

A large cargo aircraft is parked on a tarmac. A worker in a high-visibility vest is standing on a mobile staircase platform next to the aircraft's cargo door. The aircraft's wings and engines are visible. In the background, there are airport buildings and a tall light pole.

Cargo Community Meeting

Moving towards 2027

19 October 2026

AMS Schiphol Cargo

Agenda for today



.....

13:00h Walk-in Auditorium

.....

13:30h Opening by Eduard Molkenboer

.....

14:00h Update Schiphol by Arthur Reijnhart

.....

14:15h Update ACN by Maarten van As

.....

14:30h Workshops (workshops until 15:15h)

.....

15:30h Recap workshops (plenary)

.....

15:45h Panel discussion

.....

16:15h Closing

.....

16:30h Networking drinks

.....

A key strategic aim: Quality of Network

Belly cargo plays a key role in profitability of ICA routes, and is therefore strategically important



International connectivity ;

- *Focus on a high-quality network, connected to the most important economic, political, and cultural centers worldwide*

Optimal use of capacity :

- *Including MST as a smaller cargo airport*

Multimodal airport:

- *Schiphol connects the Netherlands with the world and directly and indirectly provides thousands of jobs, trade meetings, and opportunities. International accessibility by road, rail and future transport modes*

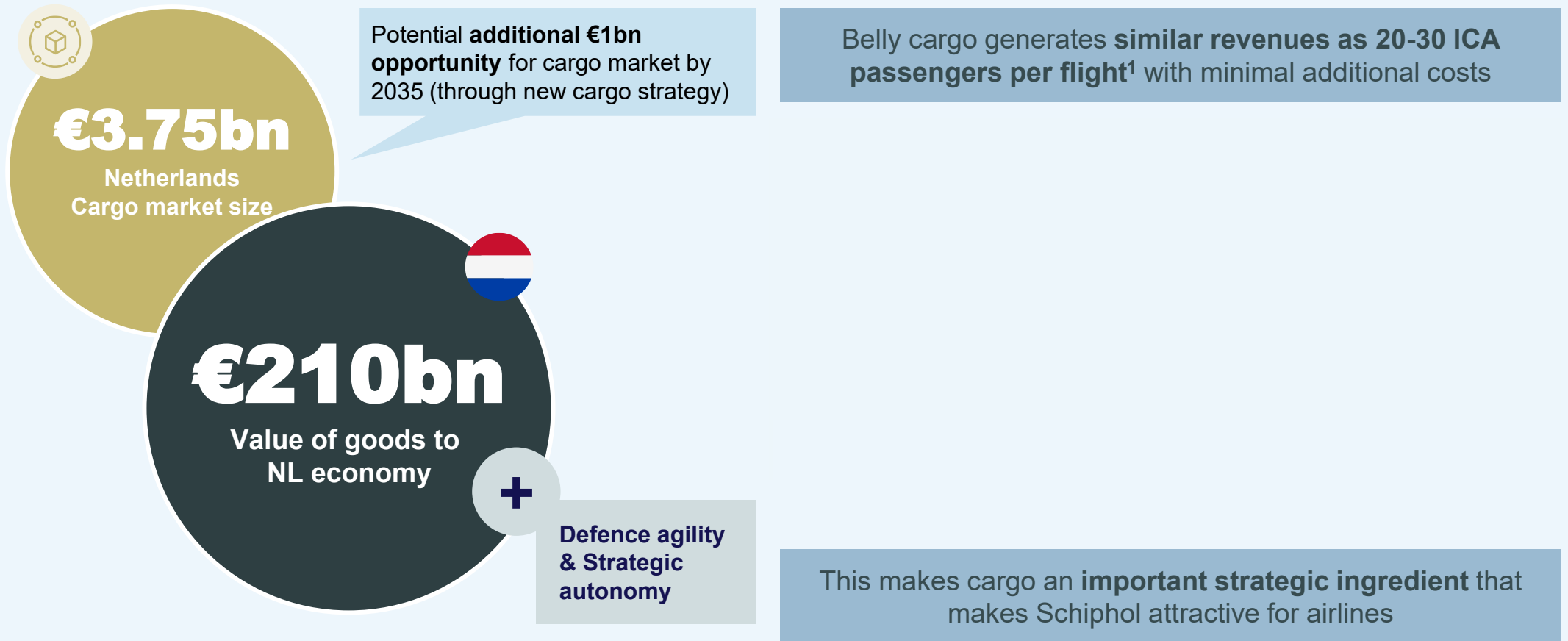
TPI

125 ICA destinations

Top-3 connectivity (ACI¹)

Belly cargo supports the Dutch economy and the ICA network

Pax airlines get substantial (€1 BN+) contribution margin from belly cargo – optimizing this further is a significant lever to make Schiphol attractive for airlines and support the ICA network



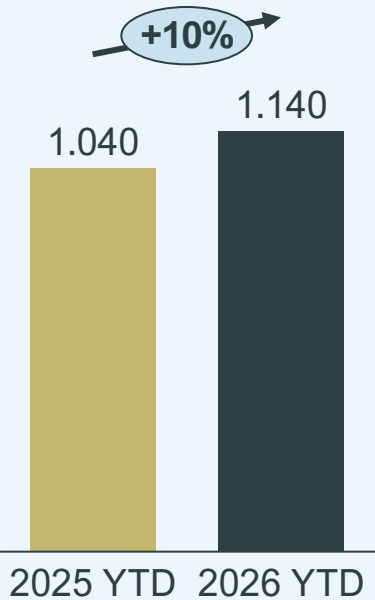
1. 8 tons per flight with 270 passengers at a spot rate of €2.5/kg

Source: Air freight spot rates, IATA, expert interviews 4) "Kennis instituut voor de Mobiliteit 2024

Schiphol Cargo YTD September tonnage growth across air, RFS and Maastricht

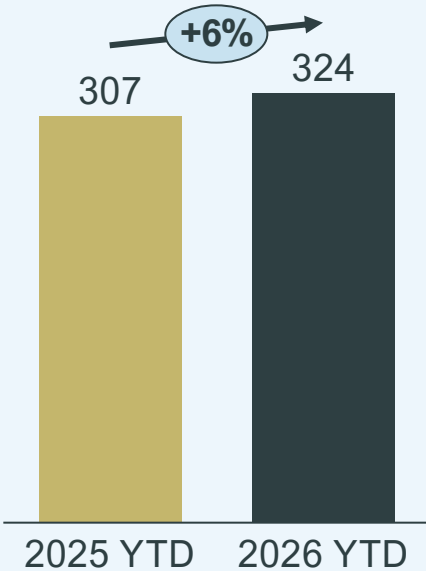
Schiphol AMS Air Cargo

K tonnes



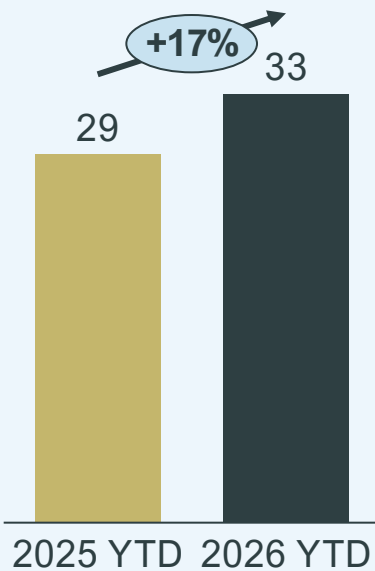
Schiphol AMS Road Feeder Service

K tonnes



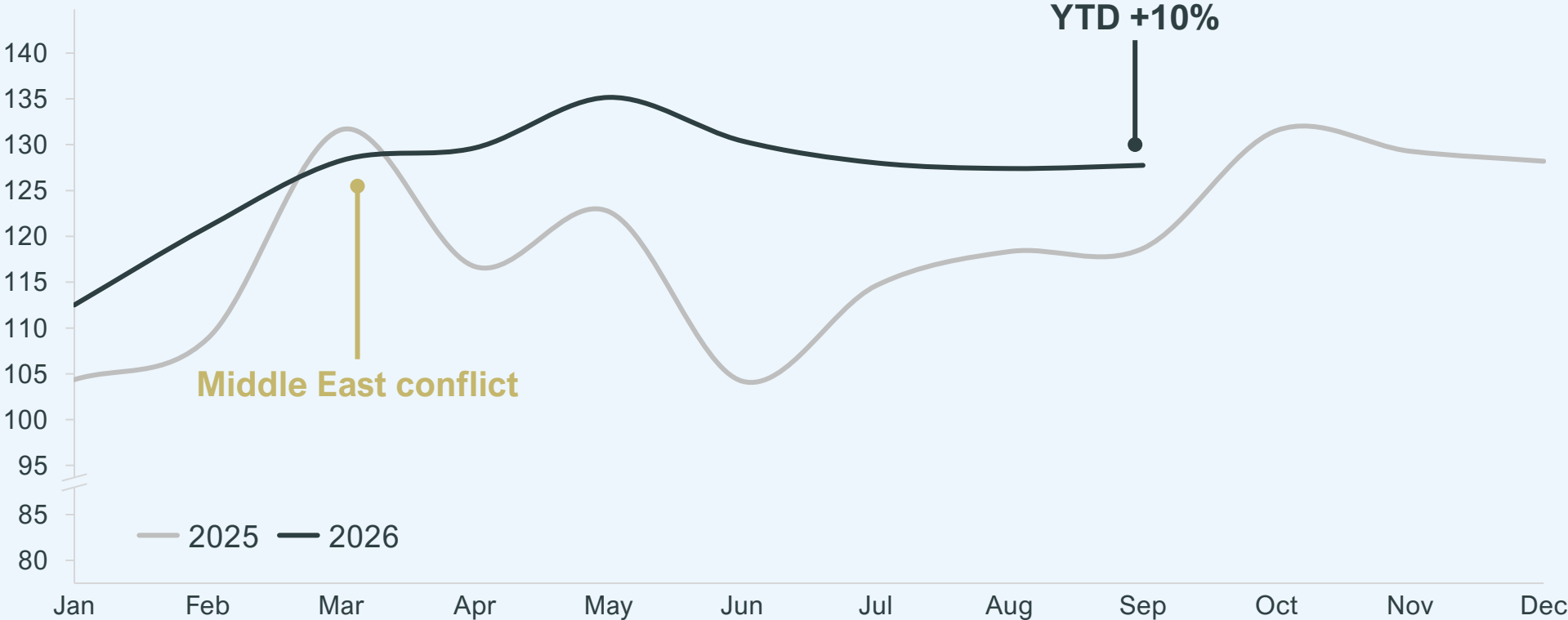
Maastricht Airport

K tonnes



Schiphol air cargo shows +10% YTD growth, despite Middle East conflict

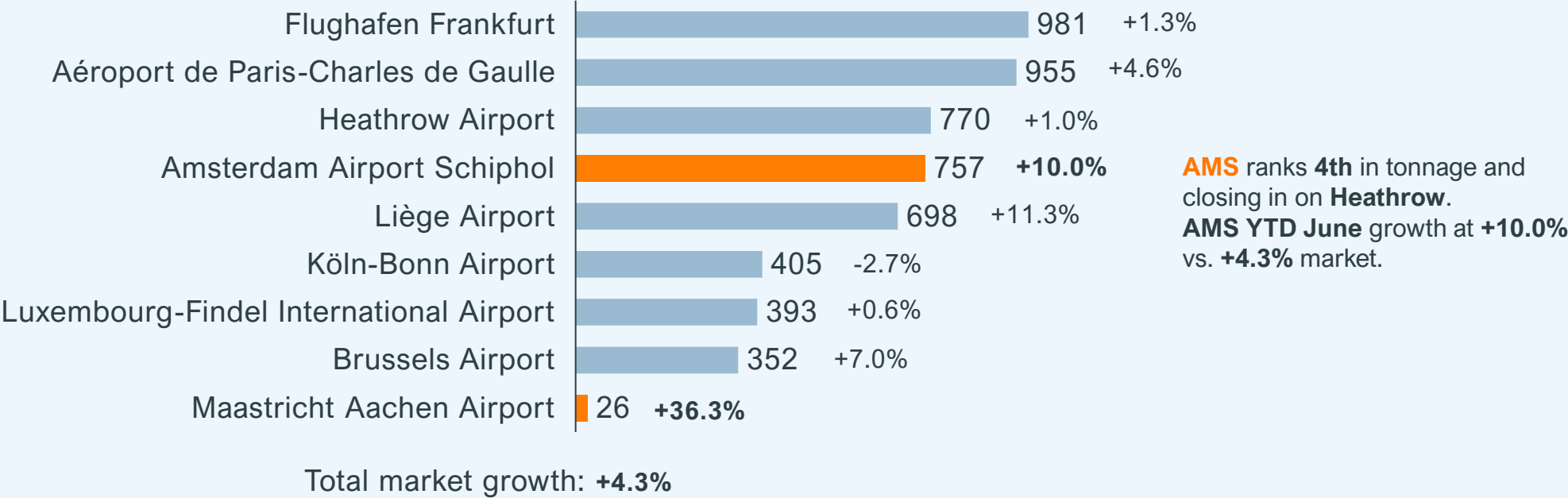
Schiphol Air Cargo 2025-2026 K tonnes



Source: ACDW

Schiphol remains 4th in airport benchmark; closing in on Heathrow

Benchmark airports North West Europe First Half 2026

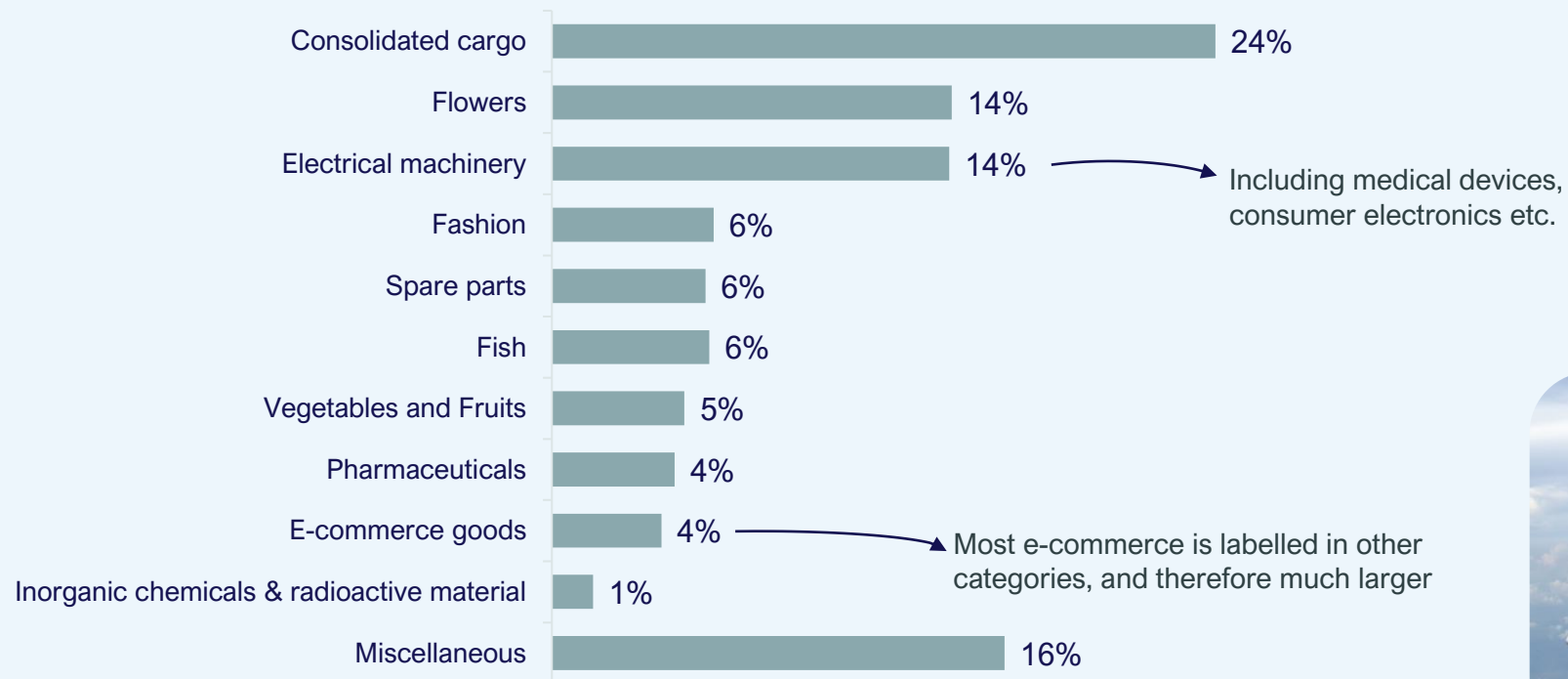


Source: ACI benchmark

Consolidated cargo is the biggest commodity category, followed by Electrical machinery and Flowers

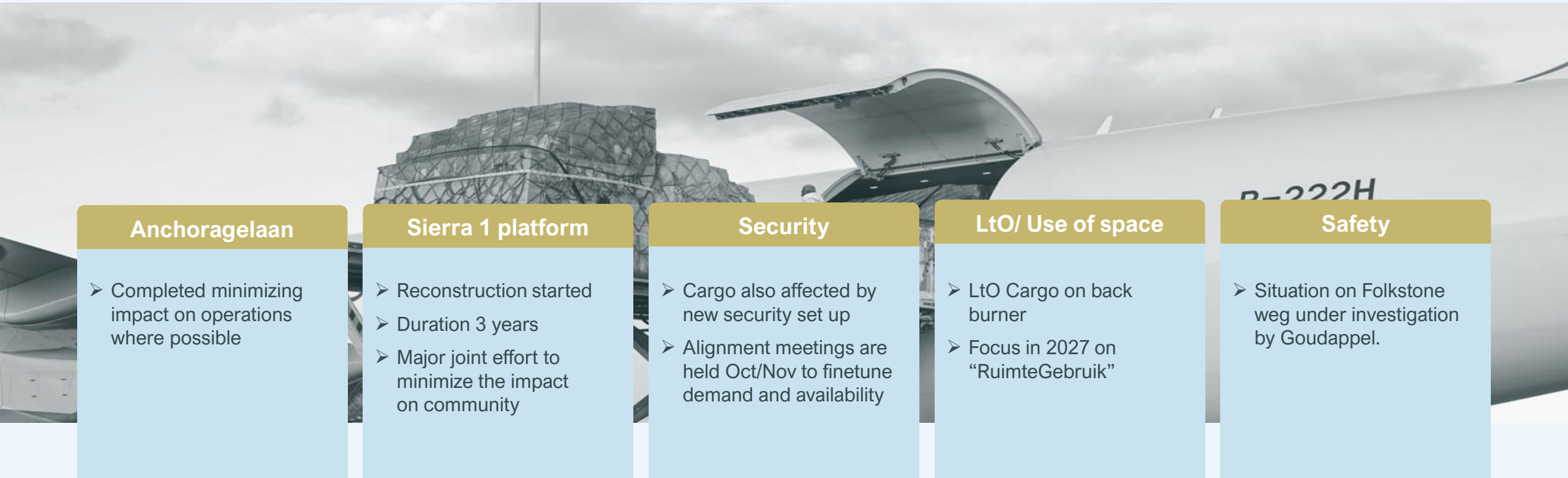
Air cargo tonnage per commodity 2026 Aug YTD in %

No significant changes vs 2025



Source: Cargonaut Commodity Flow

Challenges



Anchorageaan	Sierra 1 platform	Security	LtO/ Use of space	Safety
➤ Completed minimizing impact on operations where possible	➤ Reconstruction started ➤ Duration 3 years ➤ Major joint effort to minimize the impact on community	➤ Cargo also affected by new security set up ➤ Alignment meetings are held Oct/Nov to finetune demand and availability	➤ LtO Cargo on back burner ➤ Focus in 2027 on “RuimteGebruik”	➤ Situation on Folkstone weg under investigation by Goudappel.

- The year 2027 will present us with new operational “interventions” and challenges
- The Schiphol Organization has to mature to a more proactive and participative partner for the Cargo Community

Six objectives to increase cargo volume to 2M tons by 2030

The strategy leads to six key objectives for the cargo community, focused on increasing attractiveness of Schiphol (increased load factors, higher quality of operations, implement MST strategy...)

Schiphol cargo objectives

- 
- 1 **Maximizing belly and full freighter cargo through optimized load factors**
 - 2 **Reducing truck to plane time**, by optimizing end-to-end cargo supply chain
 - 3 **Closely collaborating with the community, to build a high quality and attractive cargo supply chain**, with a North Star of 2M tons
 - 4 **Optimizing use of available slots (incl. ad-hoc)**, by improving slot allocation mechanisms and engaging in the necessary dialogue with regulatory bodies (e.g., applying ad-hoc pre-booking mechanism after temporary slots reduction phase)
 - 5 **Continue to invest in the modernization of cargo facilities** to support the optimization of the supply chain and optimize load factors
 - 6 **Develop and implement an MST sub-strategy** aligned with RSG Cargo, targeting full use of 5k+ MST slots and positioning Maastricht as an innovation partner on handling utilization gains

Cargo: From Ambition to Execution



Demand growth



Operational excellence



Maximum use of capacity



Data and digitalization

Schiphol Cargo: Europe's Gateway to Global Trade

When it comes to cargo, **Schiphol Cargo is the gateway connecting Western Europe** with the rest of the world



Located in a strong and growing market, **we provide excellent connectivity** through an extensive network of destinations



Our solution-oriented cargo community enables an **efficient cargo process, with a strong focus on speed, reliability and predictability**



Cargo is a **strategic priority** for the airport, which is why we will be **investing** significantly in it over the coming years

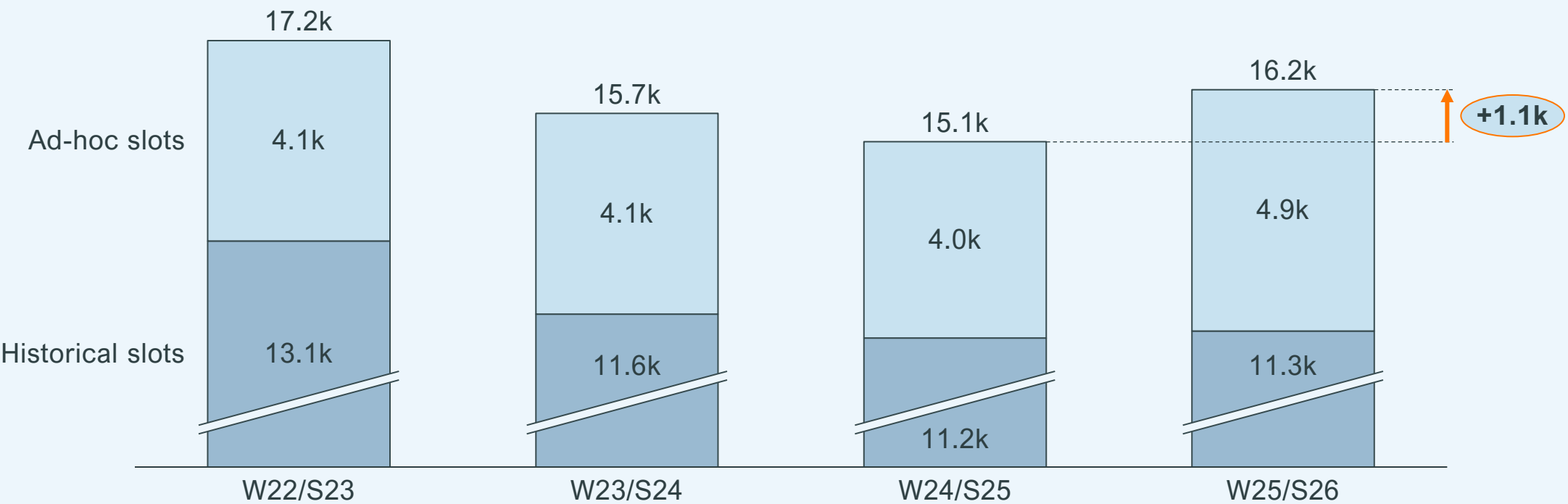


Schiphol Cargo: The home of global trade

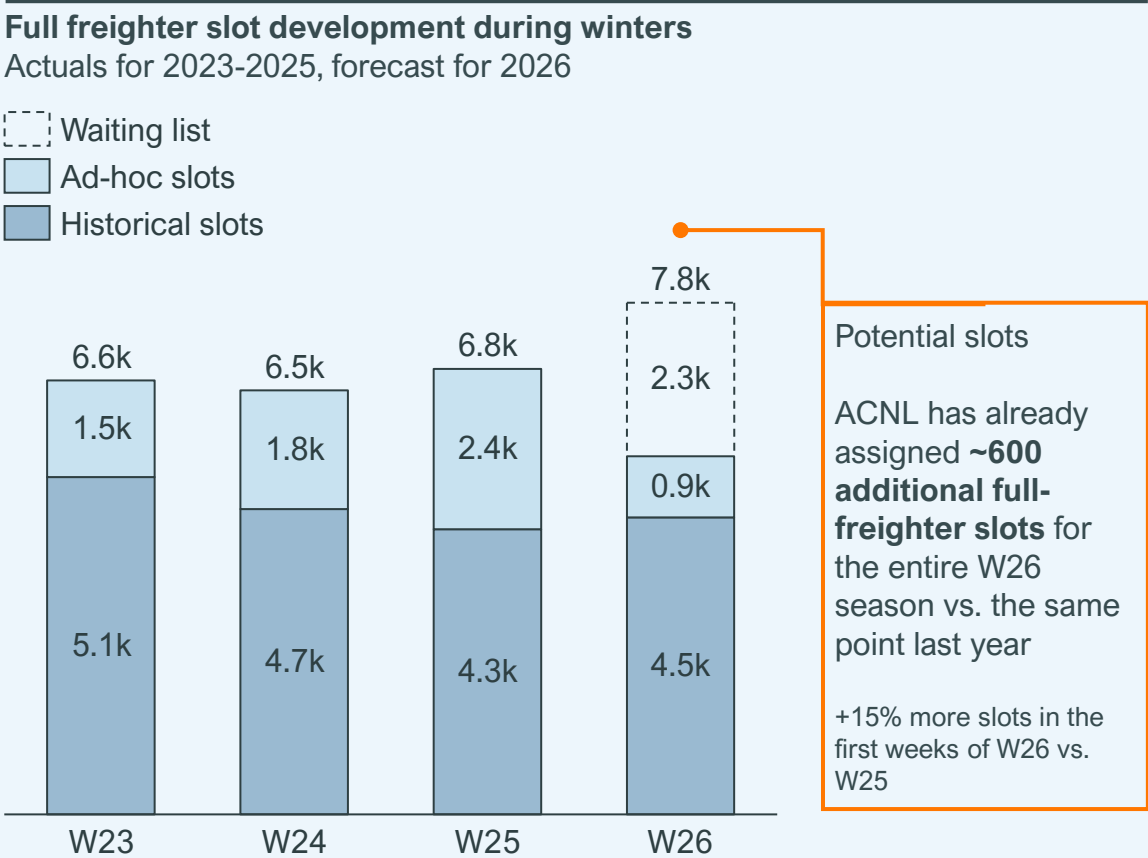
Full-freighter slots continue to grow, with 1.1k more slots this year compared to the year before

Full freighter slot development per season

Actual slots, both historical and ad-hoc

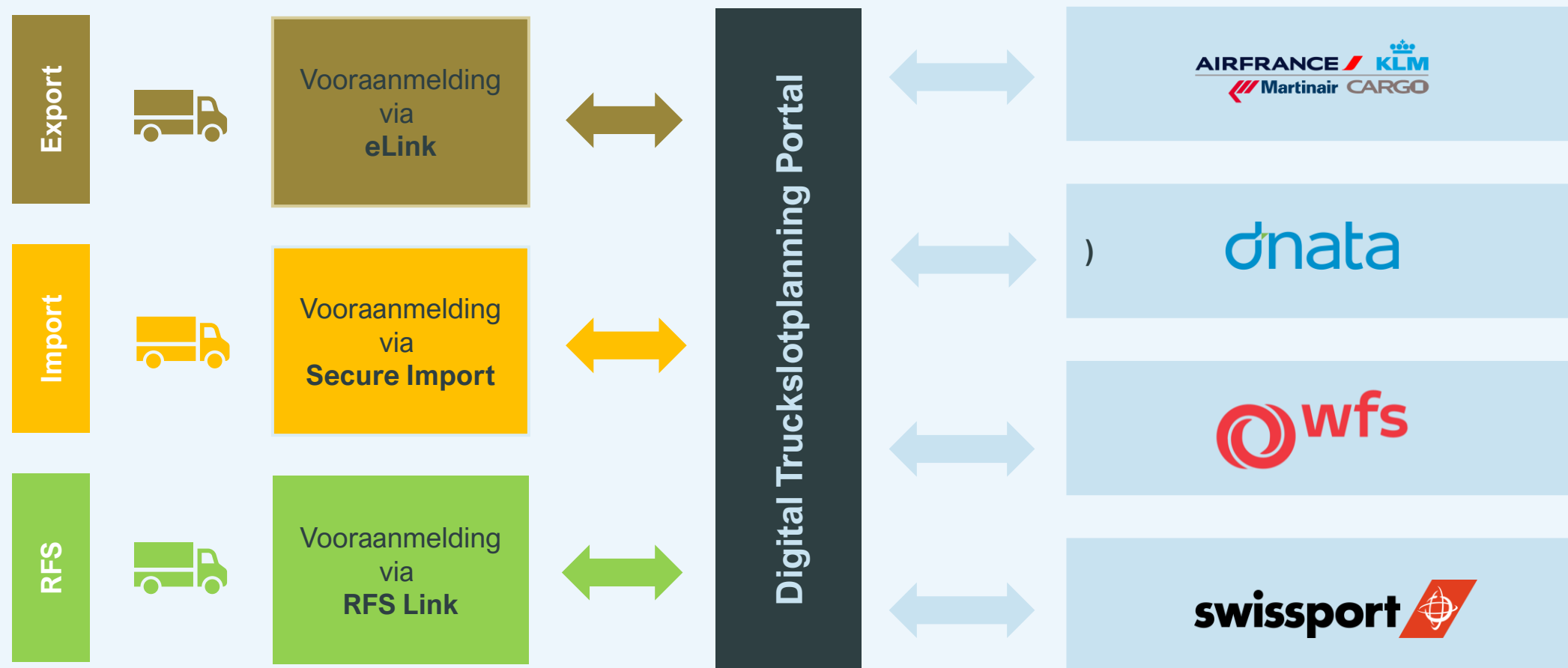


With more full-freighter slots available this year, we can handle larger volumes coming winter



SCMP - The DTP* Portal Connects the supply chain

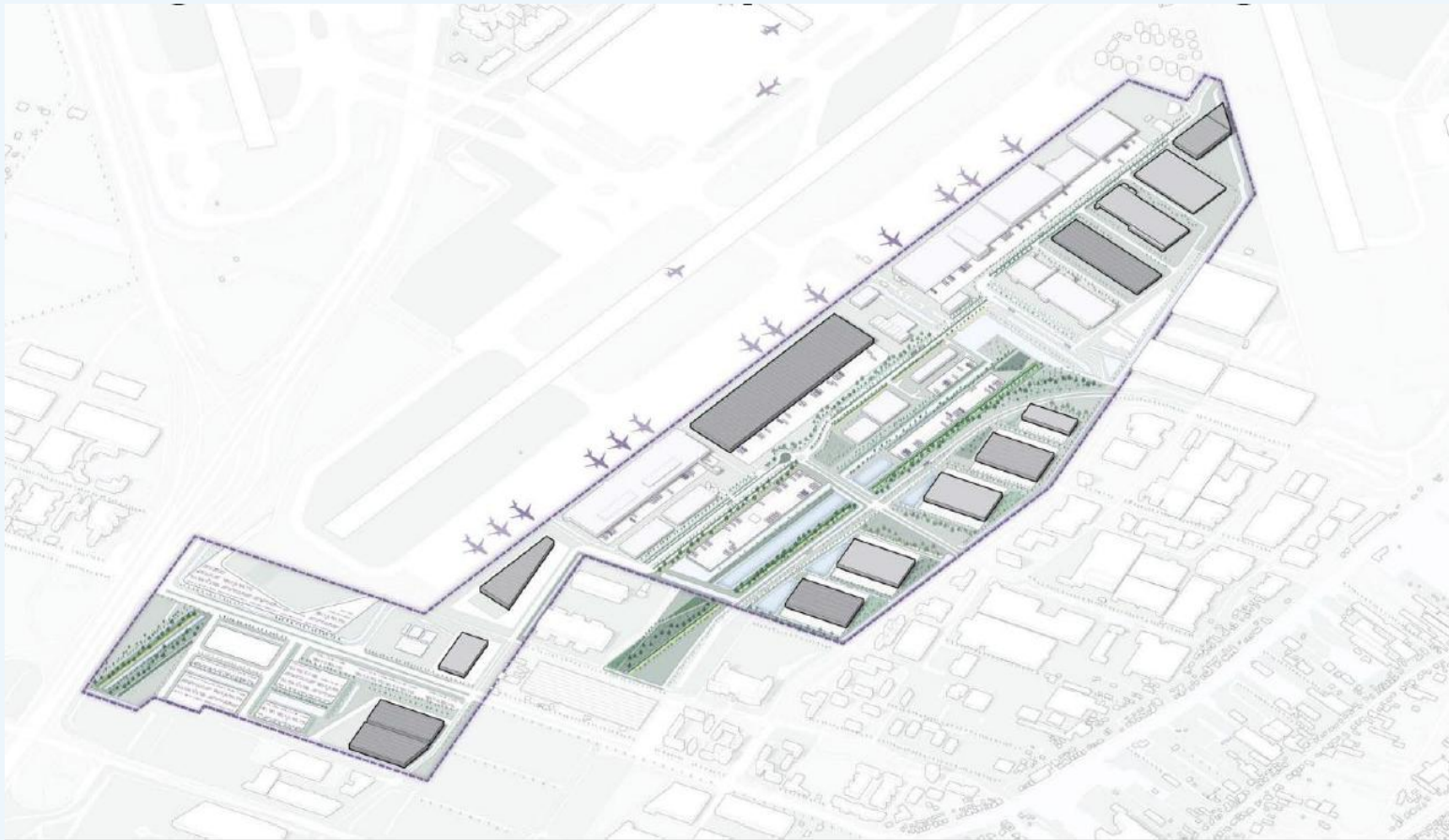
While handlers manage their own slotplanning



* Digital Truck slot Planning

Cargo City > 2 mio ton by 2035

Europe's leading integrated air cargo ecosystem



- **Enable** future growth within "constraint" airport capacity
- **Grow** Schiphol's cargo competitiveness
- **Connect** the entire cargo value chain
- **Accelerate** cargo flows through proximity & digitalization
- **Attract** talent, investment and innovation
- **Deliver** a more sustainable logistics ecosystem

MST functions as 7th runway of Schiphol, increasing capacity

Schiphol and MST together provide the capacity for airlines to base their Western-Europe hub in the Netherlands and leverage Schiphol's commercial and logistics gateway



Connectivity to Schiphol

- **Fully integrated** Cargonaut¹, Customs, between MST and Schiphol ensures a **seamless corridor**
- Implementation of **truck corridor** between MST and Schiphol will further boost connectivity
- Maastricht as the operational cargo hub and Schiphol as the **commercial and logistic gateway**



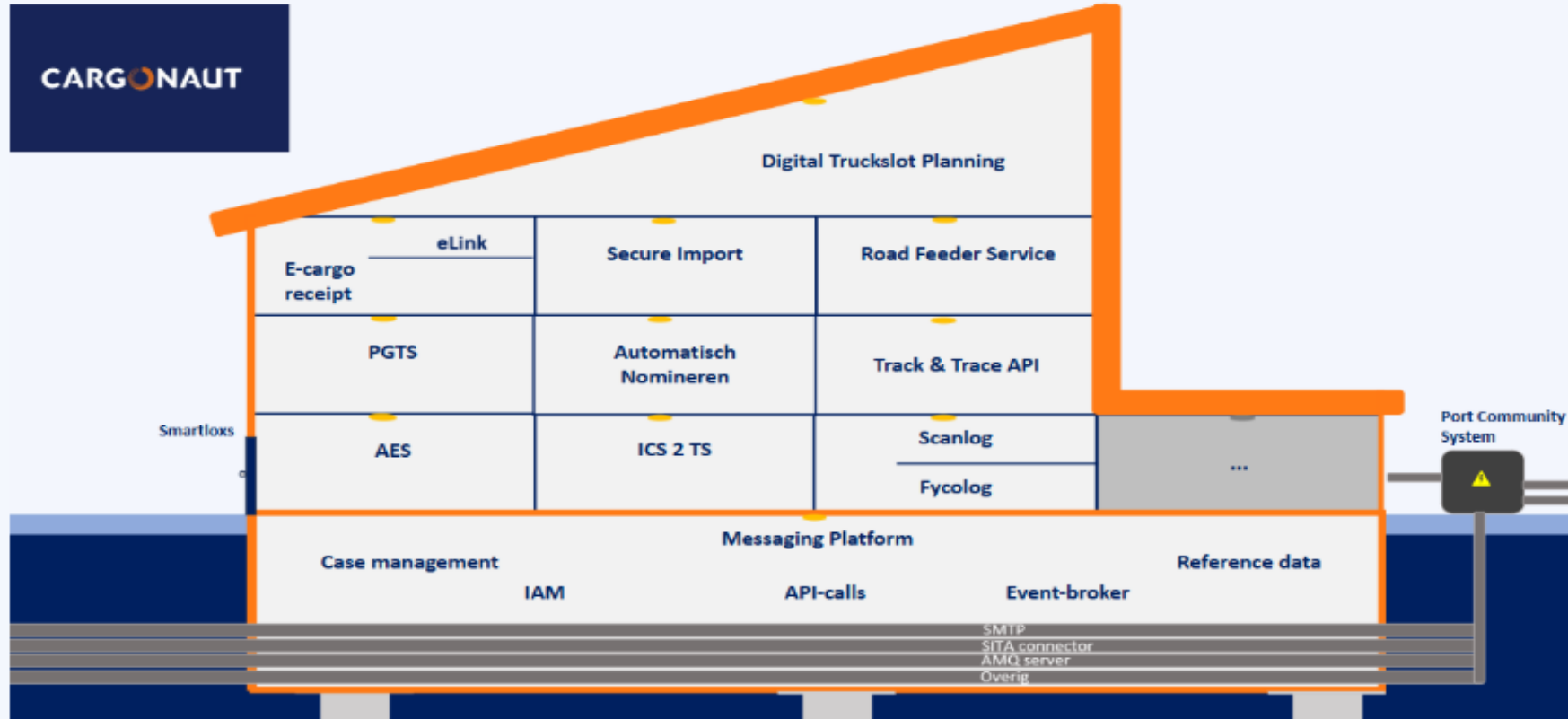
Facilities at MST

- **20,000 m²** warehouse capacity and **open 24/7** with a trained, steady workforce
- **Four parking stands** for B777 freighters
- **Runway is 2,750 m long but only 2,500 m usable, limiting long-haul freighters**

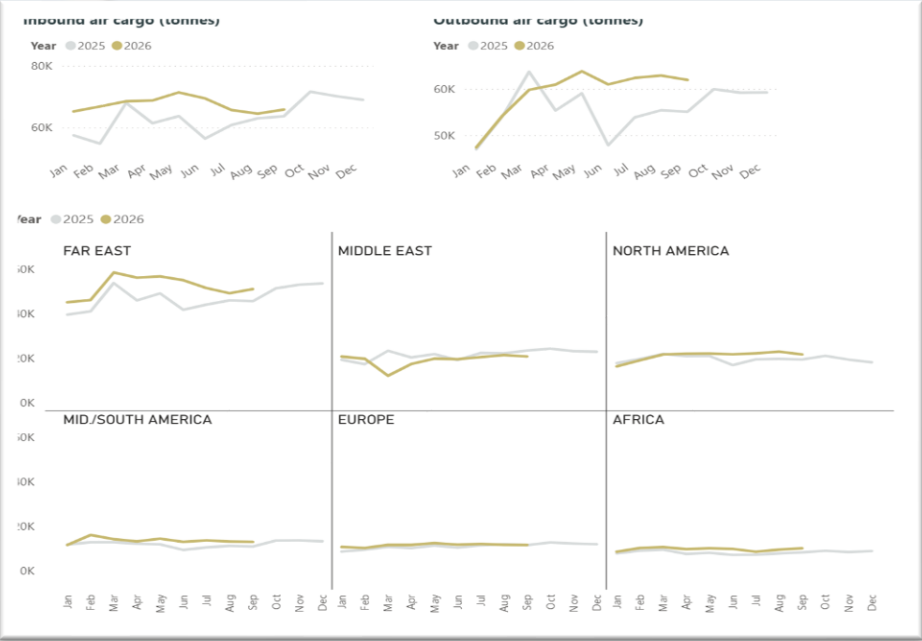
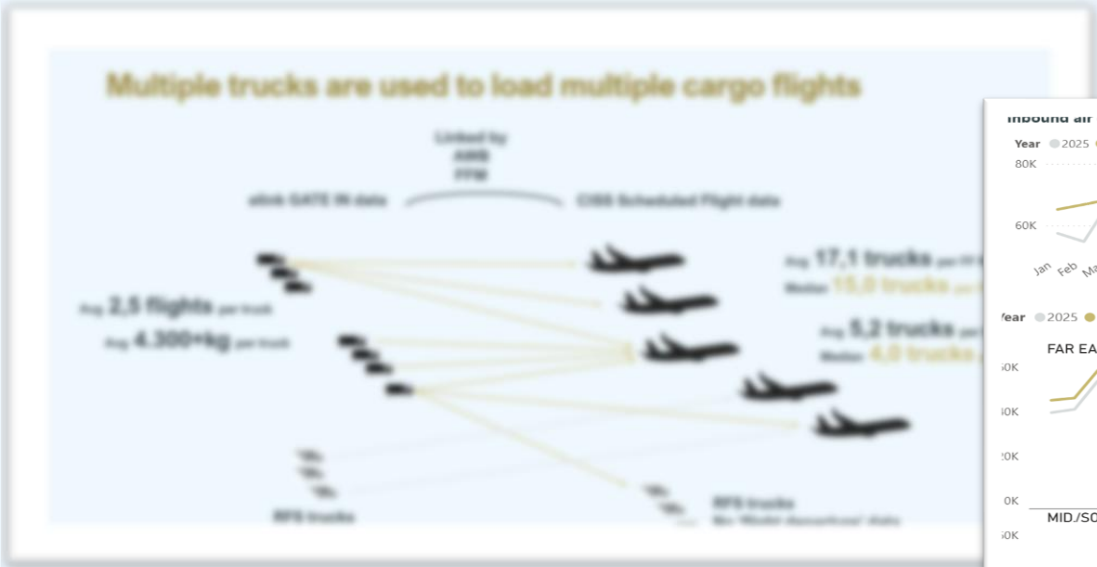
1. Paperless Goods Tracking System already processes FWBs and FFMs, resulting in faster handling

Cargonaut outside-in:

- How compare our services to other airports
- How does Cargonaut contribute to our competitive advantage



Data is the enabler to drive process insights and improvements



chiphol Camera Number of vehicles at handler gates

Weekday	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Mon	259	207	174	217	244	371	611	696	875	906	987	1,110	1,064	1,030	1,065	994	1,000	1,048	1,051	962	839	893	664	623
Tue	526	466	464	404	377	501	820	822	854	930	1,127	1,118	1,124	1,184	1,226	1,140	1,240	1,188	1,210	1,053	1,027	989	796	646
Wed	668	599	571	568	510	621	812	742	916	1,008	1,113	1,179	1,165	1,249	1,216	1,135	1,267	1,238	1,147	1,015	990	967	807	674
Thu	606	563	503	438	441	576	808	832	984	1,156	1,239	1,257	1,288	1,316	1,263	1,120	1,229	1,213	1,147	1,093	980	1,053	773	642
Fri	584	537	525	416	394	567	878	844	1,054	1,151	1,238	1,290	1,243	1,264	1,300	1,226	1,231	1,247	1,228	1,108	1,031	989	901	797
Sat	709	594	604	568	499	695	768	741	863	946	976	1,084	1,056	1,085	1,200	1,107	962	940	833	791	747	666	628	424
Sun	382	324	325	241	245	423	481	581	785	827	879	947	956	916	969	779	801	721	635	556	529	478	461	306

4 Workshops

Demand Growth

Zaal: De Appel

**Eduard
&
Jordy**

**Operational
Excellence**

Zaal: De Pijl

**Olaf
&
Garcia**

Cargo City

Zaal: C058

**Luc
&
Duncan**

**Data
&
Digitalisation**

Zaal: C042

**Dhani
&
Daniel**

CCM – Panel Discussion



Maarten van As

Managing Director ACN

MODERATOR



Stef Blommaart

Commercial Director, Rutges
Cargo Europe



Bernard Geersing

Vice President Europe, Air France-
KLM en Martinair



Eduard Molkenboer

Head of Schiphol Cargo, Royal
Schiphol Groep



Jeroen Giling

Head of Cargo for The
Netherlands, Belgium & Finland,
Swissport



Afsluiting

AMS Schiphol Cargo

Netwerkborrel



AMS Schiphol Cargo

DANK – THANK YOU!

