Schiphol cargo growth continues

Amsterdam Airport Schiphol has continued to show modest cargo growth throughout the first half of 2013. The total of 736,608 tonnes handled through the airport represents an increase of 1.02% on 2012.

Total exports for the first half year rose to 362,124 tonnes, which was a 49.16% share of the total. The proportion of imports fell slightly to 50.84%, with a total of 374,484 tonnes.

Schiphol's largest market remained Asia; the total of 281,410 tonnes (up 3%) was 38.2% of all cargo. Exports to Asia rose 6% to 140,388 tonnes; imports from Asia rose fractionally.

North America remained Schiphol's second largest market, with imports up 3% at 65,282 tonnes and exports down 11% at 60,079 tonnes - resulting in an overall share of 17.02% (down from 17.94% in the same period of 2012).

The Middle East moved up to third place, with 38,088 tonnes of imports (up 16%) and 55,294 tonnes of exports (up 4.8%), producing overall growth of 9%. However, the increase in imports was largely due to the entry of various Middle East carriers into the Africa-Amsterdam flower trade, resulting in transhipments via the Middle East and re-classification of some Africa-originating traffic. Africa accordingly slipped to 4th place, with 55,641 tonnes of imports (down 3.8%) and 29,827 tonnes of exports (down 4.4%).

Latin America retained 5th position, with 40,492 tonnes of imports (down 4.8%) and 44,555 tonnes of exports (up 3.9%). The apparent reduction in imports chiefly resulted from re-routing of some South America-originating flights via Miami, resulting in their re-classification as US traffic.

Europe saw a small overall gain of 1.28% in the first half year, with a 9.3% fall in imports counteracted by a 12% growth in exports.

Says Schiphol Cargo Senior VP Enno Osinga: "2013 is showing a similar pattern to 2012 so far, with an early peak around March. There has been a small decline in freighter flights of around 1%, which reflects the tightening of freighter capacity by some carriers in the face of rising costs and soft rates."

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Amsterdam Airport Schiphol Cargo at a glance:

- third largest cargo airport in Europe
- seventeenth largest cargo airport in the world
- Schiphol's air cargo community employs over 26,000 people.
- 1,483,448 tonnes of cargo in 2012
- 317 scheduled airline destinations in 90+ countries
- 106 scheduled airlines
- 22 scheduled freighter operators
- Highest share of (non-integrator) maindeck capacity in Europe
- 25 dedicated full freighter Cat 8/9 stands
- 5 main runways, ranging from 3,400 – 3,800 metres in length
- Ready to handle multiple A380s & B747-8Fs
- Eight cargo handling companies
- 400,000 m2 of cargo warehouses, of which 60% have direct air side access
- 11,000 m2 of new cargo buildings under construction with direct air side access
- Airside access for logistic service providers
- Over 150 logistic service providers situated at or in vicinity of Amsterdam Airport Schiphol
- Over 50% of all American and Asian European Distribution Centres located in the Netherlands
- Airport-seaport synergies: Amsterdam Airport Schiphol close to Ports of Rotterdam and Amsterdam
- Unparalleled European road feeder and distribution network
- Over 25 trucking companies operate at the airport

Amsterdam Connecting Trade:
- 3 new logistic parks planned
- dedicated freight lane planned to connect air cargo terminal directly to logistic parks, truck-, water- and High Speed Train Cargo terminal of ACT

Schiphol SmartGate Cargo
The airport, air cargo industry & customs have joined forces to integrate monitoring of goods leaving the EU from Schiphol, allowing rapid and efficient clearance:
- Integrated cargo control & inspection

- Shorter lead times & lower costs
- Increased reliability, safety & security

See www.schiphol.com/smartgate

About e-freight:

E-freight is an IATA initiative which aims to replace paper with digital documents throughout all elements of the air cargo supply chain – including shippers, forwarders and export customs, carriers, import customs, handling agents, forwarders and consignees. Traditional paper-based air cargo involves some thirty documents for every shipment, and is estimated to create the equivalent of eighty Boeing 747 freighter-loads of paper every year. E-freight eliminates re-keying of data: reducing cost, speeding processes and enhancing accuracy.

About e-Link:

This is a pilot scheme operated by Amsterdam Connecting Trade in collaboration with Schiphol Smartgate Cargo. Three handling agents and three forwarders are currently testing the system, whose aim is to reduce customs clearance times and unnecessary paper in the supply chain.

Under E-link, the existing ACN pass has been expanded into a "smartcard" that carries data for Customs-cleared shipments. The card provides security access for vehicle and driver at the handling agent's premises, where the data and responsibility for the shipment is transferred from the card to the next party in the supply chain. The system then allocates a door for offloading the cargo. E-link complies with all customs procedures, and has already demonstrated 25% time savings in some processes.