Emirates is a significant contributor to Dutch connectivity. A daily service was launched to Amsterdam Schiphol in 2010, followed by a second daily flight in 2013. Four additional weekly services were introduced in December 2018 and a fifth from 1 January 2019, increasing frequency to the Dutch capital city to 19 weekly flights.

Since starting flights to Amsterdam, Emirates has experienced that demand has outstripped supply in the Amsterdam-Dubai market, with seat factors averaging 80%.

After two years of progressive growth on the route and as a response to high levels of demand, Emirates up-gauged to an Airbus A380 from a Boeing 777. The incremental growth in Emirates’ Amsterdam services has been based on consistently increasing passenger and cargo demand. Since February 2016, both daily flights are operated using our flagship A380 aircraft, with the Boeing 777-300ER being operated on the five additional weekly flights.

Emirates’ unique connectivity

With a focus on traditionally unserved and underserved destinations – both in mature and in emerging markets – Emirates contributes significantly to the destination network of Amsterdam, the second best connected hub in the world.

To date, Emirates has carried over 3.75 million passengers and 369,000 tonnes of high value cargo between Dubai and Amsterdam, offering 53 unique connections via Dubai to passengers and exporters. These unique connections provided by Emirates offer convenience and shorter travel times, therefore contributing to Amsterdam’s network quality.

Amsterdam Schiphol has reached the limits of its politically agreed capacity. This means that there is no room for growth until 2020. Against this backdrop, Emirates’ deployment of the A380, with an average of 500 seats, increases the average number of passengers per flight, thereby contributing to an economically more efficient and a more environmental friendly use of scarce capacity.
Several Dutch multinational companies have chosen Dubai for their Middle East headquarters.

Amsterdam - the hub of the global floriculture market. Goods carried between Maastricht and Dubai include general and e-commerce cargo and pharmaceuticals.

The value of Emirates activities
Emirates’ service to Amsterdam contributes €48 million per year to the economy through the purchase of goods and services such as catering, crew accommodation and airport and overflight charges.

The Hub Model
Both the Netherlands and the UAE have small home markets, but large catchment areas, with Amsterdam and Dubai being the best connected hubs in their respective regions.

In fact a third of the world’s population is within four flying hours of Dubai and two-thirds within eight flying hours. The average number of Emirates passengers using Dubai as a transfer point is 65% - in contrast, KLM itself states that 70% of its passengers use Amsterdam Schiphol as a transfer point. When it comes to home market power, KLM operates 54% of all departures at Amsterdam Schiphol, competing against 100 other carriers. Meanwhile Dubai International has the most number of foreign airlines serving it of any Middle East airport – 100, with Emirates operating only 46% of departures.

Netherlands - UAE relations
Both governments recognise the importance of a world-wide destination network that provides the passenger with choice and connectivity, as well as encouraging trade and tourism in the respective regions.

In December 2013, the Netherlands and the UAE agreed to further strengthen their trade and diplomatic relationships through a Memorandum of Understanding aimed at increasing the influx of foreign direct investment from the UAE into the Netherlands and vice-versa.

The UAE ranks as one of the 15 most important export markets for the Netherlands and the most important export partner in the MENA region, with Dutch exports to the UAE amounting to €3.6 billion in 2018. Two-way trade between the two countries stood at €5.3 billion, a growth of 27% over the previous year.

In 2018, Dubai was Amsterdam’s busiest long-haul route with 901,466 passengers, an increase of 1.6% over the previous year. Currently 7,500 Dutch nationals live and work in the UAE, with over 250 Dutch businesses representing sectors such as oil and gas, water, architecture, hospitality and design. The Netherlands features in Dubai’s top 20 source markets, with over 140,000 Dutch nationals visiting Dubai in 2018.

About Emirates
Emirates is the largest airline in the world in terms of international passenger carriage. Established in 1985, the company’s growth has been measured in line with the demand for air travel. With 272 efficient aircraft in service today, Emirates operates a global network of 158 destinations in 86 countries across six continents, independently of the three global airline alliances. Emirates launched passenger services to three new destinations in 2018 – London Stansted, Edinburgh and Santiago de Chile, and will commence services to Porto in July 2019.

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 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 steals passengers from KLM.
Fact: No airline owns passengers. Emirates’ multi-award winning service and good value proposition have augmented demand at Amsterdam. If anything, Emirates has stimulated new passenger traffic to the benefit of KLM, which is best illustrated by KLM increasing frequencies to Dubai after the start of Emirates’ services to Amsterdam. At Schiphol, Emirates accounts for only 2% of total inter-continenal departures. Furthermore, Emirates provides unique connections to points that are not served by KLM – eight destinations in the Middle East, 24 in Asia, 14 in Africa and seven in Australia and New Zealand.

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$6.7 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: Emirates doesn’t comply with the provisions of the aviation treaty between the UAE and the Netherlands.
Fact: In a letter to Parliament from 20 June 2018, the Dutch minister of Infrastructure and Water Management confirmed that Emirates fully complies with the provisions of the aviation treaty and that while Emirates competes with KLM, no damage is caused to KLM on the Amsterdam - Dubai route.

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