



KEY INDUSTRY FACTS

Economic

- Express industry grew at an annual rate of over 20% between 1991 and 2001, expected to be 7% pa over next decade
- The express industry transports over £8.5 billion of UK exports each year.
- A fifth of the UK's exports worth £35 billion a year are carried by air-freight.
- The express industry helps to support at least 54,000 jobs in the UK
- Good access to markets is the most important factor influencing international location decisions
- Two-thirds of UK companies consider next-day express delivery services as very important to meeting their commitments to clients
- 87% of UK companies require their suppliers to deliver certain packages to them by express delivery

Aviation capacity

- The Government should utilise the potential for new capacity at existing locations.
- Increased capacity at Heathrow and Stansted, including at least 2 new runways.
- Development of East Midlands Airport as a regional hub of significant strategic importance to UK plc.
- The development of Edinburgh as the express parcel and airmail hub for Scotland, as long as this does not rule out any future operations at Glasgow
- The Government must ensure a "freighter friendly" environment at key airports used by the express industry.

Highlights

- Express services are used primarily by UK business to achieve the next business day delivery of goods and documents to customers throughout Europe and North America
- AICES members operate around 14,500 night flights in the UK each year – 48% of all their flights.
- The ability to fly at night is particularly important for express operators to meet the time sensitive needs of customers that range from manufacturers to hospitals
- 84% of new economy firms reported that they would be very badly affected if next day delivery services to or from the UK were no longer available
- 16% of British businesses would consider relocating outside the UK and 60% would be badly affected if express companies could no longer guarantee next day deliveries by air
- 32% of SMEs expect that they would lose orders if next-day international delivery were no longer available

Noise

- Members of AICES have taken numerous voluntary initiatives to reduce the impact of night operations:
 - Investment in new aircraft - To reduce noise and emissions, the express industry is investing over 3,300 million euros in quieter and cleaner aircraft for use in Europe.
 - Adaptation of operational and flight procedures to minimise noise impact - Express operators co-operate with airport authorities to develop flight procedures which have the least impact on the environment, while respecting safety requirements.
 - Divert the transport of shipments from air to road or rail - Whenever possible, express operators divert from air to road and rail transport their shipments.
- At East Midlands Airport, for example, the package of measures developed by the Airport Authority imposes operational restrictions, less flexibility and increased costs on our members. This was approved by Aviation minister, David Jamieson who said: "*The Secretary of State is satisfied that these controls are sufficient in all the circumstances of the case, including the broad long-standing policy that noise controls should be settled locally where possible, such that designation is not appropriate for the present.*"