

From: [REDACTED]
To: [Manston Airport](#)
Subject: For the attention of the Manston Airport Case Team
Date: 09 July 2021 23:48:24

For the attention of the Manston Airport Case Team
Supporting Statement showing evidence of Need

I wish to make the following comments to support my strong agreement with the re-opening of Manston Airport for business: for cargo initially and later for passenger services as soon as possible. The new airport should be properly developed with the kind of huge investment that RSP are preparing to make to ensure its success to provide skilled and well-paid jobs and education possibilities that go with such an exciting project which is so badly needed in Thanet. Thanet District Council itself recognises this NEED in the form of the Local Plan which was adopted after the original DCO decision. In this Local plan Manston was designated as being retained for aviation purposes. Therefore Manston is safeguarded as an airport.

I see the Airports National Policy Statement (ANPS) has been reinstated, which although it mainly talks about a third runway for Heathrow, it also refers to "Making the best use of existing runways"

The ANPS also shows there is an increased Need for Air Freight (2.7 on page 4) and the Need for increased Airport Capacity (2.10 to 2.18 on pages 15/16)

How the NEED has been affected by Covid. : Firstly there has been a massive reduction in passenger aircraft which directly affects cargo being moved in the belly of passenger aircraft which has had a detrimental affect not only on the amount of freight being able to be taken but also how it can be relied upon in those circumstances. This has meant that the demand for cargo aircraft has grown and also means that some passenger aircraft have been converted to freight to enable the demands to be met.

As we come out of covid, trade demand is most likely to grow further increasing the need for cargo aircraft. The estimates for the prospect of a quick recovery have improved as merchandise trade expanded more rapidly than expected in the second half of last year. Thus, according to the WTO volume of world merchandise trade is expected to increase by 8.0% - continuing its rebound from the pandemic-induced collapse of last year
<https://www.ons.gov.uk/.../bulletins/retailsales/may2021>

This growth will increase the demand for freighters: Aircargo News has recently published an investigation into Qatar Airways "hunger for more freighters"
<https://www.aircargonews.net/.../qatar=airways-hungry.../> and this is likely to be found among many other airlines as the need for cargo movement continues to rise and until the passenger facilities are back to normal this will increase further. It will be found that there are increases in air traffic for e.g., Amazon, DHD and the need for new freight aircraft to meet this demand.

The NEED for increased freight capacity after Brexit

The main route for freight traffic is through Dover, and the passage of goods, even before Brexit constantly left much to be desired due to the uncertainty of the French ports. I do not anticipate the situation being any easier now that we are out

of Europe. We are so reliant on freight traffic having a smooth passage through Dover but if we had an airport in Kent dedicated to the passage of air cargo and freight, it would truly reduce this reliance and release us from the risks of having such limited choice in the cross channel trade.

Trade deals have been made with other countries around the world and having Manston Airport, will also give us the potential to increase the opportunities to increase movement of freight by air. Now we are able to do trade with countries other than EU countries this can only increase the possibility of opening up further trade deals which we can honour with our increased air freight capacity.

I thank you for reading my input.

Lesley Robertson