

SOLID FREIGHT GROWTH AT LYON-SAINT EXUPÉRY AIRPORT IN 2012

Air freight posted a recovery in 2012 with a rise of +1.4% compared to 2011. 33,327 metric tonnes were transported, including 30,120 metric tonnes of express freight (+2%) which confirms its leading position in the airborne sector at CargoPort. Truck freight has grown +2.3% compared to last year with an estimated 105,000 metric tonnes. Freight is transported by truck to the airport platforms on its first stage and is then loaded onto the aircraft. It forms a significant share of the tonnage handled at Lyon-Saint Exupéry Airport.

After a 2.2% drop in 2011 compared to 2010, air freight began to grow again in 2012. Thanks to its +1.4% risen compared to 2011, it is reaching 33,327 metric tonnes. Express freight grew by +2%, with 30,120 metric tonnes. On a less positive note, belly freight, carried in passenger aircraft holds, showed a 3% fall, with blame falling on the departure of Corsair flights from the region's airports and their centralisation on Paris.

Truck freight is an integral part of the freight handled by CargoPort. 105,000 metric tonnes of freight were prepared at the airport for road haulage to holds in aircraft based at large European airport platforms such as Paris CDG, Amsterdam and Brussels.

Breakdown:

→ **Express Freight**

There has been a noticeable recovery in express freight business for all operators, with UPS in the lead. DHL is close behind it this year capitalising on its second flight and on the launch of a 3rd turnaround service in December. DHL posted over +15% growth in 2012. So the gap between the 2 operators UPS and DHL seems to be decreasing.

Alongside this increase in air business, DHL has considerably expanded its road base linked to express freight also on the site.

The integrators account for 30,120 metric tonnes of cargo flights (90%) and 83% of the total flown.

It should be pointed out that UPS, DHL, TNT and FedEx all have daily flights to and from Lyon-Saint Exupéry Airport.

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→ **Other cargo, charter traffic**

50 charter flights were operated on the site. This year, these flights used various aircraft ranging from Beechcraft to AN 124 and IL 76.

2012 was marked by large aircraft returning to the site. Yet, the overall tonnage was still average at 280 metric tonnes. For the second year in a row, Beaujolais Nouveau did not generate a single dedicated flight on the site, even though some operators handled up to 2,000 metric tonnes of this freight (palletisation + lorry transport).

→ **Belly**

Belly freight (carried in passenger aircraft holds) fell by -3%, or 2,936 metric tonnes. There are two factors that do not promote this type of transportation at Lyon-Saint Exupéry:

- The holds of incoming passenger aircraft cannot always carry freight. Also, certain flights are not marketed by the airlines. Corsair's withdrawal from regional airports with its B747s has restricted available capacity even further.
- Turnaround times are very short and airlines are opting for pre-haulage of freight by road.

The arrival on 5 December of Emirates and its 5 flights a week should, however, expand freight business. With almost 15 metric tonnes of available capacity on every flight, Emirates Airline has signalled its interest and ambitions. Nearly 300 metric tonnes were handled at the end of 2012 and have already helped stem the fall in this segment.

→ **Truck freight**

Finally, truck freight continued to increase to an estimated tonnage of 105,000 metric tonnes.

→ **Multimodal tonnage**

This includes all tonnage handled on site which is connected with our customers' business, but not included in the usual indicators.

Multimodal tonnage is growing steadily. Compared to a year of strong growth (+7% in 2011 vs 2010), it has posted +2.45% in 2012 with 167,100 metric tonnes handled.

CargoPort, encompassing all its operators, airlines and integrators etc ... has proved its expertise through these results, showing itself to be efficient, quick to react and an organisation on a human scale.

Press contact:

Isabelle Rousset

Tel. +33 (0)4 72 22 72 08 – +33 (0)6 64 18 31 38

Email: isabelle.rousset@lyonaeroports.com

Alexandra Jover

Tel. +33 (0)4 72 22 87 53 – +33 (0)6 50 38 43 79

Email: isabelle.rousset@lyonaeroports.com

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