

Emirates and Belgium



186 thousand passengers on Emirates' flights to and from Brussels in 2016-17

73 percent seat factor on Emirates' flights to and from Brussels in 2016-17

27,000 tonnes cargo carried on Emirates' flights to and from Brussels in 2016-17

616 thousand passengers on Emirates' flights to and from Brussels since 2014

650 tonnes weekly cargo capacity on Emirates' flights to and from Belgium

Emirates has steadily grown its presence in Belgium since 2012. Cargo flights were launched to Liege in 2012 and Brussels in 2015 and passenger flights to Brussels started in 2014. A second passenger frequency to Brussels was introduced in October 2017.

Currently, Emirates operates 11 weekly freighter services to Liege as well as six weekly freighter services to Brussels. On the passenger side, Emirates remains the only carrier operating passenger flights between Dubai and Belgium. The Brussels-Dubai route was launched with a Boeing 777-200LR, which was upgraded to a larger capacity Boeing 777-300ER in less than six months due to high demand. In October 2017, just three years following the launch of passenger flights, Emirates doubled its passenger capacity on this route in response to the continued growth in demand. Since its launch in 2014, Emirates has carried over 616,000 passengers on its Brussels flights.

Emirates' unique connectivity

Connectivity plays an important role in enabling tourism, international business relationships, Foreign Direct Investment 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.

In fact, Emirates is the only carrier offering scheduled flights between Belgium and Dubai. Hence without Emirates' flights to Brussels, passengers bound for the Dubai would need to use at least a one-stop connection. The second daily Emirates flight will further enhance Belgium's global long-haul connectivity, offering passengers travelling from Brussels the chance to reach over 70 Emirates' destinations in the Middle East, Africa, Asia and Australasia which are not currently served directly by any carrier operating out of Brussels.

Impact on Belgian jobs and GDP

Emirates' current daily service directly contributes over €22 million to the Belgian economy, through direct expenditures such as advertising, fuel, landing charges, aircraft handling costs and in-flight catering. According to Brussels airport officials during the launch of passenger flights to Brussels in 2014, Emirates' new flight created 150 jobs on-site at Brussels Airport alone.

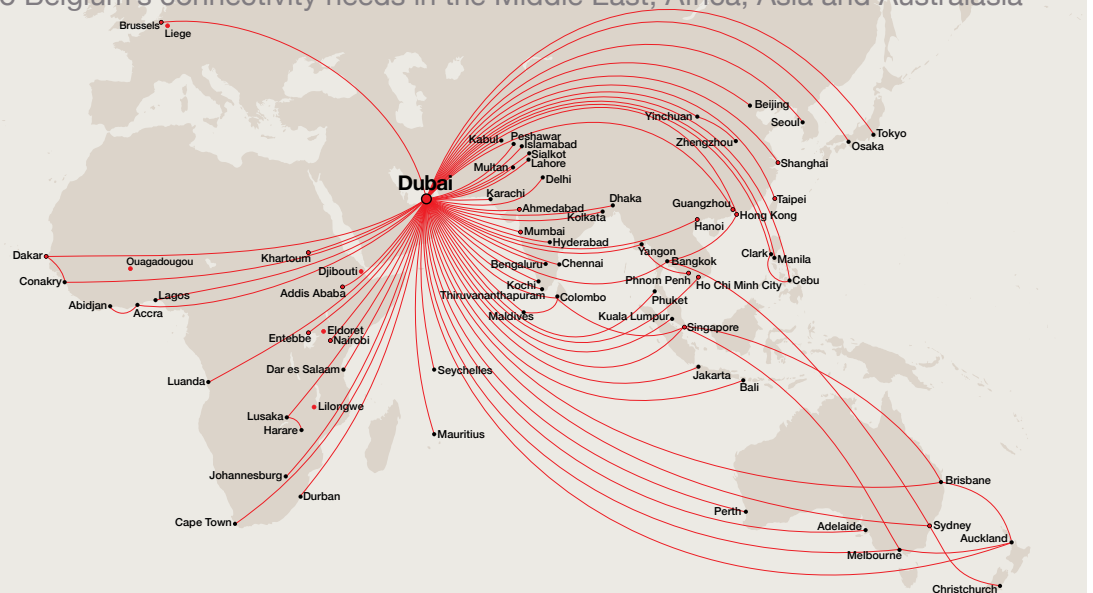


Emirates contributes to Belgium's connectivity needs in the Middle East, Africa, Asia and Australasia

Middle East Network



- Passenger Routes
- Freighter Routes
- Passenger & Freighter Routes



€6 billion
bilateral trade between the
UAE and Belgium in 2016

1,800 Belgian companies
exporting goods to the UAE

250 Belgian companies
operating in the UAE

3,500 Belgian nationals
living in the UAE

233 Belgian nationals
employed by the Emirates
Group

where foreign trade has the largest influence on the economy. The 650 tonnes of combined weekly cargo capacity on Emirates' cargo and passenger flights to Belgium help facilitate the trade of goods and services for Belgium in both directions. Key export commodities from Belgium include pharmaceuticals, industrial goods, automotive spare parts, perishables such as chocolates, machinery and equipment and electronics to the UAE and beyond. Emirates also moves items like seafood and manufactured goods from the Indian Subcontinent and Vietnam to Belgium. With strong links across the Middle East, Africa and Asia, Dubai is an ideal partner for Belgium as a re-export hub in order to diversify and expand trade opportunities with growing economies outside the EU.

The importance of tourism for Belgium

Tourism between Brussels and the UAE has grown steadily in the last five years. The additional passenger frequency between Dubai and Brussels is expected to grow this sector even further, as well as increase inbound traffic from key markets in the Far East and Australasia. Inbound tourism is expected to receive a further boost with the new frequency anticipated to create 50,000 more tourist arrivals and generate over US\$110 million of tourist revenues for Belgium's economy annually. The UAE is also an increasingly popular expatriate location for Belgians with more than 3,500 currently residing there. Emirates helps to support the target growth of the current 7 million annual tourists to the Brussels-Capital region to 10 million tourists by 2020.

Belgium-UAE trade relations

The UAE is a key trading partner of Belgium with almost €6 billion of goods exchanged between the two countries, which generated €1.2 billion in trade surplus for Belgium in 2016. The UAE is Belgium's largest trading partner in the Gulf region, while Belgium is the UAE's largest export partner in the EU. With an estimated 1,800 Belgian companies exporting goods to the UAE and 250 Belgian companies registered in Dubai, the exchange of goods and services between the two countries continues to grow year on year.

In 2016, Belgium's total foreign trade represented 170% of GDP, with exports accounting for 85% of GDP, ranking it amongst the top countries in the world

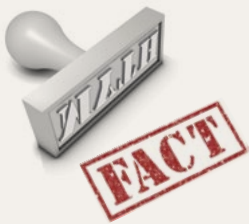
Open Skies for a stronger Europe

International aviation competition is currently high on the European Union 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, work and goods to be exchanged. It is not surprising that key representative bodies, including Airports Council International (ACI Europe) with five Belgian airports among its members and the European Travel Commission which is supported by the Wallonie-Belgique Tourisme (WBT) and Toerisme Vlaanderen (Tourist Office for Flanders), recently called on policy-makers to prioritise free aviation market access, including with Gulf countries. Some European legacy carriers in France and Germany disagree with this. But why should valuable direct international air links, which are so important for business and tourism, be limited to a few European airlines and a few European hubs with higher ticket prices, longer travel times and passenger inconvenience as consequences?

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 266 efficient aircraft in service today, Emirates operates a global network of 156 destinations in 84 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.

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 2016-17 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.