Emirates began operating daily passenger flights between Dubai and Copenhagen in August 2011, and currently operates the Airbus A380 on the route.

In 2016-17, 304,000 passengers flew on Emirates’ flights to and from Denmark, an increase of 11% over the previous year. Since its launch, over 1.6 million passengers have travelled with Emirates on the Copenhagen-Dubai route. Emirates also operates a weekly dedicated freighter service in addition to the cargo capacity offered in the belly-hold of our daily passenger flights.

Socio-economic impact in Denmark

A 2015 study by Frontier Economics found that Emirates’ flights to Denmark had a GDP impact of €86 million and supported more than 860 direct, indirect and induced jobs in 2013-14. This number not only takes Emirates’ staff in Denmark into account, but also the supply chain employment such as ground-handling or catering jobs and induced employment through the economic activity generated by those direct and indirect employees.

According to Frontier Economics this unique connectivity created a catalytic effect on bilateral trade between the UAE and Denmark in 2016. Emirates contributes to Danish connectivity needs in the Middle East, Africa, Asia and Australasia.

*Frontier Economics report: Emirates’ Economic Impact in Europe
In December 2015 Emirates began operating a daily A380 service on the Dubai-Copenhagen route. This particular A380 aircraft was the world’s first two class configured A380, with a capacity of 615 seats. Over 576,000 passengers have flown the A380 on the Dubai-Copenhagen route since its launch. With this new configuration, the aircraft also produces the lowest CO₂ emissions per passenger kilometre of all commercial airplanes.

Investing in modern and efficient aircraft

Emirates continues to invest in the most modern, efficient aircraft and engine technology available, as well as ground equipment. In 2016-17, Emirates added 35 new aircraft to its fleet, including 19 A380s and 16 Boeing 777-300ERs. We have one of the youngest average fleet ages in the industry at 63 months (5.25 years) - which is significantly lower than the industry average of 140 months.

Investing in modern, wide-body aircraft has always been the cornerstone of our strategy, because these are more fuel-efficient to operate and also allow us to provide our customers with a better onboard experience.

CPH – Emirates’ regional cargo hub

In 2014 Emirates selected Copenhagen Airport as its main cargo hub in Northern Europe. It was an obvious choice for a number of reasons - the maturity of the Emirates operation in Denmark, the consistent growth in, and demand for Emirates’ flights, both on the cargo and passenger side, and the catchment area Copenhagen Airport serves.

On the cargo side specifically, Emirates currently operates four weekly dedicated freighter flights in addition to the cargo capacity offered in the belly-hold of our daily passenger flights. This total capacity enabled 11,300 tonnes of goods to be transported to and from Denmark in 2016-17, making Copenhagen Airport one of Emirates’ largest European cargo hubs.

As a result, a significant trade corridor is established for Danish and Scandinavian industry, not only to Dubai and the Middle East, but also to other destinations such as Osaka in Japan, Shanghai, China and Chennai, India, reachable with a one-stop connection.

The top export commodities transported by Emirates from Copenhagen Airport include pharmaceuticals, seafood and consumables, capital machinery, electronic equipment, raw materials and high technology goods. For many such goods, transport time, operational scale and frequencies are essential. The synergies between Copenhagen Airport and Emirates clearly deliver in that regard.

Open Skies for a stronger Europe

International aviation competition is currently high on the European Union agenda. Opening markets with main trading partners is an urgent necessity if the EU is to bridge its connectivity gap with the rest of the world.

Liberalised aviation markets create new routes for people to travel, work and goods to be exchanged. It is not surprising that key representative bodies, including Airports Council International (ACI Europe) with three Danish airports among its members and the European Travel Commission supported by VisitDenmark recently called on policy-makers to prioritise free aviation market access, including with Gulf countries.

Myth vs. Fact: Setting the record straight

Some of our competitors claim that Emirates competes unfairly or negatively impacts the aviation market. Such misconceptions, when repeated often enough, can ultimately be accepted as fact. Below we aim to address some of these allegations levelled against Emirates.

Myth: Emirates is heavily subsidised by the Dubai Government.

Fact: Emirates is a consumer-focused, commercial airline, operating a financially transparent and non-subsidised business model. Our funds are raised on a fully commercial basis through a wide range of sources including operating leases, commercial asset-backed debt and equity from investors. Our financial accounts are audited by PricewaterhouseCoopers in full compliance with International Financial Reporting Standards, and are publicly available at http://www.emirates.com/english/about/investor_relations/investor_relations.aspx and have been since 1993-94.

Emirates has been profitable for the last 29 years and rather than receive subsidies as erroneously alleged, Emirates has in fact paid its state shareholder over US$3.9 billion in dividends up to and including its 2016-17 financial year.

Myth: Emirates receives free fuel and does not pay to use infrastructure in Dubai.

Fact: In the 2016-17 financial year, Emirates’ fuel costs totalled US$5.7 billion and comprised 25% of operating costs, wholly comparable with other large long-haul carriers. Shell, one of Emirates’ main fuel suppliers in Dubai and abroad, recently confirmed that it does not give Emirates preferential treatment. Emirates also pays the full published landing charges at Dubai International Airport – as do the 100 other airlines that fly to and from this airport. Similarly, Emirates pays the same airport handling fees to the ground-handling agent as would a similar high volume airline customer.

Myth: The social conditions in which some of Emirates’ employees work are unacceptable.

Fact: As a responsible multinational company, Emirates complies with the labour laws in each of the countries that we operate in. To attract and retain top talent Emirates offers competitive salaries and benefits. Emirates currently employs over 64,000 staff of over 170 nationalities worldwide. Emirates’ status as an excellent employer is shown by its high staff retention rates with more than 15,000 staff having worked for the company for 10 years or longer, of which 3,000 have worked for over 20 years.

Please visit our website to read more on “Airlines and Subsidy: Our position”