Emirates and Ireland

Emirates launched daily non-stop passenger flights between Dubai and Dublin in January 2012 and remains the only carrier serving this route.

Emirates introduced the Dublin-Dubai route with an Airbus A330 aircraft, and with rapidly increasing demand, this service was upgraded to a larger Boeing 777 within six months. This was again followed by a second daily service to Dublin in September 2014. Since its launch in 2012, over 2.1 million passengers have travelled on Emirates’ Dublin-Dubai flights.

Emirates’ impact on the Irish economy
A 2015 study by Frontier Economics found that Emirates’ flights to and from Ireland had an annual GDP impact of €57 million and supported more than 680 direct, indirect and induced (DII) jobs. This number takes into account employees of Emirates and the associated supply chain such as ground-handling and catering jobs in Ireland, as well as employment induced through the economic activity generated by these direct and indirect employees.

Emirates’ unique connectivity
Connectivity has a significant role in enabling tourism, international business relationships, Foreign Direct Investment (FDI) and international 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 throughout its global network.

In fact, Emirates is the only carrier serving non-stop flights between Dublin and Dubai. Hence without Emirates’ flights to Dublin, passengers bound for Dubai would need to use at least a one-stop connection. According to Frontier Economics this unique connectivity creates an annual catalytic GDP impact of €14 million for the Irish economy. Furthermore, Emirates’ unique connections had an annual catalytic impact of €48 million on FDI and supported €11 million in trade.

Emirates not only connects passengers and cargo between Dublin and Dubai, but also provides efficient connections via Dubai to 86 destinations in the Middle East, Africa, Asia and Australasia, of which 83 are not directly served from Ireland by any carrier.
The importance of tourism for Ireland
Tourism is Ireland’s largest indigenous industry; responsible for in excess of 4% of GNP in the Republic of Ireland and employing approximately 281,000 people across the island. In 2017, Ireland welcomed approximately 10.65 million overseas visitors, delivering revenue of about €5.78 billion. During January-April 2018, overseas visitor numbers increased by 7.3%, around 191,100 additional overseas arrivals when compared with the first four months of 2017. Emirates contributes to Ireland’s tourism economy by providing connectivity particularly to markets that are not directly served from Ireland.

Investing in a modern, efficient fleet
Emirates continues to invest in the most modern, efficient aircraft and engine technology available. In 2017-18, Emirates added 17 new aircraft to its fleet, including eight A380s and 9 Boeing 777-300ERs. Emirates has one of the youngest aircraft fleets in the industry with an average fleet age of 68 months (5.7 years) – less than half the industry average of 140 months.

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

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 five Irish airports among its members and the European Travel Commission supported by Tourism Ireland 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?

About Emirates
Emirates is the largest airline in the world in terms of international passenger and freight carriage. Emirates was established in 1985 and since then, growth has been measured in line with the demand for air travel. With 269 efficient aircraft in service today, Emirates operates a global network of over 160 destinations in 86 countries, independently of the three global airline alliances. Emirates launched passenger services to three new destinations in 2017 – Newark in the US, Phnom Penh in Cambodia and Zagreb in Croatia and launches services to London Stansted, Santiago de Chile and Edinburgh in 2018.

Myth vs. Fact: Setting the record straight

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 [https://www.emirates.com/english/about-us/business-model/financial-transparency.aspx](https://www.emirates.com/english/about-us/business-model/financial-transparency.aspx) and have been since 1993-94.

Emirates has been profitable for the last 30 years and rather than receive subsidies as erroneously alleged, Emirates has in fact paid its state shareholder over US$4.2 billion in dividends up to and including its 2017-18 financial year.

Myth: Emirates receives free fuel and does not pay to use infrastructure in Dubai.
Fact: In the 2017-18 financial year, Emirates’ fuel costs totalled US$8.7 billion and comprised 28% 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 62,000 staff of over 170 nationalities worldwide. The Emirates Group’s status as an excellent employer is shown by its high staff retention rates with more than 17,000 staff having worked for the company for 10 years or longer, of which 3,200 have worked for over 20 years.

Please visit www.emirates.com to read more on “Airlines and Subsidy: Our position.”