruction of nearly 800 hectares of countryside and demolition of 73 homes and 14 non-residential buildings, 35 of which are listed buildings.

4. Gatwick

2007 171,078 tonnes

2008 107,702 tonnes (37% decrease)

Currently has cargo centre covering 11 hectares with 23,000 m² of cargo shed floor space. Freight volumes have been falling since a peak of 320,000 tonnes in 2001.¹¹ Interim Masterplan published in 2006, depends on second runway. Freight tonnage plummeted by 37 per cent to 107,702 tonnes in 2008. Cargo growth projections, which were previously for between 500,000 and 550,000 tonnes which had anticipated BA long haul growth at the airport, have been scaled down.

5. Manchester

2007 165,366 tonnes

2008 141,781 tonnes (14% decrease)

Manchester Airport's World Freight Centre is situated close to Junction 6 of the M56, and about 100 freight forwarders and agents are located on the site. Exports include aerospace and automotive components, biotechnology, electronics, pharmaceuticals and textiles. There are facilities for heavyweight and outside cargo. In February 2007, with the support of a government loan, Pangaeon opened a 743 sq metre temperature controlled or 'perishables' handling centre for temperature controlled food imports, including fish, vegetables and flowers which included orchids from Taiwan. The centre also handles pharmaceuticals which require temperature control. The facility expected its volumes to triple from 6,000 tonnes in its first year of operation to 18,000 tonnes in year two. Additional routes for perishable produce were announced in December 2007, with three times per week from Tel Aviv and Shanghai, and weekly from Moscow.

The Pangaeon perishables centre went bankrupt in March 2009 with the loss of just three jobs. At exactly the same time, Manchester Airport sought Council approval to build two giant air freight units. This would involve the demolition of Rose Cottage, a Grade II listed building with nearby a

300 year old natural pond with a colony of rare crested newts. Along with dozens of mature trees the area provides a rare natural oasis in a heavily industrialised area. The Save Rose Cottage campaign has brought together Green and Liberal Democrat councillors, Stop Expansion of Manchester Airport (SEMA) community organisations and residents of Rose Cottage opposing the development. The cargo expansion plans are being pursued even though the airport's cargo throughput plummeted 42 per cent between December 2009 and January 2009. In June 2009 the decision was made to go ahead with one of the two cargo sheds, leaving Rose Cottage in place but effectively hemmed in by this development. Manchester Airport expects to develop the second freight unit as the economy recovers, with the possibility of relocating the cottage, which is not a possibility for the surrounding wildlife area. Airport City development was announced in March 2009, on 30 acres purchased from the Burford Group and will include more cargo and logistics facilities.¹²

6. Belfast

2007 38,429 tonnes

2008 36,115 tonnes (6% decrease)

Plans freight volumes of 109,000 tonnes by 2030, almost triple 2007 tonnage, with a high figure of 148,000. The Masterplan states that "additional dedicated facilities will be constructed to accommodate this growth", which entails expansion of cargo facilities and apron on the west of the existing airport lands with new aircraft parking stands for freight. The Business Park was launched April 2007, and claimed it will create 8,000 jobs over 15 years. It covers just over 40 hectares and expected to include new freight handling facilities in addition to offices and warehouses.¹³ There will be ongoing development of the Airport Business Park over the Masterplan period to 2030.

7. Luton

2007 38,095 tonnes

2008 40,518 tonnes (6% increase)

Luton Airport maintained its freight growth with a 6 per cent increase in 2008, and also continued freight growth in the early months of 2008. In 2007 Luton Airport withdrew its Masterplan which had included a replacement runway, and focused on maximising utilisation of the existing site. Luton has two cargo stands. It is used as an overflow airport for cargo, for freighters that cannot obtain space at Heathrow.¹⁴ The Border Inspection Post handles livestock and horses flights, and notable shipments have included 25 Cossack horses from Ukraine, 470 Alpaca from Chile and 1,000 sheep from New Zealand.¹⁵

8. Glasgow Prestwick

2007 31,517 tonnes

2008 2,966 tonnes (27% decrease)

Glasgow Prestwick's Draft Master Plan, in 2008, outlines its strategy to develop its cargo business as Scotland's 'most significant scheduled freighter airport'. It plans 4 per cent annual freight growth to 50,000 tonnes in 2016 and 100,000 tonnes by 2033.¹⁶ As freighter operations grow, additional freight facilities are planned to the south-east of the site, with the entire freight operations moved to the new area.¹⁷ In June 2008 the airport reported it was handling 20 B747's per week.¹⁸ BAWC scheduled freighter operations from Glasgow Prestwick include oil well business out of Aberdeen and aeronautical equipment out of Belfast.¹⁹ Glasgow Prestwick's BIP reported nine horses

stopping over between Kentucky in the USA and Gothenburg, Sweden.²⁰ As detailed in section 3.3 of the *Air Freight: The Facts* report Glasgow Prestwick has been the beneficiary of considerable government agency funding for freight related expansion.

9. Kent

2007 28,371 tonnes

2008 25,673 tonnes (10% decrease)

Kent Airport plans to increase freight from 25,673 tonnes in 2008 to 400,000 tonnes in 2015 and 500,000 tonnes in 2033, which is almost twenty fold growth. This freight projection is based on an anticipated growth trend to 40,000 tonnes for the year 2008-2009, but freight actually decreased substantially during this period. Freight figures are highly variable month to month. Although tonnage fell 10 per cent in 2008, in recent months has reported growth including May 2009 to 2,260 tonnes, 69 per cent higher than May 2008.²¹

Kent Airport currently has a 3,200 sq meter cargo area, which includes a BIP. Most of the cargo is carried in dedicated freighters. In June 2008, Hellman Worldwide Logistics announced that an equine BIP (for horses) on the same model as at Glasgow Prestwick Airport is planned.²² A trade press article stated that perishables volumes in 2006 were 'around 20,841 tonnes' which is the same figure as the CAA total cargo tonnage.²³ Racing cars sometimes boost monthly cargo tonnage, and equipment for concerts, including Sting and the Spice Girls.²⁴ The Draft Masterplan published in October 2008 notes freight as the airport's primary source of revenue.²⁵ The Masterplan states that additional freight handling facilities will be developed and identifies land outside the airport boundaries in order to enable expansion. Freight facilities are located to the North West of the runway and there are plans to expand this area to accommodate 250,000 tonnes per annum.²⁶ There are plans to develop MRO activity.²⁷ A dedicated rail link with the airport with a possible freight interchange is supported by the Local Plan.

The China Gateway Project is in development at Manston Business Park, adjacent to the airport. This aims to promote Chinese business and investment in China, with a Chinese electronics warehouse along with offices and a conference centre.²⁸ The plan is for China Gateway to be a 'large logistics and trade platform focusing on the production, demonstration, trade and distribution of largely high-value mechanical and electrical products' and the emphasis is on air freight using the airport, although the road network and Dover and Ramsgate Ports will also be used.²⁹

10. Edinburgh

2007 19,292 tonnes

2008 12,418 tonnes (36% decrease)

Currently there are 12 cargo stands on the east side of Edinburgh Airport, along with warehouses, transit sheds and offices in the Cargo Village of 7,000 metres on the East side of the site. The Masterplan in 2006 forecast 3.2 per cent per year growth to 2030.³⁰ So far though, freight is declining, with the 2006 freight throughput of 36,389 tonnes plummeting by approximately two-thirds to 12,418 tonnes in 2008. Freight growth is anticipated to be mainly belly hold traffic so CATMs (Cargo Air Traffic Movements) only forecast to rise from 7,800 to 8,100 by 2030.³¹ The Masterplan states that new development for cargo up until 2013 'will be undertaken only as a result of specific requests from cargo handlers', but an 'indicative expansion zone' is included.³² Indicative land use plans have been produced which include 4.5 hectares adjacent to the Cargo Village to expand the cargo facility by 2020, and another 5.5 hectares for cargo facilities by 2030.

Land outside the airport boundary has been highlighted for acquisition. The land take for cargo expansion is just a small part of approximately 400 hectares for the airport's expansion, including for a new runway, which would include farmland to the south of the existing site boundary. The airports' expansion would require the current site of the Royal Horticultural and Agricultural Society of Scotland, which would need to be relocated.³³

11. Birmingham

2007 13,585 tonnes

2008 12,192 tonnes (10% decrease)

From a high of 29,116 tonnes in 1999, Birmingham Airport's freight volumes have declined to just over 12,000 tonnes in 2008, down 10 per cent on 2007. Claims to be 'the busiest cargo and mail facility in Scotland' are fading as Glasgow Prestwick has reported more cargo since 2007. The Masterplan states 'In the future the airport does not consider the development of purpose-built facilities for dedicated air freight services to be a priority for the airport'.³⁴ The Masterplan mentions and does not revise the 2002 air freight forecast of an increase to 200,000 tonnes by 2030 which was based on the majority of freight as belly hold stating that 'there is significant potential for freight activity based on 'belly hold' operations'. Belly hold activity would be greatly enhanced by dedicated processing facilities, removal of a number of buildings 'will not necessarily be replaced by buildings to process freight', British Airways Cargo Centre and the Servisair Cargo Centre will be retained to support freight activities.³⁵

12. Coventry

2007 7,469 tonnes

2008 5,921 tonnes (21% decrease)

The UK's fastest growing freight airport in 2005 when it reported 6,142 tonnes. This rose further to 7,785 tonnes in 2006, then declined 21 per cent in 2008 to 5,921 tonnes. There is no Masterplan. Coventry lost scheduled services from low cost airlines Thomsonfly and Wizz Air, and ceased commercial flights in 2008, stating it would 'focus on business aviation and freight only'. In June 2009 it announced the airport will be developed as a 'UK cargo, ad hoc charter and executive jet hub' and the owner, Howard Holdings, has put it up for sale.³⁶

13. Glasgow

2007 4,276 tonnes

2008 3,546 tonnes (17% decrease)

There have been declining freight volumes from just over 8,000 tonnes in 2004 to less than 3,000 tonnes in 2008. The Masterplan anticipates 11,250 tonnes by 2015, 13,000 tonnes by 2030. Growth plans to 2030 require land not currently owned by the airport - 52 hectares of farmland at Netherton Farm to the east of the current airport boundary, is allocated for extension to the airfield taxiway and for new and displaced cargo facilities. The Masterplan includes development of cargo and maintenance facilities and claims that instead of increasing the noise problems already suffered by the neighbouring Kirklandneuk and Renfrew communities, the buildings 'will have the potential to act as a noise barrier'.³⁷

14. Liverpool

2007 3,709 tonnes

2008 3,740 tonnes (1 % increase)

Liverpool Airport's freight volumes have decreased substantially from 24,568 tonnes in 1998 to 3,740 tonnes in 2008. The Masterplan targets are for cargo to grow from 5,330 tonnes in 2007 almost tenfold to 40,000 tonnes by 2015 with a 7 hectare cargo area, and then plans include a world cargo centre to increase freight volumes to 220,000 tonnes by 2030, almost 60 times the current volume. The development of the world cargo centre would include construction of a parallel taxiway south of the existing runway with apron stands for 10 aircraft.³⁸

15. Aberdeen

2007 3,434 tonnes

2008 4,006 tonnes (17% increase)

Night flights have enabled freight growth since 2005, largely attributed to the oil and gas business, and Aberdeen Airport maintained growth in 2008 of 17 per cent to 4,006 tonnes.³⁹ The Masterplan states that 8,800 tonnes are possible by 2030. Cargo facilities occupy 0.8 hectares, two transit sheds and 1,600m² of warehouses, plus a DHL facility of 820m². BAA land is available for cargo expansion, and the Masterplan states that further land for freight growth 'will undoubtedly be needed' and is planned to be met by reduction in use of the helicopter support and maintenance area as the oil and gas business contracts when North Sea reserves run out, and development of some other land at Dyce Drive.

16. Cardiff

2007 2,391 tonnes

2008 1,344 tonnes (44% decrease)

Cardiff Airport's Masterplan forecasts an increase from 2,391 tonnes of freight in 2007 to 9,000 tonnes by 2015, with a high estimate of 18,000 tonnes. By 2030 freight is estimated 18,000 tonnes, which could rise to 32,000 tonnes by 2030. This higher freight growth is based on the possibility of attracting an integrated carrier and if Royal Mail resumes mail operations.⁴⁰ The AWP highlights Cardiff Airport's potential to develop a 'Centre of Excellence' for aircraft maintenance and training, including a maintenance centre for long haul aircraft.⁴¹

17. Robin Hood (Doncaster Sheffield)

2007 1,602 tonnes

2008 1,350 tonnes (16% decrease)

Robin Hood (Doncaster Sheffield) can handle the world's largest aircraft including the An-124. Freight handled by the freight forwarder GX Danbritt warehouse doubled between 2006 and 2007, and cargo included flowers from Florida and trucks to Africa and lobsters to Spain. The Masterplan details the development of the 62 acre business park, a transshipment hub, aprons to park large aircraft and large cargo distribution and handling warehouse. The only available area is agricultural land.⁴² Airport owners Peel have applied for night cargo flights, which is being opposed by local organisations including the Campaign to Protect Rural England (CPRE) and Friends of the Earth. Robin Hood Airport plans to increase cargo volumes to 120,000 tonnes by 2030, more than eighty times the current throughput. It is anticipated that cargo volumes could be even higher if the airport could attract an integrator with dedicated freighters carrying parcels. Development after 2016 would include construction of a new transshipment hub with aprons to park freighters and a large cargo and distribution warehouse, built on agricultural land to the South West of the runway.

18. Belfast City

2007 1,057 tonnes

2008 168 tonnes (84% decrease)

No cargo growth plans

19. Durham Tees

2007 786 tonnes

2008 290 tonnes (63% decrease)

Durham Tees Airport's freight has decreased from 1,455 tonnes in 1998 to 290 tonnes in 2008. No Masterplan has been published. The Skylink Business Park was announced in March 2008 by airport operator Peel Holdings, an investment of £110 million. Work on new security fencing began in April 2009.⁴³ An additional 50 hectares of land was allocated for airport development in March 2009. Managing Director of the airport, Hugh Lang, stated in an interview that the airport has a freight growth target of 26,000 tonnes by 2015. The article also states that, of the over 100 hectare building programme, the development is 'the most strategically important in the region', and is the 'first big-scale freight distribution centre in the North east, offering an unusual size provision of up 1 million sq ft (nearly 93,000 sq metres).⁴⁴ While there are also road and rail links, and also shipping with Teesport nearby, the DfT Progress Report states that the 80 hectare site is 'for a business and distribution park aimed primarily at business linked to the airport'.⁴⁵

20. Newcastle

2007 785 tonnes

2008 1,938 tonnes (147% increase)

In 2008, Newcastle Airport's freight increased by almost 150 per cent to just under 2,000 tonnes. This includes consolidated freight from Heathrow and Stansted. Inbound freight includes clothing and electronic goods from the Indian sub-continent and China, outbound freight includes machinery and spare parts. The freight is as belly hold in Emirates, which is Dubai's flag carrier. The airline commenced that flights to Newcastle in September 2007 included lobsters to Hong Kong and chemicals to Dubai. By April 2008 Newcastle Airport reported that Emirates cargo in the first six months was 730 tonnes, more than twice the cargo throughput of the entire airport for the entire year before the Emirates service. Over half the air exports from Newcastle are on Emirates flights, a daily Airbus 330 with up to 14 tonnes of capacity.⁴⁶ Exports include machinery and car parts; imports are consumer goods including perishable produce, electronics and clothing.⁴⁷ In June 2009, Emirates reported continued recession-defying growth in passengers and cargo between Newcastle and Dubai, with cargo including chemicals and lobsters destined for Hong Kong.⁴⁸

Newcastle Airport expects continued freight growth, with no specific forecasts. Their Masterplan states that freight growth depends on freight operators, with opportunities for a large global integrator. Land is available within Freight Village and 'opportunities exist to accommodate a large global integrator with direct access to the apron'. Expansion of freight and maintenance facilities will be built on green space, predominantly agricultural land used for cereals, which would disrupt historical field boundaries.⁴⁹ Newcastle International Southside Development was announced in July 2008, covering 50 acres to the south of the airport site, and a business park with space for warehouses and hangars. Smaller additional development is planned for more offices and parking spaces, and an aviation academy. Developer, UK Land Estates' brochure states that Site A

contains over 40,000 sq metres of warehouse/distribution and air freight and hangar opportunities adjacent to a serviced apron.⁵⁰

21. Inverness

2007 568 tonnes

2008 526 tonnes (7% decrease)

There is no dedicated freight facility, though one could be developed as part of the Inverness Airport Business Park, being developed on 250 hectares of land adjacent to the airfield on the west and south. The outline planning application was submitted in February 2008. 34 per cent of the 250 hectares is agricultural land used for arable crops, classified as prime agricultural land, and 25 per cent is a coniferous plantation. The Environmental Statement states that a breeding habitat for skylarks, grey partridge and farmland birds, will be lost with no mitigation. Business premises and a multi-modal transport gateway are planned with an area earmarked for aviation development. The Masterplan up to 2010 includes development of 3,000 m² building with a landside access road and rear side access area. By 2011 – 2020 it plans a further 6,000 m² building together with apron, hard standing and infrastructure expansion.⁵¹ No future tonnages are given in the Masterplan.⁵²

22. Bournemouth

2007 253 tonnes

2008 17 tonnes (93% decrease)

The Masterplan anticipates maintaining current freight levels with no specific air freight growth proposals. In contrast, the website describes Bournemouth Airport as ‘fast developing cargo hub’...‘With ample room to grow, our thriving cargo facility is expanding to meet the demands of importers and exporters from across the UK. Accommodating a huge variety of freight and passenger aircraft, Bournemouth supports cargo logistics round the clock’. The website continues, saying the Aviation Park, covering 80 hectares, is ‘Dorset’s premier location for technology, industry and freight’.⁵³

23. Humberside

2007 144 tonnes

2008 168 tonnes (17% increase)

Humberside Airport’s growth has been curtailed by the expansion of nearby Robin Hood (Doncaster Sheffield) Airport which is just over 56 km away. Fish flights in small freighters, B757s from Iceland by Icelandair began in 2003, for processors supplying supermarkets Tesco, Waitrose and Sainsbury’s and had built up to daily flights by 2007. The Masterplan includes freight growth plans, in particular to support perishable food businesses, but with no target tonnage stated. Humberside Airport opened an expanded perishables hub, with investment of £1.6 million and a capacity of 930 sq metres, sufficient for 90 tonnes per week, in November 2008.⁵⁴ However, in January 2009 it was reported that the fish flights from Iceland had reduced from five weekly to only one per week, with lack of backhaul cargo apparently a factor for the loss of the flights, so Yorkshire Forward and other agencies were trying to find outgoing cargo, which airport Director Tony Lavan said ‘could be flower bulbs, radishes, or whatever we just need to work out what it is’.⁵⁵

24. Southend

2007 134 tonnes

2008 16 tonnes (88% decrease)

Stobart Group acquired Southend Airport in December 2008, and Rochford and Southend Councils approved Stobart's proposed expansion of the airport in February 2009.⁵⁶ There have been inconsistent claims on cargo development plans. Andrew Tinkler, Chief Executive of Stobart, said that "Acquisition of Southend Airport is a major opportunity for Stobart to advance the implementation of its multimodal strategy. At one stroke, we have found our southern base and greatly enhanced our position as a leading point-to-point service provider for customers in the UK and Europe who require fast and efficient services by air as part of their logistics solutions... Development of Southend Airport as a leading passenger and cargo airport will be excellent news for both Southend and the wider South-East region."⁵⁷ In May 2009, Southend Airport boss Alastair Welch stated that the development of the airport would not mean more cargo flights, saying the 'niche role in specialist cargos would not become the main activity at the airport'. In June, Welch reassured residents that Southend Airport will not be a 'major lorry depot or delivery centre for bulk freight'.⁵⁸ Chief Executive Andrew Tinkler said that they 'might consider extending the runway which could lead to more cargo flights'.⁵⁹ They are currently applying for a 300 metre runway extension.

25. Leeds Bradford

2007 109 tonnes

2008 334 tonnes (206% increase)

A Leeds City Council in April 2009 decision deferred the decision on expansion, following 900 objections.⁶⁰ The airports' expansion plans were then approved in July 2009. Although the airport's freight volumes are low compared to other airports of a similar size, and freight is not emphasised in the Masterplan, the document highlights the 'potential for significant increases in cargo throughput' with the emphasis on 'niche services' perishable products and small parcels, but states that 'flown freight is unlikely to increase substantially unless cargo only operations or mail services are established'. In the past Leeds Bradford has handled a small number of freight only flights of high-value and perishable goods, and the Masterplan entertains the possibility of resuming freight only flights. There is the possibility of freight only flights from all over the world directly into the region. The airport will continue to look for opportunities to increase freight throughput and land is reserved for this purpose with a 'Proposed Freight Area' on the North East edge of the airport site.

26. Exeter

2007 68 tonnes

2008 47 tonnes (31% decrease)

The Draft Masterplan does not anticipate the airport being a major cargo distribution centre but anticipates growth in belly hold cargo. The draft Masterplan states that 'appropriate development will take place as demand for air cargo increases, including the provision of transit, storage and distribution facilities that will complement the adjacent Inter Modal Freight exchange to be developed to the north-east of the airport'⁶¹. 'Skypark' is 40 hectares of office development and the Inter-Modal Freight Exchange is warehouses and connections between road and rail, largely built on a disused runway. It is not assumed that will become major distribution centre. Appropriate development will take place as demand for air cargo increases. Provision of transit, storage and distribution facilities will complement the Intermodal Freight Exchange to be developed to the north-east of the airport. The M5 widening scheme to four lanes at Junction 30 is to serve Skypark.⁶²

27. London Ashford (Lydd)

2007 0 tonnes

2008 0 tonnes

Lydd has a history of air freight of cars between the UK and France in the 1960's, but recently has been 'almost dormant' as a cargo airport. LyddAir, the airport's resident operator, mentions pallets on flights within Europe on DC10's, but no freight has been reported to the CAA since 1 tonne in 2000. Lydd Siport report *Closer to You, Closer to the Market* states a cargo capacity of nearly 20,000 tonnes, and the potential for freight due to proximity to Channel Tunnel and being the UK's nearest airport to the continent. It claims freight could be 'big business' for the 'right airline' or perhaps as bellyhold.⁶³

28. Carlisle

2007 0 tonnes

2008 0 tonnes

No Masterplan has been published. Stobart stated that its acquisition of the 460 acre site which includes the airport 'offers the Group the opportunity to provide air freight solutions as well as the potential to develop passenger aviation.'

Two matters were highlighted which could delay development of the site; 'determination of the agricultural tenancies on the site' and 'Judicial Review of the planning permission granted by Carlisle City Council to develop the freight storage cross-dock distribution facility.'⁶⁴ The planning permission was granted by Carlisle City Council in April 2009.

UK airport planned freight growth (tonnes)

1	2	3	4	5	6
	2007 freight volume, from CAA data	Planned freight 2015	Planned 2015 freight increase from 2007	Planned freight 2030	Planned 2030 freight increase from 2007
Aberdeen	3,434	7,200	3,766	8,800 "possible"	5,366
Belfast International	38,429	69,000	30,571	109,000 ("high growth" 148,000)	70,571
Birmingham	13,585	Increased bellyhold no tonnage in Masterplan			
Bournemouth	253				
Cardiff	2,391	9,000 ("high" 18,000)	6,609	18,000 ("high" 32,000)	15,609
Carlisle	0				
Coventry	7,469				
Doncaster Sheffield (Robin Hood)	1,602	60,000 (2016)	58,398	120,000	118,398
Durham Tees	780	26,000 "target"	25,220	26,000	25,220
East Midlands	274,753	1,200,000 (2016)	925,247	2,500,000 approx	2,225,247
Edinburgh	19,292	66,700 (2013)	47,408	106, 500 "could be"	87,208
Exeter	68				
Gatwick	171,078	330,000	158,922		*158,922

Glasgow	4,276	11,250	6,974	13,000	8,724
Glasgow Prestwick	31,517	50,000 (2018)	18,483	100,000 (2033)	68,483
Heathrow	1,310,917	1,800,000 Bellyhold freight growth anticipated, not quantified.	489,083	Not known	489,083
Humberstone	144				
Inverness	568				
Kent	28,371	400,000 (2016) "could be achieved"	371,629	500,000 (2033)	471,629
Liverpool	3,709	44,000	49,291	220,000	216,291
Luton	38,095				
Manchester	165,366	250,000	84,634	Not known	84,634*
Newcastle	785				
Newquay Cornwall	0	15	15	60	60
Southend	134				
Stansted	206,000	650,000	444,000	1,120,000	914,000
TOTALS			2,720,280		4,959,445

UK AIRPORT FREIGHT GROWTH PLANS TO 2015

Column 4, the known planned freight increase from 2007 to 2015 which totals 2,720,280 tonnes, added to the 2007 UK total air freight of 2,325,239 tonnes, adds up to a TOTAL projected UK air freight of 5,045,519 tonnes in 2015.

UK AIRPORT FREIGHT GROWTH PLANS TO 2030

Column 6, the known planned freight increase from 2007 to 2030 which totals 4,959,445 tonnes, added to the 2007 UK total air freight of 2,325,239 tonnes, adds up to a TOTAL projected UK air freight of 7,284,684 tonnes in 2030.

NOTES:

These figures are based on projected tonnages in Masterplans or airport statements. The growth projections do not include planned freight growth at UK airports which have not published a Masterplan, or which have produced Masterplans which do not include a planned freight tonnage increase. These figures do not include target tonnage increases for several UK airports where freight hubs are being developed on, or adjacent to, the airport site, which have stated an intention to increase the airport's freight throughput, but the airport has not published freight growth plans or figures. Business parks are planned and at early stages of development at Bournemouth, Carlisle, Durham Tees, Exeter, Inverness, Newcastle and Southend airports. In instances when airports have given low and high estimates for air freight growth, this figure has been calculated using the lowest stated figure. This table does not include small regional airports with existing volumes of under 1,000 tonnes, and none or minimal known freight growth plans.

The starting point of 2007 freight tonnages, using Civil Aviation Authority (CAA) data was used for freight statistics, on the presumption that the current recession and declining freight volumes which began to take effect in 2008 is short term.

A few UK airports give growth targets to 2014, 2016 not 2015, and for 2033 not 2030. For the purposes of this table these figures were assumed to refer to the years 2015 and 2030 to harmonise with the recommended Masterplan framework.

* Gatwick, Heathrow and Manchester Airport Masterplans do not include a freight projection for 2030 so the 2015 projection was used.

¹ DfT, The air freight end-to-end journey, An analysis of the end-to-end journey of air freight through UK international gateways, May 2009, p18

² BAA Heathrow, Heathrow Airport interim Master Plan, Draft for consultation, June 2005, p23

³ DfT, The air freight end-to-end journey, An analysis of the end-to-end journey of air freight through UK international gateways, May 2009, p52

⁴ DfT, The Future Development of Air Transportation in the United Kingdom: South East, A National Consultation, Second Edition, Feb 2003, p117

⁵ DfT The air freight end-to-end journey, An analysis of the end-to-end journey of air freight through UK international gateways, May 2009, p19

⁶ Ibid, p22

⁷ East Midlands Airport runway plan gets council support, 21st April 2009, Park and Go <http://www.parkandgo.co.uk/east-midlands-airport-runway-plan-gets-council-support.html>

⁸ Derbyshire Today, 20th Nov 2008, Runway extension won't create headache for residents, says airport boss, <http://www.thisisderbyshire.co.uk/news/Runway-extension-won-t-create-headache-residents-says-airport-boss/article-487437-detail/article.html#StartComments>

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