Since 2010, Emirates has carried more than 3.8 million passengers between Dubai and Spain with high average seat factors of 79%. In 2016 alone, over 1 million passengers travelled on Emirates between Spain and Dubai, up 11% from 2015.

Emirates helps link Spain with emerging markets that will further drive economic growth, trade and job creation – including 14 points in the Middle East, 22 points in Africa, and 50 points in the Asia Pacific.

Emirates’ significant socio-economic impact in Spain

Emirates annually contributes over €215 million to the economy via purchases of products and services, thus supporting Spanish businesses. A 2015 study by Frontier Economics found that Emirates’ services to Spain had a GDP impact of €304 million and supported more than 4,030 direct, indirect and induced (DII) jobs in 2013-14. This number not only takes Emirates’ staff in Spain 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.

Emirates’ unique connectivity

Connectivity plays an important role in enabling tourism, international business relationships, Foreign Direct Investment (FDI) and trade. In Europe, connectivity is mainly provided by a few large hub airports such as Frankfurt and Paris, as a result of which intercontinental connections from other cities in Europe often require an additional stopover. This creates a connectivity gap. Emirates helps bridge that gap by serving more non-hub centres through its global network. In fact Emirates is the only carrier connecting Madrid and Barcelona with Dubai, making those routes unique direct connections. Hence without Emirates’ flights to Spain, passengers to Dubai would have to use at least a one-stop connection. According to Frontier Economics this unique connectivity created a catalytic GDP impact of €8 million for the Spanish economy in 2013-14. Furthermore, the increased connectivity facilitates FDI and international trade. In 2013-14, Emirates’ unique connections had a catalytic impact of €18 million on FDI and supported €9 million in trade.

Spain-UAE relations

Spain is one of the UAE’s largest global trade partners with an overall trade volume of €2 billion in 2016, growing 99% between 2010 and 2016. There are 40 Spanish firms operating in the UAE and 73 dealership agencies for 1,456 Spanish trademarks. Since 2007, Emirates has operated a dedicated freighter service to Zaragoza, currently operating a three
5,000 jobs directly, indirectly, and induced, supported through Emirates’ A380 deliveries in 2013*

€2 billion trade between the UAE and Spain in 2016

74 thousand tonnes of cargo carried on Emirates flights to and from Spain in 2015-16

852 Spanish nationals employed by the Emirates Group

*Frontier Economics (2015): Emirates’ Economic Impact in Europe

Several Spanish multinational companies have a large presence in Dubai

MANGO assingna(MB)
Santander ZARA MELIA HOTELS INTERNATIONAL
Massimo Dutti
CEPSA Televes
REPSOL

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 2015-16 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 160 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.

Myth: 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.

Fact: Emirates is one of the largest customers of Airbus A380 aircraft, with 95 in operation and another 47 on order. This investment is worth an estimated €58.6 billion at list prices. Emirates’ A380 deliveries in 2013 created a GDP impact of €325 million and supported over 5,000 DII jobs in Spain.

Myth: Emirates does not contribute to the European economy.

Fact: Emirates has contributed to the European economy. Emirates – a friend of Airbus

Emirates is a consumer-focused, commercial airline, making significant contributions to the European economy.

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 many Spanish airports among its members and the European Travel Commission supported by Turespaña recently called on policy-makers to prioritise free aviation market access, including with Gulf countries. Some European legacy carriers in France and Germany disagree with this. But why should valuable direct international air links, which are so important for business and tourism, be limited to a few European airlines and a few European hubs with higher ticket prices, longer travel times and passenger inconvenience as consequences?

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