

Emirates and Austria

447 thousand passengers carried on Emirates' flights to and from Vienna in 2017

18 thousand tonnes of cargo carried on Emirates' flights to and from Vienna in 2017

3.5 million passengers carried on Emirates' flights to and from Vienna since 2004

€179 million direct, indirect and induced GDP impact*

1,790 jobs direct, indirect and induced, supported through Emirates' operations*

*Frontier Economics (2015): Emirates' Economic Impact in Europe

Emirates has been serving Vienna since 2004 and is currently the only carrier operating flights between Austria and the UAE.

Emirates launched the Dubai-Vienna route with an Airbus A330 in May 2004. As demand subsequently grew, the route was supplemented with a second frequency in March 2011. Capacity was further upgraded in July 2016 when Emirates introduced the first scheduled Airbus A380 service to Vienna. Emirates remains the only airline that operates an A380 to the city.

Emirates' unique connectivity

Connectivity plays an important role in enabling tourism, international business relationships, Foreign Direct Investment (FDI) and international trade. In Europe, connectivity is mainly provided by a few large hub airports such as Frankfurt and Paris, as a result of which intercontinental connections from other cities in Europe often require an additional stopover. This

creates a connectivity gap. Emirates helps bridge that gap by serving more non-hub centres through its global network. Hence without Emirates' flights to Vienna, passengers bound for Dubai would need to use at least a one-stop connection. According to Frontier Economics, this unique connectivity created a catalytic GDP impact of €1 million for the Austrian economy in 2013-14. Furthermore, Emirates' unique connections had a catalytic impact of €2 million on FDI and supported €2 million in trade.

Emirates serves several destinations from Vienna en route to Africa and Asia Pacific via one stop in Dubai which would otherwise require two or more stopovers, often with inefficient routings via European hubs on Star Alliance carriers. Some examples are Melbourne, Brisbane, Sydney, Auckland, Hyderabad, Kolkata, Cebu, Denpasar, Seoul, Durban and Entebbe.

Emirates contributes to Austria's connectivity needs in the Middle East, Africa, Asia and Australasia



€708 million
bilateral trade between the
UAE and Austria in 2017

101 Austrian nationals
employed by the
Emirates Group

230 Austrian firms
with investments
in the UAE

Austria-UAE trade relations

The UAE continues to be Austria's largest trade partner in the Middle East and North Africa region. In 2017 alone, bilateral trade between Austria and the UAE exceeded €708 million, 87% of which comprised of exports from Austria. Goods exported to the UAE included electrical machinery, mechanical appliances and reactors, and iron and steel products. Austria imported iron and steel products, aluminium, plastics, and antiques and artefacts from the UAE.

Investing in modern and efficient aircraft

Emirates continues to invest in the most modern, efficient aircraft and engine technology available, as well as ground equipment. In 2017, Emirates added 21 new aircraft to its fleet, including nine A380s and 11 Boeing 777-300ERs. Emirates has one of the youngest aircraft fleets in the industry with an average fleet age of 63 months (5.25 years)

– which is significantly lower than the industry average of 140 months.

Investing in modern, wide-body aircraft has always been the cornerstone of Emirates' strategy, because these are more fuel-efficient to operate and also allow us to provide our customers with a better onboard experience.

Open Skies for a stronger Europe

International aviation competition is currently high on the European Union (EU) agenda. Opening markets with main trading partners is an urgent necessity if the EU is to bridge its connectivity gap with the rest of the world. Liberalised aviation markets create new routes for people to travel and work, and for goods to be exchanged. It is not surprising that key representative bodies, including Airports Council International (ACI Europe) with six Austrian airports among its members

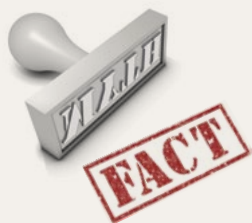
and the European Travel Commission which is supported by the Austrian National Tourist Office (ANTO), recently called on policy-makers to prioritise free aviation market access, including with Gulf countries.

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 269 efficient aircraft in service today, Emirates operates a global network of over 150 destinations in 85 countries across six continents, independently of the three global airline alliances. Emirates launched passenger services to three new destinations in 2017 – Newark in the US, Phnom Penh in Cambodia and Zagreb in Croatia and will launch services to London Stansted in June and Santiago de Chile in July 2018.



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 29 years and rather than receive subsidies as erroneously alleged, Emirates has in fact paid its state shareholder over US\$3.9 billion in dividends up to and including its 2015-16 financial year.

Myth: Emirates receives free fuel and does not pay to use infrastructure in Dubai.

Fact: In the 2016-17 financial year, Emirates' fuel costs totalled US\$5.7 billion and comprised 25% 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: The social conditions in which some of Emirates' employees work are unacceptable.

Fact: As a responsible multinational company, Emirates complies with the labour laws in each of the countries that we operate in. To attract and retain top talent, Emirates offers competitive salaries and benefits. Emirates currently employs over 64,000 staff of over 170 nationalities worldwide. Emirates' status as an excellent employer is shown by its high staff retention rates with more than 15,000 staff having worked for the company for 10 years or longer, of which 3,000 have worked for over 20 years.

Please visit our website to read more on "Airlines and Subsidy: Our position"