



Indicators

Data collection

The financial performance indicators in this report correspond with the data provided in the [Annual Report 2012](#). Fraport AG prepared the consolidated financial statements for the accounting period ending 31 December 2012 in accordance with the principles of the [International Accounting Standards Board \(IASB\)](#).

Data on the development of personnel figures are recorded and evaluated using standardized personnel software solutions. The circle of consolidated Group companies is reconciled to the financial data for purposes of determining the Group personnel indicators. Accordingly, we include the parent company Fraport AG and all the affiliated companies in full, and joint-venture companies are included on a proportionate basis; minority holdings are not included in the calculation of the Group personnel data.

The environmental data for the Group are collected at the Fraport parent company, the fully consolidated subsidiaries exerting material environmental impacts at the Fraport site, and the significant Group airports (2008: Hahn, [Varna and Burgas](#), [Lima](#) and [Antalya](#); from 2009: Varna, Burgas, Lima, Antalya). The data for the circle of consolidated companies deviating from this in the years between 2008 and 2011 were not adjusted retrospectively.

Analogous to the survey method for financial and personnel data, the environmental indicators at Group level were also determined for 2012 using an SAP-based application. The same method of calculation was used for environmental data in 2012 as for finance and personnel figures. Details of any different survey methods are indicated in individual cases.

The environmental data is systematically surveyed at the Frankfurt site in conformity with EMAS-VO and DIN EN ISO 14001 and are subject to external verification by an accredited environmental auditor. The Lima and Antalya airports are also certified in conformity with ISO 14001.

The reporting data is calculated using the standard methods, calculations and estimates we believe to be appropriate and as used in standard business practice. It is not possible to exclude the possibility of individual GRI indicators being associated with some degree of uncertainty. An overview of all indicators is provided in our accounting.

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Financials

Aspect: Economic performance

EC1 Directly generated and distributed economic value



Revenue and earnings	Unit	2008	2009	2010	2011	2012
Group						
Income statement						
Revenue	€ million	2,101.6	2,010.3	2,194.6	2,371.2	2,442.0
Change in work-in-progress	€ million	0.4	0.9	0.4	0.4	0.5
Other internal work capitalized	€ million	33.8	39.1	36.9	40.3	44.0
Other operating income	€ million	66.1	45.3	52.1	40.9	62.7
Total revenue	€ million	2,201.9	2,095.6	2,284.0	2,452.8	2,549.2
Cost of materials	€ million	- 471.1	- 471.6	- 491.1	-541.1	-558.1
Personnel expenses	€ million	- 925.6	- 866.9	-880.4	-906.3	-947.8
Other operating expenses	€ million	- 204.5	- 187.4	- 201.9	-203.1	-192.6
Earnings Before Interest, Taxes, Depreciation and Amortization(EBITDA)	€ million	600.7	569.7	710.6	802.3	850.7
Depreciation and amortization	€ million	- 241.5	- 268.8	- 279.7	-305.7	-352.7
Operating result (EBIT)	€ million	359.2	300.9	430.9	496.6	498.0
Financial result	€ million	- 61.8	- 106.4	- 152.2	-149.3	-131.9
Result from ordinary operations (EBT)	€ million	297.4	194.5	278.7	347.3	366.1
Taxes on income	€ million	- 100.5	- 42.5	- 7.2	-96.5	-114.5
Group result	€ million	196.9	152.0	271.5	250.8	251.6
Profit attributable to minority interests	€ million	7.2	5.6	8.6	10.4	13.3
Profit attributable to equity holders of Fraport AG	€ million	189.7	146.4	262.9	240.4	238.3
Segments share						
Revenue						
Aviation	Share in Group revenue in %	33.9	34.1	31.6	32.7	33.7
Retail & Real Estate	Share in Group revenue in %	17.6	18.0	18.4	18.8	18.5
Ground Handling	Share in Group revenue in %	30.6	30.8	30.0	27.6	26.6
External Activities & Services	Share in Group revenue in %	17.9	17.1	20.0	20.9	21.2

Earnings before Interest, Taxes, Depreciation and Amortization (EBITDA)						
Aviation	Share in Group EBITDA in %	26.9	20.6	18.5	23.4	23.5
Retail & Real Estate	Share in Group EBITDA in %	47.7	49.6	41.5	38.1	39.3
Ground Handling	Share in Group EBITDA in %	8.7	2.5	6.2	6.8	5.1
External Activities & Services	Share in Group EBITDA in %	16.7	27.3	33.8	31.7	32.1
Operating result (EBIT)						
Aviation	Share in Group EBIT in %	25.8	13.7	13.1	19.4	15.6
Retail & Real Estate	Share in Group EBIT in %	63.5	74.8	52.9	46.7	50.5
Ground Handling	Share in Group EBIT in %	5.2	- 13.3	2.5	4.1	0.9
External Activities & Services	Share in Group EBIT in %	5.5	24.8	31.5	29.8	33.0

Cash flow and investments	Unit	2008	2009	2010	2011	2012
Group						
Operativer Cash flow	€ million	492.5	426.5	567.5	618.8	553.0
Capital expenditure	€ million	759.7	1,438.3	1,033.9	1,440.2	1,059.7
Free Cash flow	€ million	- 370.7	- 711.4	-291.1	-350.1	-162.4

Statement of financial position	Unit	2008	2009	2010	2011	2012
Group						
Shareholders' equity	€ million	2,568.2	2,557.8	2,739.3	2,850.8	2,945.5
Liabilities	€ million	4,010.2	6,307.4	6,431.2	6,373.6	6,695.1
Fraport assets	€ million	3,419.1	3,820.2	4,019.7	4,447.3	5,152.3

Profitability	Unit	2008	2009	2010	2011	2012
Group						
Return on revenue	EBT in % of revenue	14.2	9.7	12.7	14.6	15.0
EBITDA margin	EBT in % of revenue	28.6	28.3	32.4	33.8	34.8
EBIT margin	EBT in % of revenue	17.1	15.0	19.6	20.9	20.4
Return on Fraport assets (ROFRA)	EBIT in % of Fraport assets	10.5	7.9	10.7	11.2	9.7

Value added statement	Unit	2008	2009	2010	2011	2012
Group¹						
Generation of value added						
Corporate performance	€ million	2,201.9	2,095.6	2,284.0	2,452.8	2,549.2
Advance payments	€ million	- 601.9	- 609.8	- 644.7	-687.7	-642.0
Cost of materials	€ million	- 471.1	- 471.6	- 491.1	-541.1	-558.1
Other expenses	€ million	- 130.8	- 138.2	- 153.6	-146.6	-83.9
Gross value added	€ million	1,600.0	1,485.8	1,639.3	1,765.1	1,907.2
Depreciation and amortization	€ million	- 241.5	- 268.8	- 279.7	-305.7	-352.7
Net value added	€ million	1,358.5	1,217.0	1,359.6	1,459.4	1,554.5
Distribution of value added according to stakeholder group						
Employees (wages, salaries, social security deductions)	€ million	925.6	866.9	880.4	906.3	947.8
Lenders (interest expense)	€ million	120.2	140.3	182.5	191.7	226.7
State (deductions, taxes)	€ million	107.8	49.1	16.4	102.0	120.3
Expenses for the community (donations, sponsoring, etc.) ²	€ million	8.0	8.7	8.8	8.6	8.1
Shareholders (dividends) ³	€ million	105.6	106.2	115.6	115.4	115.5
Profit attributable to minority shareholders	€ million	7.2	5.6	8.6	10.4	13.3
Company (retained earnings)	€ million	84.1	40.2	147.3	125.0	122.8

¹ The figures are not presented separately by countries, regions or specific markets, because the Group sites other than Frankfurt should not be regarded as significant in relation to their share in the total workforce (90 % of the Group employees work at the Frankfurt site) but also in regard to their total income, costs and payments.

² Value for 2009 is adjusted.

³ Proposed dividend (2012)

EC3 Scope of company's social benefits



EC3 Scope of company's social benefits	Unit	2008	2009	2010	2011	2012
Social security and welfare expenses	€ million	138.0	127.0	133.0	134.3	137.1
Pension expenses	€ million	33.3	40.0	39.9	39.9	48.3

EC4 Significant financial government grants and subsidies



EC4 Significant financial government grants and subsidies	Unit	2008	2009	2010	2011	2012
Subsidies received	€ million	0	0	0	0	0

Aspect: Market presence

AO1 Passengers



AO1 Passengers	Unit	2008	2009	2010	2011	2012
Group (airports)^{1, 4, 5, 6}						
Passengers (total)	Mio	-	-	-	40.20	41.85
Arriving passengers (total) ⁷	Mio	-	-	-	20.31	20.60
Departing passengers (total) ⁷	Mio	-	-	-	19.88	20.03
Domestic passengers	Mio	-	-	-	10.33	11.64
Arriving passengers (domestic)	Mio	-	-	-	5.30	6.01
Departing passengers (domestic)	Mio	-	-	-	5.04	5.63
International passengers	Mio	-	-	-	29.86	29.02
Arriving passengers (international) ⁸	Mio	-	-	-	15.02	14.59
Departing passengers (international) ⁸	Mio	-	-	-	14.84	14.40
Frankfurt Airport ⁶						
Passengers (total)²	Mio	53.47	50.94	53.01	56.44	57.53
Arriving passengers (total)	Mio	26.69	25.39	26.45	28.25	28.75
Departing passengers (total)	Mio	26.55	25.23	26.27	28.05	28.53
Domestic passengers	Mio	6.53	6.07	6.40	6.82	6.53
Arriving passengers (domestic)	Mio	3.33	3.11	3.29	3.43	3.28
Departing passengers (domestic)	Mio	3.20	2.99	3.11	3.39	3.24
International passengers	Mio	46.71	44.52	46.31	49.48	50.75
Arriving passengers (international) ⁸	Mio	23.36	22.29	23.16	24.82	25.46
Departing passengers (international) ⁸	Mio	23.35	22.24	23.15	24.66	25.29
Local passengers	Mio	53.24	50.62	52.71	56.30	57.28
Connecting passengers ³	in % of local passengers	52.40	52.40	51.70	54.30	55.00
Transit passengers	Mio	0.23	0.32	0.30	0.14	0.25

¹ For reasons of materiality the data are only presented for the Group airports with majority holdings (Varna, Burgas, Lima, Antalya).

² Commercial and non-commercial traffic (in + out + transit). Note: Only commercial traffic is reported in the Annual Report.

³ These data are based on the Fraport Monitor, an extrapolation based on frequent flyer surveys. Exact data for the total number of passengers is not therefore possible.

⁴ Data are only collected from 2011.

⁵ The Group airports were not able to provide data for local, connecting and transit passengers. We want to provide data on these issues over the medium term.

⁶ Rounding differences are possible.

⁷ Without connecting and transit passengers.

⁸ Without transit passengers.

AO2 Aircraft movements



AO2 Aircraft movements	Unit	2008	2009	2010	2011	2012
Group (airports)^{1, 4}						
Aircraft movements (in + out)	Number of movements	-	-	-	329,168	337,174
Day (in + out) ⁵	Number of movements	-	-	-	109,594	118,003
Night (in + out) ⁵	Number of movements	-	-	-	55,967	59,918
Commercial passenger flights	Number of movements	-	-	-	309,441	316,801
domestic	Number of movements	-	-	-	108,219	116,432
international	Number of movements	-	-	-	201,192	200,369
Commercial cargo flights ⁶	Number of movements	-	-	-	5,403	5,378
domestic	Number of movements	-	-	-	2,114	2,630
international	Number of movements	-	-	-	3,289	2,748
General aviation flights ⁶ and other aircraft movements	Number of movements	-	-	-	8,851	9,237
domestic	Number of movements	-	-	-	4,642	4,799
international	Number of movements	-	-	-	4,209	4,438
State aviation flights ⁶	Number of movements	-	-	-	5,503	5,840
domestic	Number of movements	-	-	-	5,472	5,785
international	Number of movements	-	-	-	31	55
Frankfurt Airport						
Aircraft movements (in + out)	Number of movements	485,783	463,111	464,432	487,162	482,242
Day (in + out) ²	Number of movements	437,260	419,883	418,544	441,220	445,390
Night (in + out) ²	Number of movements	17,227	15,158	17,014	14,611	1,254
Aircraft movements (05:00 – 05:59)	Number of movements	10,668	9,817	10,178	11,365	14,120
Aircraft movements (22:00 – 22:59)	Number of movements	20,628	18,253	18,696	19,966	21,478

Commercial passenger flights	Number of movements	449,042	430,778	429,704	453,766	450,252
domestic	Number of movements	66,238	64,752	66,426	72,265	67,498
international	Number of movements	382,804	366,026	363,278	381,501	382,754
Commercial cargo flights	Number of movements	24,795	21,583	23,524	23,347	21,202
domestic	Number of movements	2,358	2,028	1,370	1,575	1,617
international	Number of movements	22,437	19,545	22,154	21,772	19,585
General Aviation Flights and other aircraft movements ³	Number of movements	11,946	10,750	11,204	10,049	10,788
domestic	Number of movements	5,117	4,612	4,355	4,011	3,870
international	Number of movements	6,829	6,138	6,849	6,038	6,918

¹ For reasons of materiality the data are only presented for the Group airports with majority holdings (Varna, Burgas, Lima, Antalya).

² Day (06:00 – 21:59), night mediation (23:00 – 04:59).

³ These data include state aviation flights.

⁴ Data are only collected from 2011.

⁵ The aircraft movements per day and night were not be collected for Antalya Airport.

⁶ The data were not collected for Antalya Airport.

AO3 Cargo tonnage



AO3 Cargo tonnage	Unit	2008	2009	2010	2011	2012
Group (airports)^{1, 2, 3, 5, 6}						
Cargo tonnage ⁴	million tons	-	-	-	0.29	0.30
Arriving cargo t	million tons	-	-	-	0.09	0.09
Cargo flights	million tons	-	-	-	0.04	0.04
Cargo on passenger flights (belly cargo)	million tons	-	-	-	0.05	0.06
Departing cargo tonnage	million tons	-	-	-	0.21	0.20
Cargo flights	million tons	-	-	-	0.09	0.09
Cargo on passenger flights (belly cargo)	million tons	-	-	-	0.11	0.11
Frankfurt Airport^{2, 6}						
Cargo tonnage (in + out + transit)	million tons	2.13	1.92	2.31	2.25	2.10
Airfreight (in + out + transit)	million tons	2.04	1.84	2.23	2.17	2.02
Airmail (in + out + transit)	million tons	0.09	0.08	0.08	0.08	0.08
Arriving cargo tonnage	million tons	1.07	0.94	1.10	1.02	0.94
Cargo flights	million tons	0.64	0.54	0.67	0.62	0.56

Cargo on passenger flights (belly cargo)	million tons	0.43	0.40	0.43	0.40	0.38
Departing cargo tonnage	million tons	1.04	0.95	1.18	1.20	1.12
Cargo flights	million tons	0.58	0.50	0.68	0.69	0.64
Cargo on passenger flights (belly cargo)	million tons	0.46	0.45	0.50	0.50	0.48

¹ For reasons of materiality the data are only presented for the Group airports with majority holdings (Varna, Burgas, Lima, Antalya).

² Commercial and non-commercial traffic (in+out+transit). Note: Only commercial traffic is reported in the Annual Report.

³ These data were not collected for Antalya Airport.

⁴ A breakdown of the cargo volume by airfreight and airmail was not possible for the Group airports.

⁵ Data are only collected from 2011.

⁶ Rounding differences are possible.

Aspect: Direct economic effects

EC8 Social commitment



EC8 Social commitment	Unit	2008	2009	2010	2011	2012
Fraport AG						
Social commitment¹	€ million	8.0	8.7	8.8	8.6	8.1
Sponsoring ¹	€ million	5.6	5.8	5.7	5.4	4.9
Environment fund	€ million	1.5	2.0	2.0	2.0	2.0
Donations	€ million	0.9	0.9	1.2	1.2	1.2

¹ Value for 2009 is adjusted.



Environment

The circle of consolidated companies "Group" includes the Fraport parent company, the fully consolidated subsidiaries at the Frankfurt site with relevant environmental impacts and the major Group airports in Varna, Burgas, Lima, Antalya and Hahn (only 2008).

Rounding differences are possible.

Validated indicators audited by an external environmental auditor in conformity with EMAS are highlighted in color.

Aspect: Energy

EN3 Direct energy consumption



EN3 Direct energy consumption	Unit	2008	2009	2010	2011	2012*
Group						
Purchased direct energy sources	TJ	610.04	536.86	614.08	689.6	569.6
of which renewable energy sources	%	<< 1	<< 1	<< 1	<< 1	<< 1
of which non-renewable energy sources	%	100	100	100	100	100
Purchased direct non-renewable energy source ¹	TJ per million traffic units	5.9	5.7	5.4	5.9	5.3
Natural gas	TJ	30.0	14.5	13.9	13.6	11.1
Liquid gas (LPG)	TJ	11.3	9.4	11.5	8.3	10.5
Liquid gas (LNG) ²	TJ	4.3	18.8	25.1	136.2	20.2
Biogas	TJ	0.2	0.2	0.2	0.0	0.0
Heating oil	TJ	114.1	78.4	98.2	97.3	96.1
Heating oil	million liters	3.161	2.172	2.720	2.694	2.663

Diesel ³	TJ	424.8	393.6	439.6	409.4	405.4
Diesel ³	million liters	11.932	11.055	12.349	11.500	11.386
Gasoline ³	TJ	25.3	22.0	23.2	22.2	23.6
Gasoline ³	million liters	0.781	0.678	0.717	0.686	0.730
Kerosene (Jet A1)	TJ	0	0.25	2.56	2.56	2.64
Kerosene (Jet A1)	million liters	0	0.007	0.074	0.074	0.076
Fraport parent company						
Purchased direct energy sources	TJ	468.00	461.48	523.04	499.67	501.03
of which renewable energy sources	%	<< 1	<< 1	<< 1	<< 1	<< 1
of which non-renewable energy sources	%	100	100	100	100	100
Purchased direct non-renewable energy sources ¹	TJ per million traffic units	6.3	6.6	6.9	6.4	6.4
Natural gas	TJ	8.6	8.2	8.4	7.7	7.5
Liquid gas (LPG)	TJ	10.39	8.39	10.50	7.19	9.15
Biogas	TJ	0.20	0.20	0.20	0.0	0.0
Heating oil	TJ	62.2	62.7	85.8	84.04	84.17
Heating oil	million liters	1.722	1.737	2.377	2.328	2.332
Diesel ^{3, 4}	TJ	369.4	363.0	395.5	378.3	376.2
Diesel ^{3, 4}	million liters	10.375	10.196	11.109	10.626	10.567
Gasoline ^{3, 4}	TJ	17.4	18.7	20.1	19.9	21.3
Gasoline ^{3, 4}	million liters	0.536	0.578	0.620	0.615	0.659
Kerosene (Jet A1)	TJ	0	0.25	2.56	2.56	2.64
Kerosene (Jet A1)	million liters	0	0.007	0.074	0.074	0.076

*From 2012 inclusion of joint-venture companies on a proportionate basis analogous to the consolidation of financial and personnel figures. Values for the previous year are not adjusted.

¹ A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

² Since 2011, energy in the form of liquid gas has been supplied at Antalya from a heating power station. In 2012, the amount of energy generated by Antalya Airport decreased, the proportionate inclusion of joint-venture companies also exerted an effect.

³ Fuel consumption of mobile work machines and automobiles on the apron and roadways.

⁴ The fuel consumption for private use of company cars is not taken into account.

EN4 Indirect energy consumption



EN4 Indirect energy consumption	Unit	2008	2009	2010	2011	2012*
Group						
Purchased energy ¹	TJ	2,578.2	2,618.0	2,843.5	2,558.1	2,677.2
Purchased energy ^{1, 2}	TJ per million traffic units	25.1	27.7	24.9	21.0	25.1
Electricity ^{1, 3}	TJ	1,408.8	1,472.9	1,534.1	1,459.0	1,510.8
Electricity ^{1, 3}	million KWh	391.3	409.1	426.2	405.3	419.7

District heating ^{1, 3}	TJ	745.9	740.1	878.2	673.0	759.4
District heating ^{1, 3}	million KWh	207.2	205.6	244.0	186.9	210.9
District cooling ^{1, 3}	TJ	423.5	405.3	431.2	426.1	407.0
District cooling ^{1, 2, 3}	million KWh	117.7	112.7	119.8	118.4	113.1
Fraport parent company						
Purchased energy ^{1, 3}	TJ	2,248.4	2,305.1	2,509.8	2,271.7	2,400.6
Purchased energy ^{1, 2}	TJ per million traffic units	30.2	33.2	33.3	29.0	30.8
Electricity ^{1, 3}	TJ	1,137.1	1,179.9	1,226.4	1,193.2	1,256.5
Electricity ^{1, 3}	million KWh	315.9	327.8	340.7	331.5	349.0
of which renewable energy sources ³	%	24	25	19	24	24
of which non-renewable energy sources ⁴	%	76	75	81	76	76
District heating ^{1, 3}	TJ	711.8	719.9	852.2	652.3	737.2
District heating ^{1, 3}	million KWh	197.7	200.0	236.7	181.2	204.8
District cooling ^{1, 3}	TJ	399.5	405.3	431.2	426.1	407.0
District cooling ^{1, 3}	million KWh	111.1	112.7	119.8	118.4	113.1

*From 2012 inclusion of joint-venture companies on a proportionate basis analogous to the consolidation of financial and personnel figures. Values for the previous years are not adjusted.

¹ All data including technical losses.

² A traffic unit is equivalent to one passenger or 100 kg of airfreight or airmail.

³ The proportion of renewable energies can only be specified for Fraport AG.

⁴ RECS certificates ("Renewable Energy Certificates System") from hydropower were purchased for the appropriate quantity of CO2 emissions.

EN5 Energy savings as a result of environmentally conscious use and efficiency enhancement



Energy savings as a result of environmentally conscious use and efficiency enhancement	Unit	2008	2009	2010	2011	2012
Fraport parent company						
^{1, 2, 3}						
	million KWh	0	0.57	2.44	8.03	14.84

¹ Based on the year 2008, effects from the year 2008, to the extent effective in subsequent years.

² Calculation of energy which could be saved for reasons of improved procedures, replacement and upgrading of systems and equipment, and modified employee behavior.

Covered in the Sustainability Report 2012 on page 23ff. "Climate protection". Value for 2012 is preliminary, other savings are determined.

³ Calculated values

Aspect: Water

EN8 Total water consumption



EN8 Total water consumption	Unit	2008	2009	2010	2011	2012*
Group						
Total water consumption	million m ³	2.017	1.824	2.286	2.363	2.114
Total water consumption ^{1, 2}	Liters per traffic unit	19.6	19.3	20.0	19.4	19.8
Drinking water ²	million m ³	1.581	1.343	1.481	1.462	1.597
Service water ³	million m ³	0.436	0.480	0.805	0.901	0.516
Fraport parent company						
Total water consumption ¹	million m ³	1,445	1,000	1,184	1,174	1,181
Total water consumption ²	Liters per traffic unit	15.4	14.4	15.7	15.0	15.2
Drinking water ³	million m ³	0.988	0.833	0.905	0.884	0.951
Service water ⁴	million m ³	0.157	0.167	0.279	0.290	0.230

*From 2012 inclusion of joint-venture companies on a proportionate basis analogous to the consolidation of financial and personnel figures. Values for the previous years are not adjusted.

¹ Total consumption for the airport minus consumption by third parties at the Frankfurt Airport site

² A traffic unit is equivalent to one passenger or 100 kg of airfreight or airmail.

³ From the municipal water supply.

⁴ The service water consists of treated surface water, rainwater and ground water.

AO4 Quality of precipitation water



AO4 Quality of precipitation water	Unit	2008	2009	2010	2011	2012
Fraport AG						
Hydrocarbons ^{1, 3}	µg/l	0.1	0.2	0.3	0.1	0
Materials capable of being deposited ^{1, 4}	mg/l	0.1	0.3	0.2	0.4	0.8
at Varna Airport						
Hydrocarbons ²	µg/l		-	-	<0.3	-
Materials capable of being deposited ²	mg/l		-	-	19	-
at Burgas Airport						
Hydrocarbons ²	µg/l		-	-	<0.3	-
Materials capable of being deposited ²	mg/l		-	-	19	-

¹ A 2 h mixed sample is collected each month from the precipitation water channel at a sampling test station located shortly before the discharge point into the river Main. The value for hydrocarbons was calculated from twelve individual samples, the value for "deposable substances" from eleven individual samples.

² Data are only collected from 2011.

³ In 11 samples of hydrocarbons in 2012, the value was <0.1 mg/l, in the case of one sample 0.1 mg/l.

⁴ The increased values come from a sample taken in February 2012 with dead biomass from the precipitation water network itself.

Aspect: Biodiversity

EN11 Areas of land in or adjacent to conservation areas or areas with a high biodiversity value

	Unit	
Fraport parent company		
Frankfurt Airport¹		
Distance from the airport		Adjacent to
Land area	ha	3,228.7
Biodiversity value ²	Description	Five conservation areas under FFH Guideline
Distance from the airport		Adjacent to
Land area	ha	4,283
Biodiversity value ²	Description	Two conservation areas under the Bird Directive of the EU
Group		
Lima Airport		
Distance from the airport	m	100
Biodiversity value ²	Description	Peregrine falcons, migrating birds like seagulls, owls, etc.
Burgas Airport¹		
Distance from the airport	m	1,000
Land area	ha	1,074.5
Biodiversity value ²	Description	Atanasovsko Lake is a “defensive area”

¹ Business facilities are relevant for the survey if they are located in a conservation area, are adjacent to or include conservation areas.

² The biodiversity value is determined by the quality attribute of the conservation area and the listed conservation status.

Land use	Unit	2008	2009	2010	2011	2012
Fraport AG at Frankfurt Airport						
Owned land ¹	ha	1,907	1,907	1,914	2,240	2,245
of which surfaced area	ha	-	891	891	982	1,027
Varna Airport						
Owned land ¹	ha	-	-	-	-	223
Burgas Airport						
Owned land ¹	ha	-	-	-	-	253

¹ Continuous owned land.

Aspect: Emissions, wastewater and waste

EN16 Greenhouse gas emissions	Unit	2008	2009	2010	2011	2012*
Group						
CO2-emissions ^{1, 2, 3}	1.000 t CO2	275.1	276.1	272.8	268.6	272.0
direct CO2-emissions ^{1, 3}	1.000 t CO2	44.4	39.4	43.3	48.0	41.2
indirect CO2-emissions ^{2, 3}	1.000 t CO2	230.7	236.7	229.6	220.6	230.7
Climate intensity of traffic performance ^{1, 2, 3, 4}	kg CO2 per traffic unit	2.68	2.92	2.39	2.21	2.55
direct CO2-emissions ^{1, 3}	kg CO2 per traffic unit	0.43	0.42	0.38	0.39	0.39
indirect CO2-emissions ^{2, 3}	kg CO2 per traffic unit	2.25	2.50	2.01	1.81	2.17
Compensated CO2 emissions (certificates) ^{3, 5}	1.000 t CO2	133.2	133.2	144.1	149.5	154.7
Fraport parent company						
CO2-emissions ^{1, 2, 3}	1.000 t CO2	212.5	234.2	229.6	225.6	239.7
direct CO2-emissions ^{1, 3}	1.000 t CO2	34.4	33.9	38.5	36.5	36.9
indirect CO2-emissions ^{2, 3}	1.000 t CO2	178.1	200.3	191.2	189.1	202.8
Climate intensity of traffic performance ^{1, 2, 3, 4}	kg CO2 per traffic unit	2.86	3.37	3.04	2.88	3.08
direct CO2-emissions ^{1, 3}	kg CO2 per traffic unit	0.46	0.49	0.51	0.47	0.47
indirect CO2-emissions ^{2, 3}	kg CO2 per traffic unit	2.40	2.88	2.53	2.41	2.60
Compensated CO2 emissions (certificates) ^{3, 5}	1.000 t CO2	133.2	133.2	144.1	149.5	154.7
Other relevant greenhouse gas emission ⁶	t CO2	< 2	<2	<2	<2	<2

*From 2012 inclusion of joint-venture companies on a proportionate basis analogous to the consolidation of financial and personnel figures. Values for the previous years are not adjusted.

¹ Direct emissions in conformity with Scope 1 GHG Protocol Standard: fuels for vehicles, fuels for combustion plants, heating oil, natural gas, propane gas.

² Indirect emissions in conformity with Scope 2 of the GHG Protocol Standard: sourcing of electricity (Group), district heating, district cooling (Fraport at the Frankfurt site).

³ Change compared with the Sustainability Report 2010 analogous to the Environmental Statement 2011 (change in values of Fraport AG).

⁴ A traffic unit is equivalent to one passenger or 100 kg of airfreight or airmail.

⁵ RECS certificates (www.recs.org).

⁶ According to the investigations carried out in 2005, the emissions of other greenhouse gases at the airport were negligible.

EN17 Other greenhouse gas emissions



EN17 Other greenhouse gas emissions	Unit	2008	2009	2010	2011	2012
Fraport parent company						

(Scope 3 in conformity with GHG)

Air traffic ¹	1.000 t CO2	902.3	863.5	895.8	939.4	961.4
Employee traffic at Fraport AG and third parties at the airport ²	1.000 t CO2	116.2	125.5	122.3	120.1	118.8
Passenger traffic (passengers originating here) ^{3, 5}	1.000 t CO2	262.5	241.8	272.7	274.2	245.7
Business trips of employees at Fraport AG ⁴	1.000 t CO2	1.00	0.90	0.95	0.97	0.75
Energy consumption of third parties (infrastructure and vehicles) ^{5, 7}	1.000 t CO2	160.2	163.1	159.1	181.8	181.0
Other relevant greenhouse gas emissions ⁶	t CO2 equivalent	< 2	<2	<2	<2	<2

¹ Air traffic up to 914 m (LTO cycle) of all aircraft landing and taking off at Frankfurt Airport.

² Travel by employees to and from the workplace.

³ Travel to and from the airport by originating passengers, travel in private vehicles and public transport.

⁴ Includes cars, rail and air travel.

⁵ Updating for 2011.

⁶ According to investigations carried out in 2005, the emissions of other greenhouse gases at the airport were negligible.

⁷ Preliminary because some data from third parties is missing and therefore based on extrapolation.

EN20 NO2, SO2 and other air pollutants



EN20 NO2, SO2 and other air pollutants

	Unit	2008	2009	2010	2011	2012
Fraport parent company						
Fraport AG emits approx. per year						
NOx ¹	tons	-	-	-	-	-
Benzene ¹	tons	-	-	-	-	-
PM10 ¹	tons	-	-	-	-	-

¹ Fraport AG emits per year approximately 264 t NOx, 0.4 t benzene and 9.3 t PM10. These data are derived from the zoning plan documents. An annual update is not yet possible because determining the data is very complex. In future, the data are to be calculated on a continuous basis, the necessary processes are currently being prepared.

EN21 Wastewater discharged



EN21 Wastewater discharged

	Unit	2008	2009	2010	2011	2012*
Group						
Sewage water	million m³	2.208	2.025	2.322	2.174	2.394
Sewage water ¹	Liters per traffic unit	21.5	21.4	20.4	17.9	22.5
Fraport parent company						
Sewage water ^{2, 3}	million m³	1.548	1.351	1.590	1.581	1.897
Sewage water ^{1, 3}	Liters per traffic unit	20.8	19.4	21.1	20.2	24.3

*From 2012 inclusion of joint-venture companies on a proportionate basis analogous to the consolidation of financial and personnel figures. Values for the previous years are not adjusted.

¹ A traffic unit is equivalent to one passenger or 100 kg of airfreight or airmail.

² Wastewater is treated in the fully biological water treatment plant at Fraport AG (11 % in 2012) and fully biological water treatment plants in Frankfurt-Niederrad (64 % in 2012) and Frankfurt-Sindlingen (25 % in 2012). The separation of the precipitation water contaminated with deicing agent brings about an increase in the amount of sewage water. The water contaminated with deicing agent has been conducted to the water treatment plants through the sewage water drainage network since 2012.

³ Sewage water from Fraport AG and 580 other companies at Frankfurt Airport.

EN22 Waste by type and disposal method



EN22 Waste by type and disposal method	Unit	2008	2009	2010	2011	2012*
Group						
Amount of waste ^{1, 2}	1,000 t	32.62	33.91	36.09	38.25	35.51
Amount of waste ^{2, 3}	kg per traffic unit	0.32	0.36	0.32	0.31	0.33
hazardous waste ²	1,000 t	2.19	1.37	1.78	1.50	1.53
non-hazardous waste ²	1,000 t	30.42	32.54	34.31	36.75	32.66
Total recoverability rate	in % of amount of waste	66.9	62.5	63.9	63.4	69.6
Fraport parent company						
Amount of waste ²	1,000 t	24.11	22.27	23.54	23.97	24.63
Amount of waste ^{2, 3, 4}	kg per traffic unit	0.32	0.32	0.31	0.31	0.32
hazardous waste ²	1,000 t	1.97	1.24	1.78	1.33	1.36
non-hazardous waste ²	1,000 t	22.15	21.02	21.76	22.67	23.27
Total recoverability ^{2, 5}	1,000 t	20.02	19.04	19.83	19.94	20.90
Total recoverability rate ^{2, 6}	in % of amount of waste	83.0	85.5	84.3	83.1	84.9
Waste from international flights	1,000 t	6.66	5.73	5.83	6.11	6.04

*From 2012 inclusion of joint-venture companies on a proportionate basis analogous to the consolidation of financial and personnel figures. Values for the previous years are not adjusted.

¹ 64 % of waste is recycled, detailed disposal methods cannot be currently shown for all Group airports.

² Including waste from third parties, but excluding soil and building rubble.

³ A traffic unit is equivalent to one passenger or 100 kg of airfreight or airmail.

⁴ Correction compared with Sustainability Report 2010.

⁵ According to Product Recycling and Waste Management Act, Appendix II B R 01, R 03, R 04, R 05, R 07, R 09, R 12, R 13 and voluntary returns (for batteries, solvents, cold cleaning agents, coolants).

⁶ Change in definition on account of the new Product Recycling and Waste Management Act (KrWG) that came into force on 1 June 2012.

EN23 Significant spills



EN23 Significant spills	Unit	2008	2009	2010	2011	2012
Fraport parent company¹						
Total number and volume of significant spills						
Number of spills	Number	566	483	482	640	674

Volume of spills	m ³	11.00	11.60	10.33	11.79	12.28
Frequency of spills	Number per 1,000 aircraft movements	1.17	1.04	1.04	1.31	1.40
Effects ²		none	none	none	none	none

¹ Releases primarily by third parties.

² No environmental hazard because releases are generally on surfaced areas with comprehensive safety installations implemented downstream. Releases on unsurfaced areas are very rare exceptions, and are cleared up immediately.

AO5 Air quality



AO5 Air quality	Unit	2008	2009	2010	2011	2012
at Frankfurt Airport						
NO2 ^{1, 2, 3, 4}	µg/m ³	49	45	45	46	46
SO2 ^{1, 2, 5}	µg/m ³	5	5	3	4	4
Fine dust, PM10 ^{1, 2, 6}	µg/m ³	21	22	26	23	19
Benzol ^{1, 2, 7, 8}	µg/m ³	0.9	1.0	0.8	0.9	0.8
at Lima Airport						
NO2 ^{2, 9, 10}	µg/m ³	-	6.8	10.5	9.9	1.7
SO2 ⁹	µg/m ³	-	8.6	4.2	6.8	5.2
Fine dust, PM10 ^{2, 9, 11}	µg/m ³	52.5	44.6	49.7	56.5	30.0
at Varna Airport						
NO2 ^{9, 12}	µg/m ³	-	-	77.0	56.0	-
SO2 ^{9, 12}	µg/m ³	-	-	0.0	0.0	-
at Burgas Airport						
NO2 ^{9, 12}	µg/m ³	-	-	92.0	95.0	-
SO2 ^{9, 12}	µg/m ³	-	-	20.3	20.5	-

¹ Annual average of the measured values at the SOMMI1 Station located at the airport site. These values presented the aggregated result of all emissions from different source groups, i.e. apart from pollutants contributed by the airport they also include emissions from third parties (road traffic, trade and industry, house fires, large-scale background pollution). The proportion of the airport depends on the location, and model calculations indicate that the proportion here is between approx. 10 % and 30 %.

² Limit values annual average (not applicable at the airport, since no whole-year presentation for people is provided).

³ NO2 assessment value according to EU Directive 2008/50/EC, 39th ordinance on implementation of the Federal Emission Control Act (BImSchV): 40 µg/m³

⁴ Values from the year 2010 corrected compared with Sustainability Report 2010.

⁵ SO2 assessment according to Technical Instructions on Air Pollution (TA Luft) 2002 (otherwise no annual average defined): 50 µg/m³

⁶ Fine dust, PM10 in accordance with EU Directive 2008/50/EC, 39th ordinance on implementation of the Federal Emission Control Act (BImSchV): 40 µg/m³

⁷ Benzene assessment value in accordance with EU Directive 2008/50/EC, 39th ordinance on implementation of the Federal Emission Control Act (BImSchV): 5 mg/m³

⁸ Value from 2009 on account of too restricted database only for purposes of orientation.

⁹ Annual average values at Lima, Varna and Burgas Airports. These values represent a total for different emitters and apart from emissions generated by the airport also include emissions from third parties (road traffic, trade and industry, house fires). Only terminals are operated in Antalya, the responsibility through flight operation is not with the Fraport Group subsidiary.

¹⁰ NO2 assessment value in accordance with the Peruvian DECRETO SUPREMO N° 074-2001-PCM REGLAMENTO DE ESTANDARES NACIONALES DE CALIDAD AMBIENTAL DEL AIRE: 100 µg/m³

¹¹ PM10 assessment value in accordance with the Peruvian DECRETO SUPREMO N° 074-2001-PCM REGLAMENTO

AO6 Airfield surfaces and aircraft deicing agents

AO6 Airfield surfaces and aircraft deicing agents	Unit	2008	2009	2010	2011	2012*
Group						
Airfield surfaces deicing agents ¹	m³	1,085	3,350	3,364	4,266	2,238
Carbamide ¹	t	16	50	121	84	43
Aircraft deicing ingredient, total (type I, II, IV) ¹	m³ active ingredient	951	1,229	4,511	900	980
Safewing-de-icing fluid Type II. ^{1, 2}	m³ active ingredient	8	14	32	8	4
Aircraft deicing agent, type I (aircraft deicing/anti-icing fluid with 80% propylene glycol share) ^{1, 3, 4}	m³ active agent	-	-	-	485	522
Aircraft deicing agent type IV (aircraft deicing/anti-icing fluid with 54% propylene glycol share) ^{1, 3, 4}	m³ active agent	-	-	-	1,008	1,122
Aircraft deicing agent propylene glycol per deiced aircraft ^{3, 4}	m³ substance per aircraft	0.196	0.178	0.270	0.192	0.295
Fraport parent company						
Airfield surfaces deicing agent	m³	1,085	3,271	3,307	4,246	2,233

* From 2012 inclusion of joint-venture companies on a proportionate basis analogous to the consolidation of financial and personnel figures. Values for the previous years are not adjusted.

¹ The quantities are specified for the relevant winter. The winter is generally attributed to the following calendar year, for example 2010/2011 to the year 2011. From 2012, the values will be given from 01.01. to 31.12. of each year.

² Varna and Burgas airports

³ N*ICE at Frankfurt Airport

⁴ The rise in the annual value for 2012 is due to weather conditions, a great deal of snow fell in the period from 9 to 15 December, heavy snowfalls require more deicing agent for each aircraft (deicing carried out several times).

⁵ Potassium formate is the deicing agent for use on the aircraft-movement areas.

Aspect: Transport**EN29 Significant environmental impacts of transport and traffic**

EN29 Significant environmental impacts of transport and traffic	Unit	2008	2009	2010	2011	2012
Group						
Employee traffic						
Travel to and from work by public transport ¹	Share in %	37.4	33.0	33.0	34.7	42.3
Travel to and from work by carpooling ¹	Share in %	15.1	16.6	17.3	16.4	15.4

Passenger traffic						
Travel of originating passengers to and from the airport by public transport ^{1, 2}	Share in %	39.8	63.3	65.7	67.7	68.1
Fraport parent company						
Employee traffic ³						
Travel to and from work by public transport ¹	Share in %	42.9	31.2	31.0	31.8	41.2
Travel to and from work by carpooling ¹	Share in %	11.0	14.3	15.5	15.4	14.6
Passenger traffic Frankfurt Airport ³						
Travel of originating passengers to and from the airport by public transport ¹	Share in %	36.4	37.4	39.2	40.9	41.6

¹ The values are based on a survey.

² Values for 2009 to 2011 corrected.

³ The significant environmental impacts are shown under EN17 "Other greenhouse gas emissions".

AO7 Number and percentage of people residing in areas affected by noise* +

AO7: Number and percentage of people residing in areas affected by noise*	Unit	2008	2009	2010	2011	2012
Frankfurt Airport						
Number of people residing in the contour Ldn = 60 dB(A) ^{1, 2, 7}	Number	26,790	23,296	25,182	24,632	12,094
Relative change compared with the previous year	Percent	-	-13%	8%	-2%	-51%
Number of people residing in the contour Leq, Day = 60 dB(A) (Criterion according the Aircraft Noise Abatement Act) ^{1, 3, 7}	Number	8,058	5,997	7,535	6,980	3,920
Relative change compared with the previous year	Percent	-	-26%	26%	-7%	-44%
Number of people residing in the contour Leq, Day = 55 dB(A) (Criterion according the Aircraft Noise Abatement Act) ^{1, 4, 5, 7}	Number	104,626	93,008	97,954	103,001	98,014
Relative change compared with the previous year	Percent	-	-11%	5%	5%	-5%
Number of people residing in the contour of the envelope from NAT, night = 6 x 68 dB(A) and Leq, night = 50 dB(A) (Criterion according the Aircraft Noise Abatement Act) ^{1, 6, 7}	Number	125,073	108,514	116,715	107,189	86,315

Relative change compared with the previous year	Percent	-	-13%	8%	-4%	-19%
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*Population database DDS. Survey status of these data for all evaluations 2008.

¹ The aircraft noise contours were calculated on the basis of the regulations introduced in Germany "Introduction to Calculation of Noise Abatement Areas (AzB)" and "Introduction to data collection on Flight Operations (AzD, 2008)". All scenarios were standardized on the basis of the long-term average operating direction distribution for the ten years 2000 to 2009. The Sigma supplement developed for the projected protection zone calculation in accordance with the Noise Abatement Act and described in AzB and AzD was not applied.

² The evaluation quantity L_{dn} (Level day/night) is a 24h equivalent continuous sound level in dB(A), where a supplement of 10 dB is applied for sound events occurring during night time. The L_{dn} permits impact changes from year to year to be documented on the basis of a single criterion.

³ The criterion Leq, day = 60 dB(A) is based on the definition of day protection zone 1 in accordance with the Aircraft Noise Abatement Act.

⁴ The criterion Leq, day = 55 dB(A) is based on the definition of day protection zone 2 in accordance with the Aircraft Noise Abatement Act.

⁵ The data on Leq, day = 55 dB(A) is the total number within this contour, the number specified under Leq, day = 60 dB(A) is therefore a sub-quantity.

⁶ The criterion envelope from NAT, night = 6 x 68 dB(A) and Leq, night = 50 dB(A) is based on the definition of night protection zone according to the Aircraft Noise Abatement Act.

⁷ Value for 2011 updated for technical reasons.t.

AO9 Total number of wildlife strikes per 10,000 movements



AO9: Total number of wildlife strikes per 10,000 movements	Unit	2008	2009	2010	2011	2012
Frankfurt Airport^{1, 2, 6}	Number per 10,000 aircraft movements	3.17	3.42	3.11	1.96	2.50
Lima Airport³	Number per 10,000 aircraft movements	0.61	0.29	0.41	0.22	0.88
Varna Airport^{3, 4}	Number per 10,000 aircraft movements	-	-	0	1.78	7.45
Burgas Airport^{3, 4}	Number per 10,000 aircraft movements	-	-	4.42	2.60	3.71
Antalya Airport⁵		-	-	-	-	-

¹ Bird strike rate (number of bird strikes per 10,000 aircraft movements): All incidents with birds at Frankfurt Airport and in the adjacent surrounding environment for aircraft with German registrations. The bird strike rate is transferred to the total flight movements at Frankfurt Airport. The notification of a relevant bird strike is made by the pilot to the German Committee for Prevention of Bird Strikes in Air Traffic (DAVVL e.V.). The DAVVL forwards an annual list of all bird strikes to the relevant airport operator. The airport operator calculates the bird strike rate, in this case Fraport AG.

² The DAVVL e.V. will forward the data for 2012 in June 2013.

³ Bird strike rate: Number of bird strikes per 10,000 aircraft movements.

⁴ Data has only been collected since 2010.

⁵ Two terminals are operated in Antalya, flights operations are controlled by another entity, the prevention of bird strikes at Antalya is not therefore the responsibility of the Fraport Group.

⁶ Preliminary for 2012



Personnel

All details relate to the year-end figures at 31 December. On an average over the year (according to IFRS), the Fraport Group employed 20,963 employees (permanent staff and temporary staff) in the year 2012.

Aspect: Employment

LA1 Total workforce



LA1 Total workforce	Unit	2008	2009	2010	2011	2012
Group						
Employees ^{1, 2, 9}	Number of persons	-	20,488	20,905	21,445	22,276
of which men ^{7, 9}	Number of persons	-	-	16,051	16,443	17,070
of which women ^{7, 9}	Number of persons	-	-	4,854	5,002	5,206
Permanent staff ^{2, 3, 9}	Number of persons	-	18,552	18,888	19,479	20,186
Apprentices ^{2, 9}	Number of persons	-	321	334	343	381
Temporary staff ^{2, 4, 9}	Number of persons	-	820	851	771	753
Employees on leave ^{2, 9}	Number of persons	-	795	832	853	957
Aviation ⁶	acc. to IFRS (annual average for permanent staff and temporary staff)	6,674	6,337	6,074	6,088	6,298
Ground Handling ⁶	acc. to IFRS (annual average for permanent staff and temporary staff)	8,443	8,254	8,564	8,899	8,924
Retail & Real Estate ⁶	acc. to IFRS (annual average for permanent staff and temporary staff)	594	603	606	596	629
External Activities & Services ⁶	acc. to IFRS (annual average for	7,368	4,776	4,548	5,012	5,112

	permanent staff and temporary staff)					
Regional distribution						
Europa	in % of staff	95.0	95.7	94.9	94.9	95.9
Germany	in % of staff	90.4	91.2	90.2	91.6	92.7
Rest of Europe	in % of staff	4.6	4.5	4.7	3.3	3.2
Asia	in % of staff	2.8	1.9	2.2	2.2	1.1
America	in % of staff	2.2	2.4	2.8	2.9	3.0
Part-time employment ^{2, 5, 9}	in % of staff	-	14.0	11.2	10.4	11.9
Fixed-term employment contracts ^{2, 9}	in % of staff	-	12.4	16.7	19.7	17.3
Fraport parent company						
Employees ¹	Number of persons	12,363	12,083	11,967	12,217	12,134
of which men	Number of persons	10,033	9,824	9,722	9,874	9,781
of which women	Number of persons	2,330	2,259	2,245	2,343	2,353
Permanent staff ³	Number of persons	10,722	10,519	10,446	10,778	10,525
of which men	Number of persons	8,867	8,694	8,645	8,904	8,675
of which women	Number of persons	1,855	1,825	1,801	1,874	1,850
Apprentices	Number of persons	329	316	331	338	374
of which men	Number of persons	231	229	243	238	257
of which women	Number of persons	98	87	88	100	117
Temporary staff ⁴	Number of persons	750	681	618	537	551
of which men	Number of persons	559	514	455	336	345
of which women	Number of persons	191	167	163	201	206
Employees on leave	Number of persons	562	567	572	564	684
of which men	Number of persons	376	387	379	396	504
of which women	Number of persons	186	180	193	168	180
Aviation	Number of persons	3,378	3,313	3,285	3,168	2,917
Ground Handling	Number of persons	6,604	6,389	6,259	6,227	6,251
Retail & Real Estate ¹⁰	Number of persons	644	652	651	655	697
External Activities & Services	Number of persons	1,737	1,729	1,772	2,167	2,269
Part-time employment ⁵	in % of staff	13.3	16.2	15.5	14.5	14.2
of which men	in % of staff with part-time employment	6.6	9.1	8.4	7.5	7.1
of which women	in % of staff with part-time employment	6.7	7.1	7.1	7.0	7.1
Fixed-term employment contracts ²	in % of staff	-	9.9	9.2	8.1	8.2
of which men ⁸	in % of staff with fixed-term employment contracts	-	-	-	66.9	65.0
of which women ⁸	in % of staff with fixed-term	-	-	-	33.1	35.0

¹ Employees = permanent staff + temporary staff (see 4) + apprentices + employees on release.

² Data are only collected from 2009.

³ The permanent staff do **not** include any temporary staff (see 4), employees on release, apprentices.

⁴ Temporary staff = school students, university students, interns, diploma students, part-time employees and trainees.

⁵ Including phase-in retirement.

⁶ Adjustment of reporting data for 2009 to take account of restructuring measures.

⁷ Data are only collected from 2010.

⁸ Data are only collected from 2011.

⁹ Values for previous years (2010 and 2011) are adjusted.

¹⁰ Value for 2010 is adjusted.

LA2 Employee turnover



LA2 Employee turnover	Unit	2008	2009	2010	2011	2012
Group⁶						
Total employee turnover						
Departures	Number of permanent staff leaving the company ¹	-	1,945	1,869	2,180	2,187
	in % of permanent staff ^{1, 2, 7}	-	10.4	9.9	11.2	10.8
Appointments	Number of appointments among permanent staff	-	-	2,290	3,056	3,042
	in % of permanent staff	-	-	12.1	15.7	15.1
Reasons for leaving the company¹						
Employee notice	Number among permanent staff	-	846	627	1,037	816
Employer notice	Number among permanent staff	-	283	365	389	347
End of working life (retirement)	Number among permanent staff	-	68	53	65	69
Other reasons ³	Number among permanent staff	-	748	824	689	955
Turnover by gender¹						
Employees leaving the company						
Men	Number among permanent staff	-	1,373	1,433	1,670	1,682
	in % of permanent staff who have left the company	-	70.6	76.7	76.6	76.9

Women	Number among permanent staff	-	572	436	510	505
	in % of permanent staff who have left the company	-	29.4	23.3	23.4	23.1
Appointments ⁴						
Men	Number among permanent staff	-	-	1,903	2,431	2,344
	in % of permanent staff who have joined the company	-	-	83.1	79.5	77.1
Women	Number among permanent staff	-	-	387	625	698
	n % of permanent staff who have joined the company	-	-	16.9	20.5	22.9
Turnover by age ^{1, 6}						
Employees leaving the company						
Age group to 30 years	Number among permanent staff	-	1,023	894	945	820
	in % of permanent staff who have left the company	-	52.6	47.8	43.3	37.5
Age group 31 – 50 years	Number among permanent staff	-	724	789	1,029	1,095
	in % of permanent staff who have left the company	-	37.2	42.2	47.2	50.1
Age group above 50 years	Number among permanent staff	-	198	186	206	272
	in % of permanent staff who have left the company	-	10.2	10.0	9.4	12.4
Fraport Parent Company						
Total employee turnover						
Departures	Number of permanent staff leaving the company	263	209	196	220	399
	in % of permanent staff ²	2.5	2.0	1.9	2.0	3.8
Appointments	Number of appointments among permanent staff ⁵	-	-	213	586	299
	in % of permanent staff	-	-	2.0	5.4	2.8
Reasons for leaving the company						
Employee notice	Number among permanent staff	91	49	33	45	69
Employer notice	Number among	11	8	15	11	9

	permanent staff					
End or working life (retirement)	Number among permanent staff	41	32	27	34	36
Other reasons ^{1, 3}	Number among permanent staff	120	120	121	130	285
Turnover by gender¹						
Departures						
Men	Number among permanent staff	-	168	165	177	327
	in % of permanent staff who have left the company	-	80.4	84.2	80.5	82.0
Women	Number among permanent staff	-	41	31	43	72
	in % of permanent staff who have left the company	-	19.6	15.8	19.5	18.0
Appointments ⁴						
Men	Number among permanent staff	-	-	190	494	248
	in % of permanent staff who have left the company	-	-	89.2	84.3	82.9
Women	Number among permanent staff	-	-	23	92	51
	in % of permanent staff who have left the company	-	-	10.8	15.7	17.1
Turnover by age						
Departures ^{1, 5, 8}						
Age group to 30 years	Number among permanent staff	-	41	57	61	85
	in % of permanent staff who have left the company	-	19.6	29.1	27.7	21.3
Age group 31 – 50 years	Number among permanent staff	-	99	76	85	210
	in % of permanent staff who have left the company	-	47.4	38.8	38.6	52.6
Age group above 50 years	Number among permanent staff	-	69	63	74	104
	in % of permanent staff who have left the company	-	33.0	32.1	33.6	26.1

¹ Data are only collected from 2009.

² Modified calculation formula compared with report in 2009.

³ Other reasons: Termination of agreement, end of fixed-term employment contract, deaths in active employment.

⁴ Data are only collected from 2010.

⁵ Data are only collected from 2011.

⁶ Collecting new appointments by age group is not currently possible for technical reasons but the aim is to collect these data over the medium term.

⁷ Value for 2009 is adjusted.

⁸ Value for 2010 is adjusted.

LA15 Return to work after parental leave



LA15 Return to work after parental leave	Unit	2008	2009	2010	2011	2012
Fraport Parent Company^{1, 2, 3}						
Number of employees with entitlement to parental leave	Number among permanent staff	-	-	10,446	10,778	10,525
Men	Number among permanent staff	-	-	8,645	8,904	8,675
Women	Number among permanent staff	-	-	1,801	1,874	1,850
Number employees who took parental leave	Number among permanent staff	-	-	-	217	207
Men	Number among permanent staff	-	-	-	72	89
Women	Number among permanent staff	-	-	-	145	118
Number of employees who returned to work after parental leave	Number among permanent staff	-	-	-	114	147
Men	Number among permanent staff	-	-	-	63	95
	Share in % of staff who took parental leave	-	-	-	55.3	64.6
Women	Number among permanent staff	-	-	-	51	52
	Share in % of staff who took parental leave	-	-	-	44.7	35.4

¹ Data are only collected from 2011.

² Presentation of the indicators for the Group is not currently possible due to different statutory regulations.

³ It is not possible to collect data for the number of employees who were still employed at Fraport AG twelve months after the end of their parental leave.

Aspect: Relationship between employee and employer

LA4 Percentage of employees with collective wage agreements



LA4 Percentage of employees with collective wage agreements	Unit	2008	2009	2010	2011	2012
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Group

Employees with collective wage agreement ^{1, 2}	in % of staff	-	95	95	95	95
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Fraport Parent Company

Employees with collective wage agreement	in % of staff	100	100	100	100	100
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¹ Data are only collected from 2009.

² Value for 2009 is adjusted.

Aspect: Occupational Health and Safety**LA6 Percentage of employees in job safety committees**

LA6 Percentage of employees in job safety committees	Unit	2008	2009	2010	2011	2012
Group						
Employees represented in job safety committees ¹	in % of staff	-	100	100	100	100
Fraport Parent Company						
Employees represented in job safety committees	in % of staff	100	100	100	100	100

¹ Data are only collected from 2009.

LA7 Occupational diseases and absences

LA7 Occupational diseases and absences	Unit	2008	2009	2010	2011	2012
Group^{1, 7, 8}						
Accidents ^{2, 11}	Number	-	1,362	1,601	1,475	1,445
1,000-person rate ^{2, 3, 4}	Number of reportable accidents per 1,000 employees	-	24.1	31.7	29.3	30.0
with fatal consequences	Number	-	0	0	0	0
reportable ^{3, 11}	Number	-	513	669	643	666
Days of absence ^{3, 5, 11}	Number of reportable days of absence	-	7,543	11,821	9,187	10,152
Illness rate ^{6, 11}	Absence in %	-	4.2	6.4	6.1	6.5
illness-related ^{6, 11}	Absence in %	-	4.1	6.2	6.0	6.4
caused by work-related accident ^{6, 11} (not including sports, travel to and from work, and private accidents)	Absence in %	-	0.1	0.2	0.1	0.1
Occupational disease ¹⁰	Number of accredited cases	-	4	1	0	3

Accidents ²	Number	846	723	863	736	745
1,000-person rate ^{2, 3, 4}	Number of reportable accidents per 1,000 employees	26.7	24.8	30.2	24.2	26.6
with fatal consequences	Number	0	0	0	0	0
reportable ³	Number	330	301	361	292	325
Days of absence ^{3, 5}	Number of reportable days of absence	5,634	4,991	7,960	4,763	5,788
Illness rate ⁶	Absence in %	5.49	6.23	6.49	6.45	6.46
illness-related ⁶	Absence in %	5.28	6.05	6.19	6.27	6.25
caused by work-related accident ⁶ (not including sports, travel to and from work, and private accidents)	Absence in %	0.21	0.18	0.30	0.18	0.21
Occupational disease ¹⁰	Number of accredited cases	0	0	1	0	3

¹ Data are only collected from 2009.

² Minor injuries (level of first-aid measures) are not included.

³ Reportable = A work-related accident is deemed to be reportable if more than three days of absence are involved.

⁴ With respect to the average number of employees. The average number of employees is obtained by adding together the total monthly staff figures and dividing by the number of months.

⁵ Days of absence = planned working days.

⁶ With respect to scheduled working hours.

⁷ A breakdown of accidents by causes of injury is not yet possible for Fraport due to technical reasons but the aim is to collect these data in the future.

⁸ The occupational diseases and absences include the total workforce but not independent contractors, because the data for this group of employees are not collected.

⁹ A breakdown of accident days and days of absence is not relevant for Fraport. The biggest proportion of occupational accidents occurs in the operational area where mostly men are working. An evaluation would therefore primarily relate to men.

¹⁰ The occupational diseases in 2012 are retrospectively identified diseases from the year 2011.

¹¹ Values for previous years (2010 and 2011) are adjusted.

Aspect: Training and career development

LA10 Training and career development time per employees



LA10 Training and career development time per employees	Unit	2008	2009	2010	2011	2012
Group^{1, 4, 5}						
Apprentices	Number of persons	-	321	336	343	381
Interns/university students/diploma students/trainees/school students on work experience	Number of persons	-	710	723	779	753

Further training ^{2, 3, 6}	Days per permanent employee	-	4.09	4.36	5.01	5.74
Fraport Parental Company⁵						
Apprentices	Number of persons	329	316	331	338	374
Men	in % of apprentices	70.2	72.5	73.4	70.4	68.7
Women	in % of apprentices	29.8	27.5	26.6	29.6	31.3
Interns/university students/diploma students/trainees/school students on work experience	Number of persons	738	679	616	537	551
Further training ^{2, 3, 6}	Days per permanent employee	2.90	2.90	2.70	3.30	4.80

¹ Data are only collected from 2009.

² Not including apprentices.

³ 7 h = 1 day.

⁴ A breakdown of the Group indicators by gender is not yet possible due to technical reasons but the aim is to collect these data in the future.

⁵ A breakdown of the data by employee categories is not possible. We would like to address this issue over the medium term.

⁶ Data for career-development time by gender cannot yet be currently collected satisfactorily. We would like to address this issue in the future.

LA12 Percentage of employees with regular performance assessment



LA12 Percentage of employees with regular performance assessment	Unit	2008	2009	2010	2011	2012
Group^{1, 2, 3}						
Employees with regular performance assessment	Number of permanent staff	-	-	11,679	12,390	12,081
Employees with regular performance assessment	in % of permanent staff	-	-	61.8	63.6	59.8
Fraport Parent Company						
Employees with regular performance assessment	Number of permanent staff	10,722	10,519	10,446	10,778	10,525
Employees with regular performance assessment	in % of permanent staff	100	100	100	100	100
Men	in % of permanent staff	82.7	82.7	82.8	82.6	82.4
Women	in % of permanent staff	17.3	17.3	17.2	17.4	17.6

¹ Data are only collected from 2010.

² A survey of the Group indicators by gender is not yet possible due to technical reasons but the aim is to collect these data in the future.

³ Values for previous years (2010 and 2011) are adjusted.

Aspect: Diversity

LA13 Composition of employees	Unit	2008	2009	2010	2011	2012
Diversity						
Group^{1, 8}						
Average age	Years	-	40.5	40.2	40.8	41.2
Age group to 30 years	Number of persons ¹¹	-	3,899	4,569	4,475	4,504
	in % of staff ¹¹	-	20.9	21.9	20.9	20.2
Age group 31 – 50 years	Number of persons ¹¹	-	11,280	12,477	12,703	13,006
	in % of staff ¹¹	-	60.4	59.7	59.2	58.4
Age group above 50 years	Number of persons ¹¹	-	3,500	3,859	4,267	4,766
	in % of staff ¹¹	-	18.7	18.5	19.9	21.4
Fraport Parent Company						
Average age	Years	42.3	42.8	42.7	43.4	43.2
Age group to 30 years	Number of persons	1,965	1,819	1,774	1,880	1,898
	in % of staff	15.9	15.1	14.8	15.4	15.6
Age group 31 – 50 years	Number of persons	7,827	7,588	7,386	7,386	7,093
	in % of staff	63.3	62.8	61.7	60.5	58.5
Age group above 50 years	Number of persons	2,571	2,676	2,807	2,951	3,143
	in % of staff	20.8	22.1	23.5	24.2	25.9
Group^{1, 3}						
Foreign employees	Number	-	3,826	4,186	4,379	4,484
	in % of staff	-	20.5	20.0	20.4	20.1
Fraport Parent Company						
Foreign employees	Number	2,043	1,983	1,914	1,927	1,927
	in % of staff	16.5	16.4	16.0	15.8	15.9
Share of managers ¹⁰	in % of staff	-	-	-	-	0.1
Share non-managers	in % of staff	-	-	-	-	15.8
Group¹						
Disabled employees	Number ⁴	-	1,297	1,392	1,460	1,549
	in % of eligible jobs ⁵	-	6.6	7.0	7.2	7.3
Fraport Parent Company						
Disabled employees	Number ⁴	1,063	1,127	1,192	1,224	1,263
	in % of eligible jobs ⁵	9.3	10.0	10.7	10.7	11.3
Group^{9, 11}						
Gender						
Women	in % of staff ¹	-	23.0	23.2	23.3	23.4
Men	in % of staff ¹	-	77.0	76.8	76.7	76.6
Women in management positions	in % of managers ^{1, 6}	-	25.8	28.7	31.4	29.6
Women in management	in % of managers	-	-	20.0	16.7	14.3

positions Level 1	Level 1 ^{2, 6}					
Women in management positions Level 2	in % of managers Level 2 ^{2, 6}	-	-	21.2	26.5	27.3
Women in management positions Level 3	in % of managers Level 3 ^{2, 6}	-	-	29.7	31.1	28.3
Women in management positions Level 4	in % of managers Level 4 ^{2, 6}	-	-	24.8	22.6	23.9
Women in management positions Level 5	in % of managers Level 5 ^{2, 6}	-	-	36.9	46.1	40.8
Fraport Parent Company						
Gender						
Women	in % of staff	18.8	18.7	18.8	19.2	19.4
Men	in % of staff	81.2	81.3	81.2	80.8	80.6
Women in management positions	in % of managers ⁶	17.8	17.6	20.5	21.5	20.5
Women in management positions Level 1	in % of managers Level 1 ¹	-	0.0	20.0	16.7	14.3
Women in management positions Level 2	in % of managers Level 2 ¹	-	16.1	13.3	22.6	24.1
Women in management positions Level 3	in % of managers Level 3 ¹	-	18.1	24.2	24.1	21.9
Women in management positions Level 4	in % of managers Level 4 ¹	-	18.7	19.4	18.9	20.0
Women in management positions Level 5	in % of managers Level 5 ¹	-	14.8	14.3	20.0	12.5
Persons in management bodies	Number of persons in management bodies (total) ^{2, 7}	-	-	24.0	24.0	24.0
of which women	in % of persons in management bodies ^{2,7}	-	-	12.5	20.8	12.5
Age group to 30 years	in % of persons in management bodies ^{2,7}	-	-	0.0	0.0	0.0
Age group 31 – 50 years	in % of persons in management bodies ^{2,7}	-	-	25.0	16.7	16.7
Age group above 50 years	in % of persons in management bodies ^{2,7}	-	-	75.0	83.3	83.3

¹ Data are only collected from 2009.

² Data are only collected from 2010.

³ In Germany.

⁴ Disabled employees, employees with equal status to disabled employees, and employees with multiple credits disability.

⁵ Eligible jobs = Employees – School students – University students – Apprentices.

⁶ Management position = Management level 1 to 5. The term management level (or Level 1 to 5) relates exclusively to managers of an organizational unit, i.e. persons whose employees are subject to their disciplinary and technical supervision (Management level 1: Business/Service Unit Manager, Management Level 2: Section Manager/Central Unit Management, Level 3 – 5: Manager).

⁷ Management bodies = The bodies or management boards that are responsible for the strategic direction of the organization, the efficient supervision of the executive management, and the liability of the management to the organization and its stakeholders.

⁸ A breakdown of the data by employee categories is not possible. We want to address this issue over the medium term.

⁹ A breakdown of data by gender and age groups for persons in the management bodies is not yet possible because the data are not available in the subsidiary companies.

¹⁰ Data are only collected from 2012.

¹¹ Values for previous years (2010 and 2011) are adjusted.

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Other Indicators

Movements in the long-distance railway station, regional railway station and on the road



	2010	2011	2012
Private car and hire car	42	41	37
Taxi and shuttle services*	20	22	23
Bus and suburban rail	14	14	16
High-speed ICE and other long-distance trains	22	21	22
Other (incl. holiday parking)	2	2	2
Total in %			

*Shuttle service from hotels, travel agents, taxi companies, etc.

Passenger satisfaction

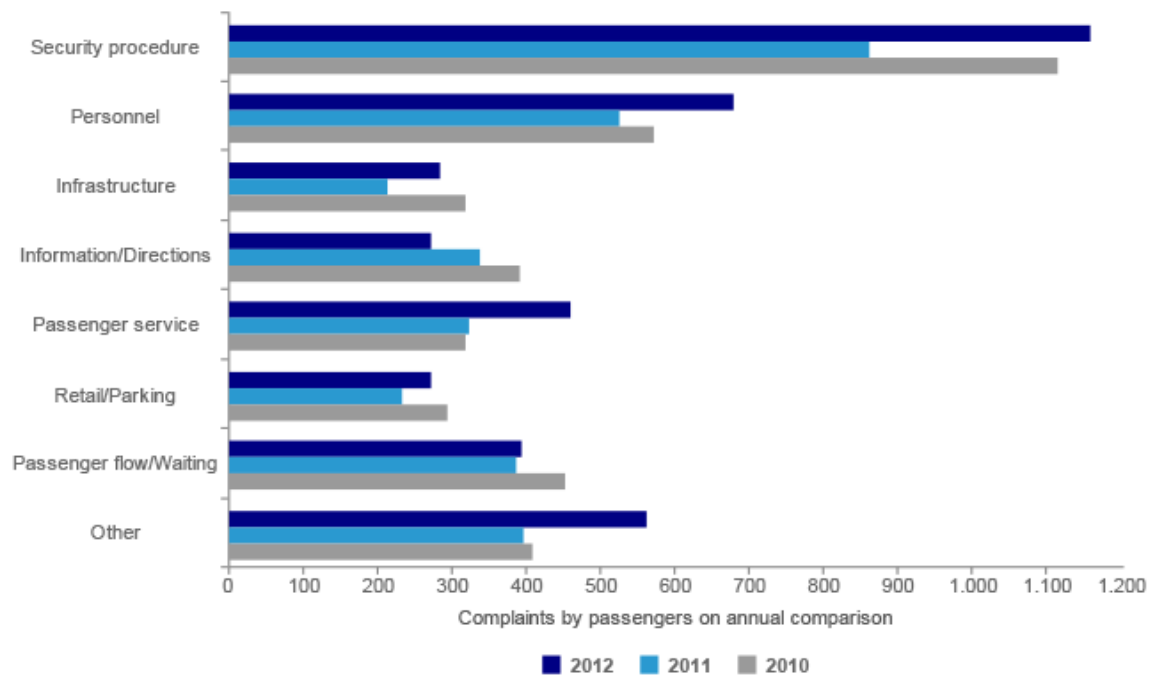


	Year	Target	Target attainment
Global satisfaction	2010	73%	70%
	2011	73%	77%
	2012	74%	80%
Ease of transfer procedure	2010	59%	57%
	2011	62%	68%
	2012	64%	76%
Customer satisfaction with friendliness of employees			
Air security	2010	76%	73%
	2011	80%	76%
	2012	80%	78%
Passport control (departure)	2010	78%	72%
	2011	80%	75%
	2012	80%	76%
Customer satisfaction with waiting time			
Air security	2010	72%	67%
	2011	72%	74%
	2012	72%	82%
Passport control (departure)	2010	84%	76%
	2011	80%	82%
	2012	82%	89%

Complaints by passengers



Complaints by passengers



Number of accidents involving external employees at the Fraport site



Number of accidents involving external employees at the Fraport site

