

## Press Release

### Schiphol cargo growth continues

Amsterdam Airport Schiphol has continued to show modest cargo growth throughout the first half of 2013. The total of 736,608 tonnes handled through the airport represents an increase of 1.02% on 2012.

Total exports for the first half year rose to 362,124 tonnes, which was a 49.16% share of the total. The proportion of imports fell slightly to 50.84%, with a total of 374,484 tonnes.

Schiphol's largest market remained Asia; the total of 281,410 tonnes (up 3%) was 38.2% of all cargo. Exports to Asia rose 6% to 140,388 tonnes; imports from Asia rose fractionally.

North America remained Schiphol's second largest market, with imports up 3% at 65,282 tonnes and exports down 11% at 60,079 tonnes - resulting in an overall share of 17.02% (down from 17.94% in the same period of 2012).

The Middle East moved up to third place, with 38,088 tonnes of imports (up 16%) and 55,294 tonnes of exports (up 4.8%), producing overall growth of 9%. However, the increase in imports was largely due to the entry of various Middle East carriers into the Africa-Amsterdam flower trade, resulting in transshipments via the Middle East and re-classification of some Africa-originating traffic. Africa accordingly slipped to 4<sup>th</sup> place, with 55,641 tonnes of imports (down 3.8%) and 29,827 tonnes of exports (down 4.4%).

Latin America retained 5<sup>th</sup> position, with 40,492 tonnes of imports (down 4.8%) and 44,555 tonnes of exports (up 3.9%). The apparent reduction in imports chiefly resulted from re-routing of some South America-originating flights via Miami, resulting in their re-classification as US traffic.

Europe saw a small overall gain of 1.28% in the first half year, with a 9.3% fall in imports counteracted by a 12% growth in exports.

Says Schiphol Cargo Senior VP Enno Osinga: "2013 is showing a similar pattern to 2012 so far, with an early peak around March. There has been a small decline in freighter flights of around 1%, which reflects the tightening of freighter capacity by some carriers in the face of rising costs and soft rates."

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