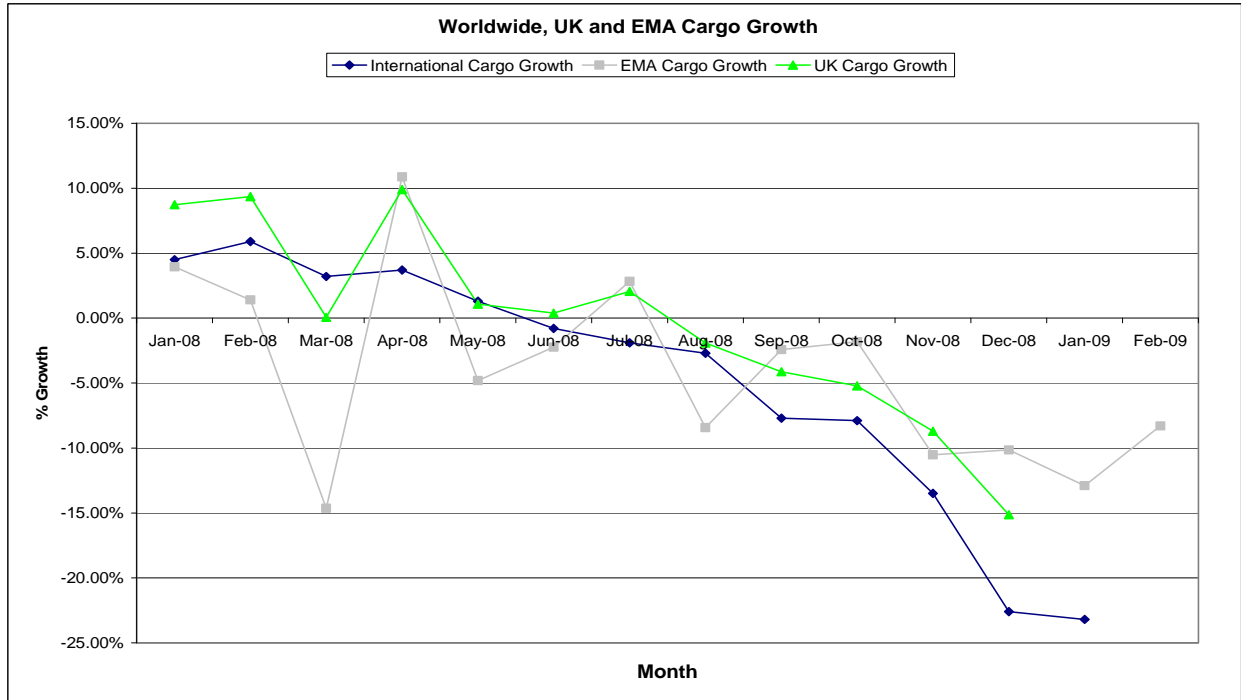


## EMA Cargo Newsletter

February 2009

Recession continues to dominate headlines in the press as we stride into 2009 with little hope of seeing a quick return to 'business as usual'. The economic downturn has made an impact on nearly every major economy the world over. Most noticeably hit has been Far Eastern traffic, with IATA quoting declines in excess of 40% which, as one of the main contributors to global air cargo traffic, is having severe effects on our industry as the effects domino through the supply and demand chains.

The following chart illustrates air cargo performance during the last year, with no real indication of when recovery will be apparent from the worst recession in decades:



Source(s): [www.iata.org](http://www.iata.org), [www.caa.co.uk](http://www.caa.co.uk), EMA Monthly Stats (CAA and IATA statistics will be updated once published in future editions of the EMA Cargo Newsletter).

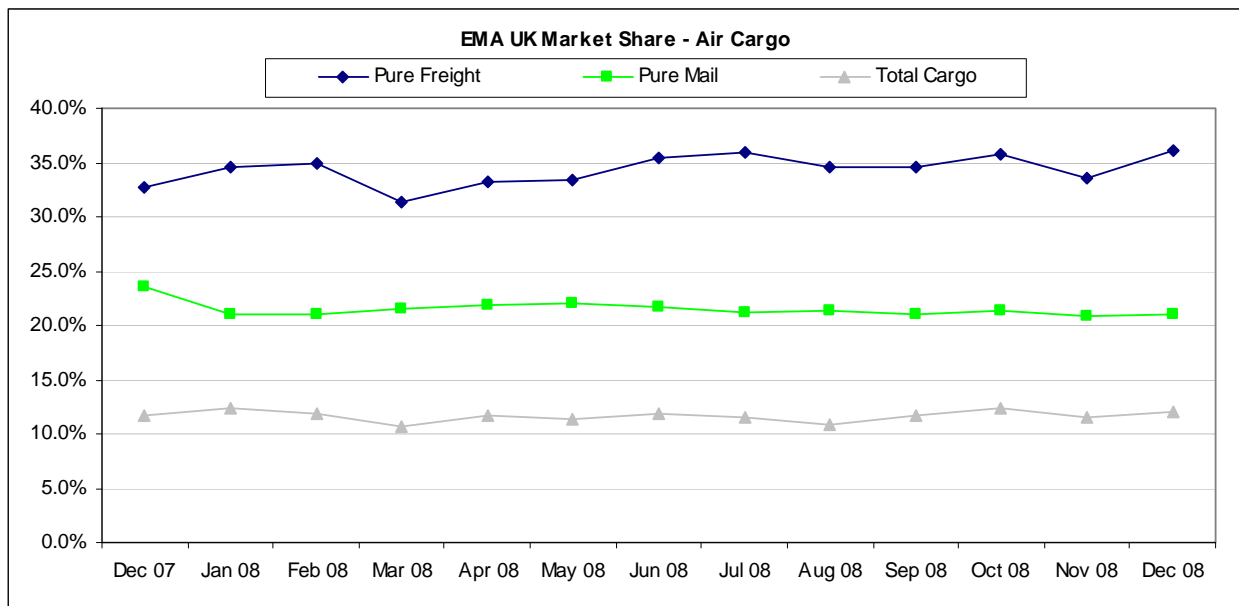
Indeed, the full extent of this recession seems yet to be realised as feared by Giovanni Bisignani, IATA's Director General and CEO, who stated "The continued decline in cargo markets is a clear sign that we have not yet seen the bottom of this economic crisis" at IATA's recent World Cargo Symposium. The full effects are being seen in some of the major export countries, with, for example, Hong Kong International Airport reporting drops of nearly 30% in December and January, while February's improvement to a 20% decline saw HKG lose over 200,000 tonnes in just three months – not far from EMA's total annual freight throughput (i.e. not including mail).

The chart, representing data from January 2008 through to February 2009, illustrates the continual downward trend on global, national and local scales, and it is encouraging to see that EMA's performance remains reasonably buoyant in contrast to the overall picture.

As can be seen in the growth chart, UK air cargo is shrinking at a considerable rate. BAA's London Heathrow, the UK's largest air cargo hub has seen similar drops in cargo throughput to EMA in the last few months, with December and January showing 10.8% and 12.2% contractions respectively, but February's 17.9% drop illustrates quite poignantly the severity of the current trading conditions. The following illustration charts EMA's market share of pure freight (blue) tonnes carried, pure mail (green) tonnes carried, and also the total air cargo market share (grey) across the UK which includes passenger belly-hold cargo so dominant at London's Heathrow:

whatever your  
destination...





The double digit decline in cargo throughput experienced in November was a continued theme throughout December and January, however February's 8.4% negative growth year-on-year could be considered an improvement given current economic conditions. December through to February represent the 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> consecutive months of year-on-year decline in tonnes carried at EMA, with ten months out of the last year showing the same downward trend.

Final cargo throughput in the calendar year 2008 was 294,997 tonnes, compared to the record 304,920 tonnes of flown cargo passing through EMA in 2007. This 3.25% overall decrease was driven by reduced freight throughput, while in complete contrast mail carried tonnes increased by nearly 3,000 tonnes (9.4%) during the calendar year. For full details of the current rolling year's performance please see the table below:

	Tonnes Carried This Year	Tonnes Carried Last Year	Change	Cargo ATM's This Year	Cargo ATM's Last Year	Change
Mar-08	23,978	28,094	-14.7%	1,774	1,837	-3.4%
Apr-08	25,846	23,311	10.9%	1,936	1,648	17.5%
May-08	24,739	25,990	-4.8%	1,879	1,873	0.3%
Jun-08	25,143	25,699	-2.2%	1,855	1,761	5.3%
Jul-08	25,293	24,597	2.8%	2,015	1,796	12.2%
Aug-08	22,008	24,035	-8.4%	1,830	1,879	-2.6%
Sep-08	24,311	24,917	-2.4%	1,922	1,735	10.8%
Oct-08	26,634	27,236	-2.2%	2,025	1,906	6.2%
Nov-08	24,424	27,299	-10.5%	1,934	1,919	0.8%
<b>Dec-08</b>	<b>22,297</b>	<b>24,816</b>	<b>-10.2%</b>	<b>1,817</b>	<b>1,751</b>	<b>3.8%</b>
<b>Jan-09</b>	<b>22,096</b>	<b>25,363</b>	<b>-12.9%</b>	<b>1,877</b>	<b>1,988</b>	<b>-5.6%</b>
<b>Feb-09</b>	<b>22,785</b>	<b>24,850</b>	<b>-8.3%</b>	<b>1,835</b>	<b>1,913</b>	<b>-4.1%</b>
<b>Total</b>	<b>289,554</b>	<b>306,207</b>	<b>-5.4%</b>	<b>22,699</b>	<b>22,006</b>	<b>3.1%</b>

we're the UK's  
No.1 for pure cargo



<b>Imports and Exports by Country</b>											
December '08		December '08		January '09		January '09		February '09		February '09	
Imports (Tonnes)		Exports (Tonnes)		Imports (Tonnes)		Exports (Tonnes)		Imports (Tonnes)		Exports (Tonnes)	
3,528	Germany	2,713	Germany	3,311	Germany	2,680	Germany	3558	Germany	2670	Germany
1,599	USA	1,907	USA	1,782	USA	1,957	USA	1754	USA	2177	USA
962	Belgium	770	Ireland	1,133	Belgium	816	Belgium	1169	Belgium	812	Belgium
485	Ireland	626	Belgium	586	Iceland	731	Ireland	629	Iceland	765	Ireland
483	Italy	405	Spain	473	Ireland	351	Italy	452	Italy	436	Spain
441	Iceland	334	Italy	394	Italy	322	Spain	421	Ireland	389	Italy
308	Denmark	300	Denmark	261	Denmark	294	Denmark	270	Denmark	296	Denmark
265	France	268	France	166	Spain	198	France	229	France	222	Iceland
166	Spain	109	Iceland	161	France	144	Iceland	200	Spain	211	France
63	Sweden	107	Sweden	67	Libya	51	Sweden	14	Switzerland	67	Sweden

Germany and the USA continue to provide the bulk of the supply and demand for EMA cargo, with Germany acting as a major hub for onward connections to and from the Middle and Far East. Performance remains relatively steady in terms of tonnes carried by country, although Icelandic imports have been picking up over the last few months.

**Total Pure Freight and Pure Mail December 2008 (excludes belly-hold freight):**

	Movements	Freight (Tonnes)	%	Mail (Tonnes)	%	Cargo (Tonnes)	%
Inbound	911	9,720	49.51	1,278	48.10	10,998	49.34
Outbound	906	9,913	50.49	1,379	51.90	11,292	50.66
Total	1,817	19,633	100	2,657	100	22,290	100

**Total Pure Freight and Pure Mail January 2009 (excludes belly-hold freight):**

	Movements	Freight (Tonnes)	%	Mail (Tonnes)	%	Cargo (Tonnes)	%
Inbound	941	9,721	50.04	1,177	44.15	10,898	49.33
Outbound	936	9,707	49.96	1,489	55.85	11,196	50.67
Total	1,877	19,428	100	2,666	100	22,094	100

**Total Pure Freight and Pure Mail February 2009 (excludes belly-hold freight):**

	Movements	Freight (Tonnes)	%	Mail (Tonnes)	%	Cargo (Tonnes)	%
Inbound	918	9,962	49.14	1,112	44.30	11,074	48.61
Outbound	917	10,310	50.86	1,398	55.70	11,708	51.39
Total	1,835	20,272	100	2,510	100	22,782	100

EMA's cargo air transport movements have remained sturdy throughout the notoriously quite months of the year, indicating smaller volumes on flights given the reducing throughput. Exports have increased slightly, possibly due to the weakening pound, but only very slightly.

**Other News:**

The EMA Cargo Newsletter has been running for a year now, and although feedback has been limited, what has been received has been positive. In order to ensure these newsletters remain of interest to everyone we would like to remind you that we are happy to incorporate any news stories, press releases, or any other material of interest to the EMA Cargo Community into this bi-monthly publication. Also, if there are any features of previous newsletters you would like to see reintegrated please feel free to email us at [cargo@eastmidlandsairport.com](mailto:cargo@eastmidlandsairport.com).

**Cargo and Passenger Business News:**

Ryanair have added Ibiza to their destination portfolio from EMA for this coming summer, with three weekly flights to the popular Balearic Island. Visit [www.ryanair.com](http://www.ryanair.com) for further details.

Aurigny are to commence operations from EMA with daily services to Guernsey starting from 1<sup>st</sup> May 2009. Further details can be found on their website at [www.aurigny.com](http://www.aurigny.com) for further details.