

Fact Sheet

The Importance of Cargo

Only a limited number of airports in the aviation world have successful passenger and cargo operations. In 2007, 1,610,282 tonnes of cargo were transported to and from Amsterdam Airport Schiphol, which ranks as Europe's third-largest individual cargo airport and 14th largest cargo airport worldwide. It is one of the world's leading cargo airports.

The airport's history actually began with cargo. KLM's first civil aviation flight in 1920 carried cargo on board - a stack of newspapers and a letter from the Mayor of London to the Mayor of Amsterdam. Along with passenger transport, cargo transport forms one of Amsterdam Airport Schiphol's two core activities.

It all began with airmail, newspapers, medicine and flowers, but these days many more kinds of goods are transported by plane. Air cargo is a rapidly

expanding market, with growth mainly attributable to the increasingly shorter lifespan of consumer goods. In addition, parts for these goods are produced on different continents and are ultimately shipped to one location. Currently almost one third of the cargo volume handled by Amsterdam Airport Schiphol consists of perishables such as flowers, fruit, vegetables, fish and medicine.

Full-Freighter Aircraft

Cargo aircraft account for only a small portion of the total number of air transport movements at Amsterdam Airport Schiphol. Only 4.2% of the 435,973 air transport movements in 2007 were cargo flights, but they transported 58% of the total air cargo volume. The remaining percentage of air cargo is transported on board passenger aircraft. The top ten freighter airlines operating at Amsterdam Airport Schiphol carry out mainly intercontinental flights using

full freighters and are steadily increasing their frequency using this type of aircraft. Full-freighters are expected to transport over one million tonnes of air cargo to and from Amsterdam Airport Schiphol within a few years. The airport will thus be able to reinforce its position as Europe's main airport for full-freighter carriers operating intercontinental flight services.

Economic Significance

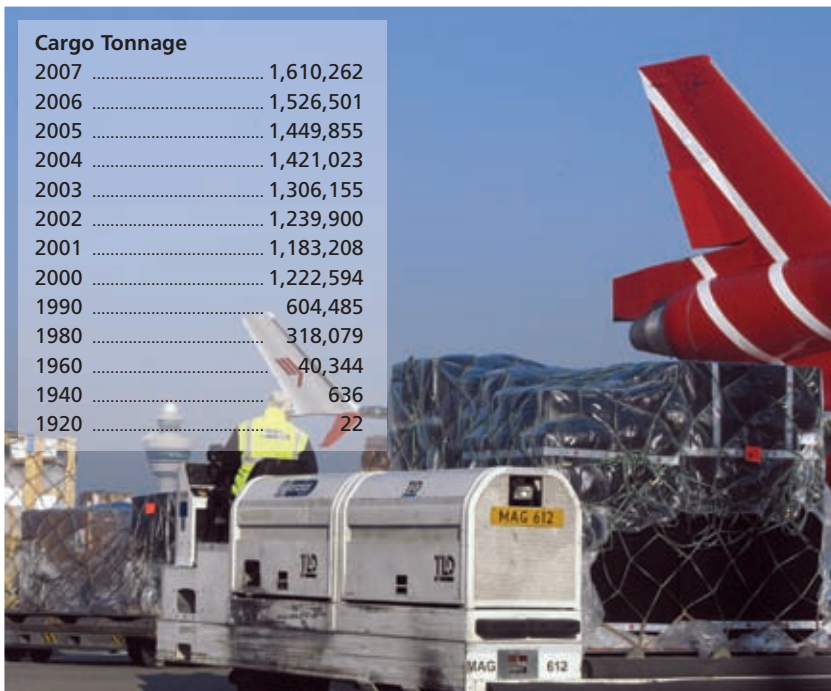
Amsterdam Airport Schiphol ranks as Europe's third-largest individual cargo airport and 14th largest worldwide. Passenger-related revenues are higher than cargo-related revenues at Amsterdam Airport Schiphol but cargo still makes a significant contribution to the Dutch economy. At the end of 2000, the entire chain of businesses involved in air cargo transport and transport to the final destination, as well as the ultimate distribution of products transported as air cargo employed over 82,000 people in the Netherlands. In that year the added value to the GDP for the entire chain totalled over six billion euros.

Priority Transport

Goods that need to be delivered rapidly from A to B are chiefly transported as air cargo. These are mainly perishables (such as vegetables and flowers), but also goods that have a short lifespan or are expensive, such as the latest fashions and state-of-the-art electronics. In addition, air cargo transport is used if expedited delivery is required, for example for transporting medicines and organs, for priority delivery of various kinds of parts, including computer or machine parts, and for transporting emergency relief goods to disaster areas across the globe. Businesses that specialise in handling perishables or priority goods are located right alongside the airport's aprons.

Cargo Tonnage

2007	1,610,282
2006	1,526,501
2005	1,449,855
2004	1,421,023
2003	1,306,155
2002	1,239,900
2001	1,183,208
2000	1,222,594
1990	604,485
1980	318,079
1960	40,344
1940	636
1920	22



Inspection Stations

In order to be able to import live animals, meat and fish destined for human consumption and products containing animal components (such as pharmaceuticals for people and animals, or sperm to breed horses and bulls) companies must comply with special EU legislation. These kinds of goods must first be inspected at specially designated inspection stations. Amsterdam Airport Schiphol has three such facilities. KLM Special Care has a licence to inspect, quarantine and store live animals, meat, fish and products containing animal components. KLM is the animal transportation specialist at Amsterdam Airport Schiphol and



transports horses and domestic animals such as cats, dogs and chickens. The KLM Animal Hotel provides individual facilities for animals travelling by air. A special steward accompanies important animal cargo, such as race or dressage horses.

Freshport, which specialises in handling fresh as well as frozen fish, meat and live tropical fish, carries out inspections of these products in accordance with EU legislation. Airlines or forwarders are welcome to use this facility, established by Menzies Aviation Group and the Icelandic company Eimskip. Ground handler Aviapartner also provides storage facilities for goods that are required to undergo inspection.

Transport Hub

The Amsterdam Airport Schiphol region is a transport hub where goods from across the globe are collected and sent on. The region is therefore an attractive location for many international distribution centres. These businesses in turn generate more transport. Hundreds of trucks travel between the world famous Aalsmeer Flower Auction and Amsterdam Airport Schiphol on a daily basis. Immediately upon arrival at the airport, time-definite goods such as electronics, newspapers

and donor organs are trucked to their final destination in the Netherlands or elsewhere in Europe. Other products are specifically trucked to the airport and then loaded onto an aircraft. Amsterdam Airport Schiphol has a strong forwarding and trucking network. The proximity of the Port of Rotterdam and Amsterdam Airport Schiphol has created a concentration of logistics companies in the Netherlands, from which the Port of Rotterdam and the airport benefit. Around 70% of all cargo at Amsterdam Airport Schiphol is carried as transfer cargo, which is not delivered within the Netherlands but transferred to another destination. The strength of the transport hub reinforces the position of Amsterdam Airport Schiphol as a transfer airport.

Favoured Location

One of Amsterdam Airport Schiphol's strengths is its extensive network of destinations. In 2007, passengers and cargo were able to reach 267 scheduled flight destinations in nearly 90 countries from Amsterdam Airport Schiphol. Because of the airport's excellent flight frequency and network of connections, the airport region is a favoured location for European Distribution Centres (EDCs). Over 50% of Japanese and American companies with distribution centres in Europe have elected to locate their businesses in the Netherlands. This choice is based largely on the quality of the transshipment and warehousing facilities at and around Amsterdam Airport Schiphol.

The first-line cargo operations of the airlines and cargo handling agents are located right alongside the airport aprons in the airport zone. The first-line cargo handlers are responsible for getting goods to and from the aircraft on time. The 'second-line' cargo handlers are located immediately behind the first-line cargo handlers.

These companies, the forwarders, are responsible for air cargo's customs clearance, the packaging thereof and further distribution on the ground. It was recently made possible for these companies to establish themselves on the first line, in other words on the platform, to promote faster and more efficient transportation of goods. Amsterdam Airport Schiphol is the first to do this in the air cargo sector.

Many different business parks housing cargo-related businesses are situated in the airport's environs, allowing Amsterdam Airport Schiphol to offer companies growth prospects for the future. In total around 600,000 m² of land around the airport has been reserved to accommodate the demand for cargo-related property. Of this property, 375,000 m² is already in use and 85,000 m² is reserved for first and second-line activities.

Amsterdam Airport Schiphol is therefore one of Europe's few large airports that can continue to offer space to airlines, forwarders and logistics service providers. Examples are the Schiphol Logistics Park in Rijsenhout (opposite the Schiphol-Rijk business park) and the A4 Zone West along the A4 motorway, both of which form part of the ACT Amsterdam Connection Trade area plan, which is to be developed in the coming years by various parties, including the Municipality of Haarlemmermeer, Schiphol Area Development Company (SADC) and Amsterdam Airport Schiphol.

The required infrastructure will also be provided. Road transport to and from the Aalsmeer Flower Auction will benefit from the widening and diversion of the N201 road, which started in 2006. The new Beech Avenue will provide a better connection between Schiphol-Centre and Schiphol-



Southeast. There are also plans for a dedicated truck lane between Schiphol-Southeast and A4 Zone West as well as a transfer station for cargo on the high speed railway line at Hoofddorp.

Flowers

Flowers are one of the most famous and most attractive air cargo products. The Aalsmeer Flower Auction forms the centre of the international flower trade and has become such a major and important business thanks in part to Amsterdam Airport Schiphol. Sixty per cent of the flowers traded globally are transported via the Netherlands. A considerable volume of these flowers is either imported or exported via Amsterdam Airport Schiphol. Many flowers are flown into the airport from Africa and South America. A portion of these flowers are auctioned at the flower auction the same morning and transported as air cargo the same day, for example to North America or Asia.

Dutch carrier Martinair is a major flower transporter. The airline transports one and a half to two full-freighters of flowers to Amsterdam Airport Schiphol on a daily basis. Amsterdam Airport Schiphol's home



SOURCE: BLOEMVEILING AALSMEER

carrier KLM and most Asian carriers transport these flowers as export products mainly on board passenger aircraft. Hundreds of tonnes of flower bulbs are exported all over the world mainly in the busy month of August.

Night Cargo

Amsterdam Airport Schiphol is required to be open at night mainly because of time differences. When it is daytime here in Europe, it is night on the other side of the globe, and vice versa. Flights to the Far East and Europe pass through so many different time zones that it is virtually impossible to leave and arrive during the daytime. Although a limited number of night

flights are cargo flights, it is vital for Amsterdam Airport Schiphol to be open at night to cater for cargo flights. Over 96% of all cargo transport has an intercontinental origin or destination, meaning that it passes through many time zones. The international companies and distribution centres situated around the airport are obliged to deliver their export goods as air cargo transport as late as possible during the day. The products are delivered to the recipient the next day to enable the recipient to process the goods before the day has ended. Incoming goods, however, must be received early in the morning. This applies particularly to perishables such as fruit and flowers.

Main Markets

Asia is the most important market for Amsterdam Airport Schiphol, with approximately 44% of total air cargo volume transported to and from this region. A large number of countries, including the Netherlands, are benefiting from the rapid economic growth in Southeast Asia and China's liberalisation of the air cargo market. Carriers such as the SkyTeam alliance members KLM Cargo, China Southern Airlines and Korean Air, plus airlines such as Martinair, Emirates, Malaysia Airlines, Singapore Airlines, Great Wall Airlines, Jett8 Cargo and Jade Cargo are steadily expanding their full-freighter flights to this region. In 2007 cargo tonnage transported to and from Asia was up by 8.4% compared with 2006.

With a 20% share of total cargo volume, North America is the second-largest market for the airport. Air cargo transported to and from this region was up 2.5% in 2007.

Excellent Cargo Facilities

Amsterdam Airport Schiphol has been honoured with numerous awards as the world's or Europe's best cargo airport. Thanks to the quality of its cargo facilities and its efficient cargo handling operations, the airport has been voted 'Best Cargo Airport outside Asia' and 'Best Air Cargo Terminal Operator Europe' for the past several years, including in 2007. These awards are presented by Cargonews Asia and are considered authoritative in the air cargo industry.

Amsterdam Airport Schiphol cooperates closely with all partners in the transport chain to create optimum facilities for



all air cargo companies. In 1993 a new cargo area was opened on the south-east side of Runway 06-24. A tunnel underneath the runway provides an excellent connection to the existing cargo zones at Schiphol-Centre and Schiphol-South. The Schiphol-Southeast cargo zone has sufficient room to accommodate further expansion and will enable Amsterdam Airport Schiphol to handle a total of three million tonnes of cargo in the future, which is nearly double the current volume.

In August 2004, the airport opened a truck parking area for 'long distance' truckers at Schiphol-Southeast. Over 150 truck parking spaces are available to trucking companies that regularly transport goods to and from the airport. Schiphol-Southeast's popularity as a business location has generated more cargo traffic, resulting in higher demand for permanent parking facilities. By creating the truck parking area, the airport has sought to improve traffic safety and access to the first-line and second-line cargo warehouses. Transport companies are welcome to use TruckWorld's 70 parking spaces at Schiphol-Southeast for short-term parking.

Customs X-Ray Scanners

Dutch Customs have been employing two sophisticated X-ray scanners to screen cargo at Amsterdam Airport Schiphol since 1999. These scanners enable effective customs inspection of goods without having to open or damage containers or pallets. The scanners screen goods from all angles. Screening is carried out rapidly

so as not to delay cargo transport, which is vital for time-definite goods.

Fast Cargo Data Communication System Around 400 companies exchange information using an advanced cargo data communication system called Cargonaut. The system expedites the administrative cargo-handling process, thereby enhancing efficiency, quality and speed. Cargonaut operates 24 hours a day and offers companies involved in

cargo handling operations computer applications to prepare customs declarations and airway bills and to plan export deliveries. The system also provides information on rates and the status of specific shipments.

Information

More information on cargo operations at Amsterdam Airport Schiphol can be found on the airport's website: www.schiphol.nl.



Amsterdam Airport Schiphol

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Explanation of Terms

First-line cargo zone:	Zone linked to the aprons, where air cargo transshipment takes place to and from the aircraft.
Second-line cargo zone:	Zone located directly behind the first-line cargo zone, where air cargo transshipment takes place between shippers, forwarders and handling agents.
Third-line cargo zone:	Zone in the immediate airport vicinity, where air cargo shipments are warehoused, handled and distributed or further distributed.
Full freighter:	An aircraft that transports only cargo (not passengers).
Passenger/combi aircraft:	An aircraft that transports cargo as well as passengers.
Logistics service provider:	A company responsible for physically warehousing air cargo, arranging transshipment of air cargo and/or transport or handling the administration thereof.
Distribution centre/EDC:	A European Distribution Centre (EDC), is a central cargo collection and distribution point used by one or more shippers, and usually supplies goods to multiple markets or countries. Goods are stored here, prepared for the market, packaged and, if possible, combined with other goods shipments before being sent on to other destinations or distributed further.

Key Figures 2007

- 47.8 million passengers
- 1,610,282 tonnes of air cargo
- 435,973 air transport movements, of which 18,378 or 4.2% were full-freighter flights
- 267 scheduled airline destinations in 87 countries (summer 2007)
- 102 airlines, of which 16 carried cargo only
- 96.2% of air cargo volume was transported to intercontinental and 3.8% to European destinations
- 596 companies are situated at the airport, generating 62,128 jobs
- 3rd largest cargo airport in Europe and 14th largest worldwide
- 5th largest passenger airport in Europe and 12th largest worldwide
- 5th largest European airport and 16th largest worldwide in terms of air transport movements

