

Ensuring basic air connectivity for express services in the event of a 'no-deal' Brexit

European businesses and their supply chains rely on express delivery solutions. The express industry provides value-added, door-to-door transport and deliveries of time definite shipments across the EU and the globe, connecting more than 90% of world GDP within 24-48 hours.

A 'no-deal' Brexit would severely disrupt the connectivity these businesses – our EU customers – depend upon. Whilst the EEA, representing DHL, FedEx and UPS would favor the adoption of an EU-UK Withdrawal Agreement including a transitional period, we strongly support efforts to provide for common rules for basic air connectivity 2018/0433 (COD) in the case of a 'no-deal' Brexit.

We welcome proposals of the European Parliament and the Council to remove the originally proposed frequency caps for 3rd and 4th Freedom passenger and cargo operations. Introducing such a cap would have severely impeded the flow of goods in Europe.

Thousands of our customers and their supply chains, many of whom are European SMEs, rely on very specific – just-in-time and time definite – delivery processes. The continuity of our current express transport connections is essential for maintaining the EU's competitiveness.

The EEA, therefore, calls on the European Parliament to accept two proposals by the Council which take into account the specificities of air cargo and are minimum measures to ensure basic air cargo connectivity for express delivery service providers to adapt their networks in the event of a 'no-deal' Brexit.

5th Freedom of the air for cargo – Article 3 Point 1(d)

- We support the Council's approach in including 5th Freedom traffic rights for air all-cargo operations (Article 3(1)(d)).

The Council's proposal would still entail significant disruption to networks due to the suggested geographical restriction to points beyond the EU as well as the proposed freeze for 5th Freedom cargo operations based on 2018 levels. The inclusion of 5th Freedoms is a necessary step in the right direction.

Express Relies on All-Cargo Aircraft Leasing

- We would ask that the Council's proposal concerning Aircraft Leasing (Article 3ter) is adopted to avoid damaging constraints on capacity urgently needed for European supply chains.

In the event of a 'no-deal', the ability to lease aircraft would be fundamental to complement the complex worldwide networks and fleets of our members and their EU partners. Depriving UK carriers of the possibility to participate in leased operations with EU (or non-UK) carriers, as other third country carriers do, would generate significant uncertainty for 'no-deal' Brexit contingency planning by operators. For all-cargo carriers, leasing has the same significance as code-sharing for passenger airlines, the latter already being considered in the EP's proposal.

The swift completion of Trilogue negotiations, considering the express sector's concerns outlined above, would allow us to support our customers in mitigating some of the foreseeable disruption in the event of a 'no-deal' withdrawal of the UK from the EU, in the interest of our sector and of the EU businesses and consumers relying on express services.