



The Ugly Truth: As TNT Express Take Over Nears, What Happens to 'Ugly Freight'?

As the FedEx-TNT merger nears completion, the international parcel broker ParcelHero warns the take-over could mean increased costs and transit times for large and heavy items.

When heavy and outsize loads need to be shipped, many businesses and consumers traditionally choose TNT Express. It has made so-called 'ugly freight' a speciality. Now the international parcel broker [ParcelHero](#) is warning that the FedEx takeover of TNT Express could impact on its large and heavy item deliveries.

Says ParcelHero's Head of Consumer Research, David Jinks MILT: 'TNT is very popular with users shipping large and heavy deliveries. Many carriers have restrictive parcel size and weight restrictions; but TNT has significantly greater flexibility on the size of packages it accepts, operating bigger vehicles than other carriers, generally with tail lifts capable of loading pallets and heavy parcels.'

Says David: 'FedEx, TNT Express' soon-to-be owners, are specialists in international delivery services; but have no culture of supporting ugly freight to any extent. If TNT Express is steered away from such items once they become a part of FedEx – and it's undeniable that they do require more investment and expertise – the loss of these services would be keenly felt.'

Adds David: 'ParcelHero, like TNT Express, finds beauty in ugly freight; and we know senders like to have flexibility and as low a price as possible when shipping such items. Many carriers avoid outsize loads as they don't fit easily with their systems: or they charge significantly more for such shipments; but TNT only last year opened a Sydney 'superhub' capable of sorting outsize objects over 1.5 metres in size or 30kg in weight to reinforce its ugly freight capability. The Express large and heavy items service needs to be protected after the take-over.'

David acknowledges: 'We welcome the merger of the two organisations: TNT Express is largely about European ground based operations and it has only a limited presence in the US; while FedEx is known for its Europe-UK to America quality international service. They are, therefore, largely complimentary and won't constitute the monopoly the UPS-TNT proposed merger would have done.'

However, David concludes: 'Large and heavy items are frequently shipped through ParcelHero's parcel broker service and we would hate to see the loss of TNT Express' unique and cost-effective approach to this part of the delivery market.'

For more information on specialist large and heavy item shipments see: <https://www.parcelhero.com/en-gb/courier-services/large-and-heavy-parcels>

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flexible, cost-effective range of parcel delivery services to over 220 countries worldwide. Huge bulk purchasing power allows ParcelHero® to offer highly competitive pricing with no compromise in service quality.