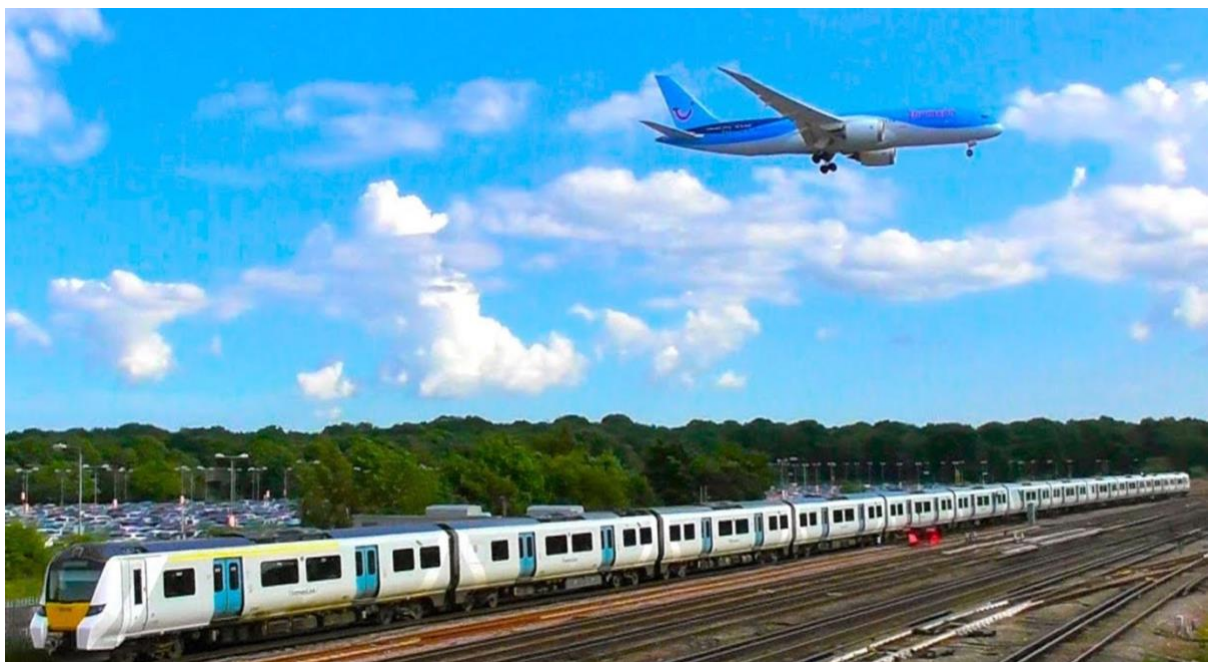




The umbrella aviation community and environment group for Sussex, Surrey and Kent
March 2024



CAGNE examines Gatwick Airport's proposed increase in cargo with a new runway.

The points below are based on the cargo figures from the recent Gatwick Airport submissions for rebuilding the emergency runway as a new runway.

The biggest concern for Gatwick should be the lack of reliable onward surface access available to the airport and freight handlers.

There can be no freight availability on the railway, the single line being almost at capacity with passenger trains. The anticipated uptake through Gatwick's sustainable transport plan, plus the green agenda to get people out of cars and onto trains, will add to this rail congestion. This confirms that any **cargo must travel by road** to and from Gatwick.

The M23 is deemed a dangerous smart road – designed for natural growth in the Southeast, not for Gatwick with 2 or 3 runways.

Gatwick specify that cargo would increase to over 200,000 tonnes with a second runway. That would be the equivalent of over 7,600 three-axle artic lorries (using government lorry carriage figures ⁱ). If we take the next figure of 320,000 tonnes of cargo by 2038, that could be nearly 12,800 three-axle rigid lorries on the roads. And the last figure is even more frightening, as Gatwick proudly announces 350,000 tonnes of cargo by 2047, which could add over 46,600 seven-and-a-half tonne lorries a year or 14,000 three-axle lorries - all in addition to the predicted 76-80m passengers plus workers.

The next concern is how well Gatwick itself can handle the cargo traffic.

According to Gatwick, the second runway is for short-haul departing planes, which will not carry significant cargo to reflect the anticipated upturn of cargo operations. Gatwick specify (in hearing ISH1) that the new runway cannot take long-haul departures due to the physical layout of the buildings surrounding it.

The main runway is to be used for some departures (all long-haul and some short-haul) and all arriving traffic. It is presumed that the projected increases in cargo are to be achieved by Gatwick's focus on long-haul flights, as these are projected to increase revenue values, and to some extent the feasibility of the whole project.

For example, Gatwick has only a single pier that can handle an A380 (with larger door openings), which can carry 13.2 tonnes of freight equivalent to 11 pallets, whereas an A320 (with limited door openings) can only carry 9.072 tonnes split into three compartments. ⁱⁱ

By comparison with other London airports -

In 2021, Heathrow had 2,039 cargo flights, Stansted 869, and Gatwick none. If Gatwick is successful in attracting cargo (and it's a big IF), then we see little onsite infrastructure and logistics to accommodate such freight and traffic levels, as Gatwick is a leisure airport designed to deal with passengers, not cargo.

Gatwick has always aspired to be a cargo airport. The fact is, as found during the Heathrow vs Gatwick Airport Commission research, cargo is not attracted to Gatwick. In January 2014, cargo decreased by 10% at Gatwick, when its total was 0.04% of the cargo **out** of Heathrow.

Using **London Heathrow** as a working example of a cargo airport, in 2023, cargo capacity at Heathrow was 1.4million tonnes, compared to 161,500 tonnes at Gatwick. The expected capacity at Gatwick with a new runway will nearly double at 350,000 tonnes.

The following extracts provide an insight into the traffic and emissions we can expect to experience if Gatwick is successful:

'Heathrow also acts as a hub for freight, with cargo movements being made 24 hours a day and 365 days a year. These movements are typically made on road by large

vehicles such as HGV's, LGV's and OGV's and as such require specific road provisions to ensure safe access to and from the airport'.

'Over two-thirds of cargo trips originate from within a five-mile radius of the airport'.ⁱⁱⁱ

CAGNE do not believe this could be the case with Gatwick. Hence there would be greater impact across a wider network of roads where cargo is collected and delivered.

Gatwick mentions one example: the Ridgeview Winery in Ditching Common, East Sussex which is either a 42min / 21.8-mile journey direct to Gatwick on the B2026 and other minor roads via Haywards Heath, or a 35min / 24.3-mile drive through congested Burgess Hill via minor roads to the A23, before joining the M23 to Gatwick.



It should be noted that British Airways and other airlines used to have cargo sheds at Gatwick, but no longer operate these.

70% of the Heathrow freight is automatically collected by trucks and delivered to Heathrow to be cleared and handled there. This causes an enormous amount of heavy traffic and associated emissions around the airport.

*“Although freight vehicle trips represent only circa 6% of all Heathrow-related vehicle trips, **they are estimated to generate around 36% of vehicle-related emissions**...While some of this freight activity is associated directly with airport operations, for example through catering deliveries for flights or the removal of waste, the majority of freight trips are **associated with the movement of cargo in and out of the airport.**”*

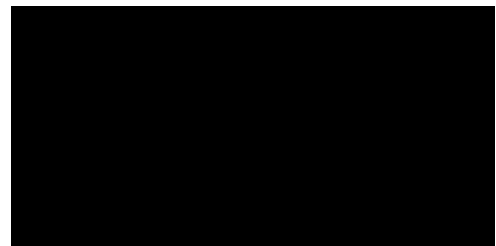
London Stansted Airport is the UK's 3rd largest cargo airport, handling around 258,000 tonnes annually. London Stansted is a cargo gateway due to its location north of London (which reduces time flown from Asia, Europe, and Africa), and has excellent transport connections to the north, east, west and south of the country. London Stansted is the only London airport with the capacity and infrastructure to support increased demand for cargo aviation over the next 10-15 years.^{iv}

It has dedicated cargo stands which can simultaneously accommodate a useful number of freight aircraft and carriers: 4 x A380 (Gatwick has one), 3 x B747-8F, 1 x B747-400F and 1 x B767-300.

Stansted has the capacity to support immediate growth in this sector. Based on most recent figures available, Stansted accommodates 27% of the UK's pure freight, 21% of UK mail, and 8% of the total air cargo volumes, with this airport handling more than £12bn in trade value annually. It hosts experienced logistics cargo handling companies onsite (unlike Gatwick) and has land available to develop further (unlike Gatwick Airport).

Luton Airport handles around 28,000 tonnes of cargo every year. It is 32 miles from central London, three miles from the M1. It operates major cargo from DHL, MBNG Airlines and British Airways, all using Luton's cargo centre with its dedicated freight operations on a scheduled basis.^v

Est Feb 2014



ⁱ <https://www.gov.uk/government/publications/guide-to-lorry-types-and-weights>

ⁱⁱ [Redacted]

ⁱⁱⁱ [Redacted]

^{iv} [Redacted]

^v [Redacted]