Tuesday, 15 December 2020

Sweden

Loss of flights
-229k (-70%)
Dep/Arr flights vs 2019 since 1st March

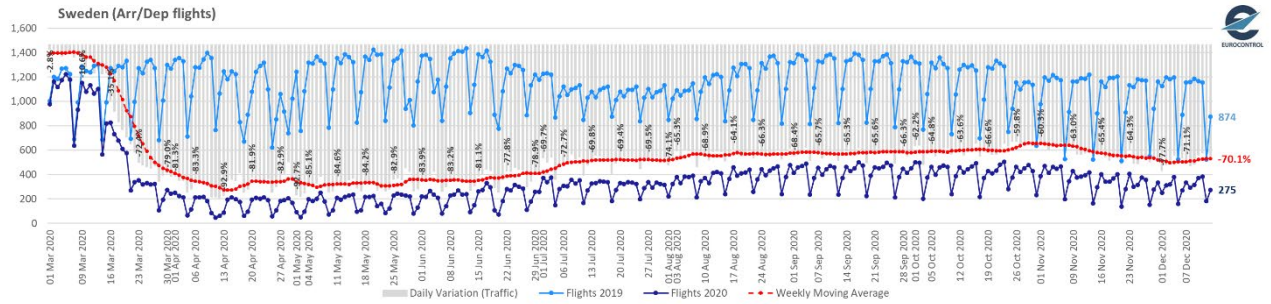
Total economy GDP[2]
-4.0%
2020 vs 2019

Key facts:
Flights last week vs 2019:

- Stockholm -75%
- Gothenburg -75%
- SAS -77%
- KLM -50%
- Zimex +47%
- Domestic flows -66%
- European flows -70%

Loss of Passengers[1]
-24M (-86%)
2020 vs 2019 (March-October)

Total job losses[3]
-101k
At end October



- **COVID Crisis/Economy:** Sweden ranks 31st worldwide in terms of COVID deaths[4] and 12th in Europe. The impact on the economy, though limited compared to other States, is expected to drive the GDP down -4.0% in 2020 (better than the Eurozone average of -7.5%). Job losses amounted to 101,000 up to October.
- **Traffic:** Traffic started a steep decline mid-March reaching its nadir on 14 April 2020 at -90% compared to 2019. The recovery has been weak throughout, only reaching -60% compared to 2019 by end October and then declining with the impact of the second wave of the pandemic. In terms of traffic loss, Sweden is 10th in Europe with -229k flights and -24M passengers lost.
- **Airports:** Stockholm Arlanda is the top airport in the Sweden with 152 average movements per day over the last week (-75% vs 2019) followed by Gothenburg (-75%). The other top airports have also seen large reductions although smaller regional airports, more reliant on domestic traffic, have suffered less.
- **Aircraft Operators:** SAS remains the top airline operating at -77% last week. Norwegian Air Shuttle and Braathens Regional, second and third airlines last year, have virtually stopped operations in Sweden. Four cargo companies (Zimex, Amapola, United Parcel and TNT International) are now in the top 10.
- **Market segments:** All cargo remained slightly below 2019 levels. Low-cost and traditional suffered similar sharp declines and a very slow recovery. Business aviation remained strong, recovering fast after June. Impact on non-scheduled traffic has been somehow erratic, with a big recovery in November.
- **Traffic flows:** Domestic flows remain top flows but they have reduced significantly (-66% vs 2019) compared to other similar-sized countries. Top non-European flows are with Middle East and non-ECAC Europe.

COVID-19 Impact on EUROCONTROL Member States

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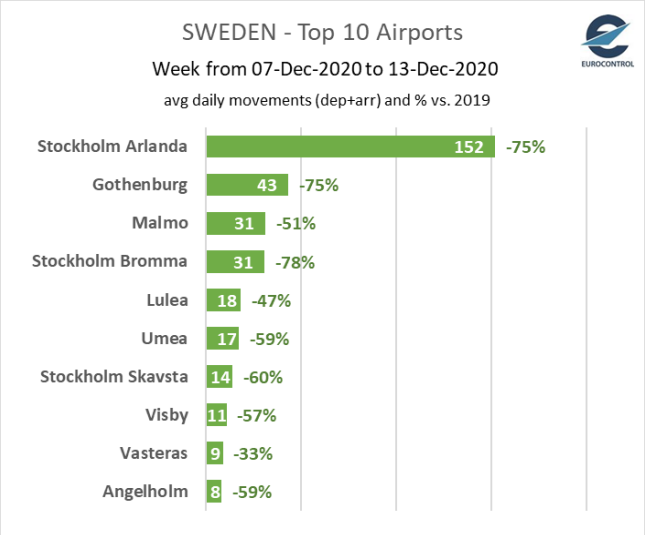

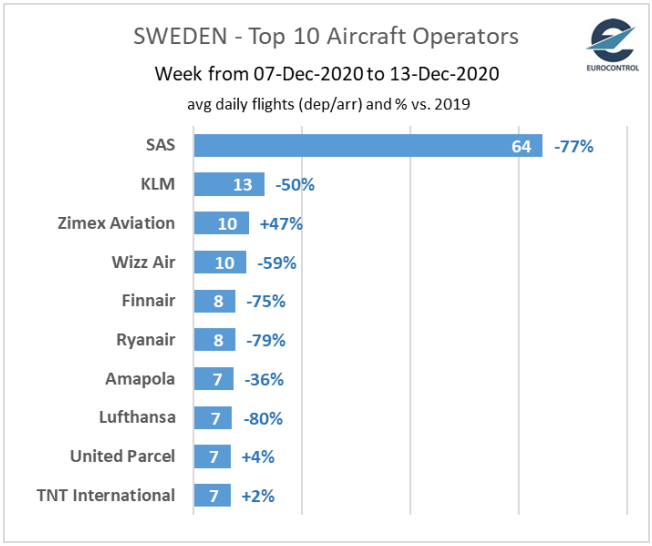

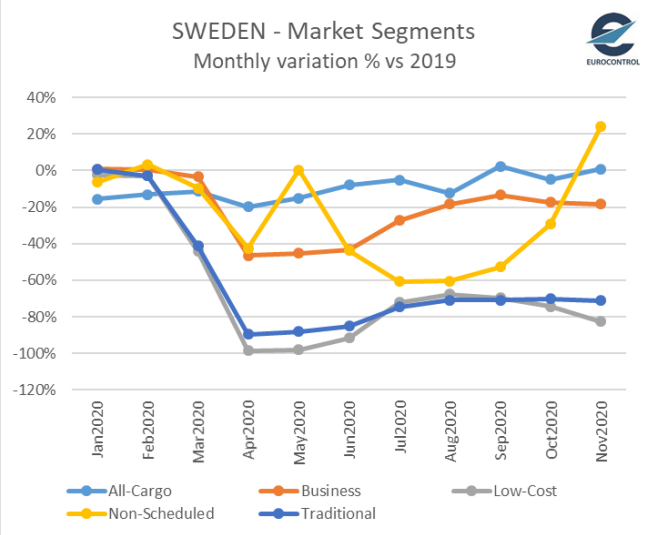

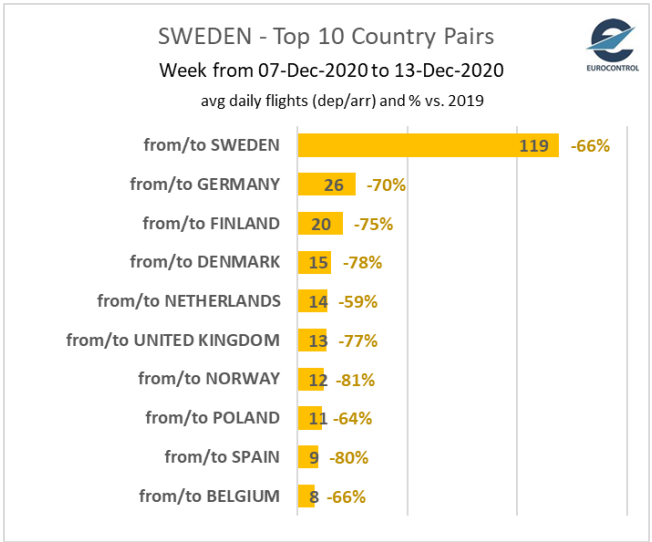

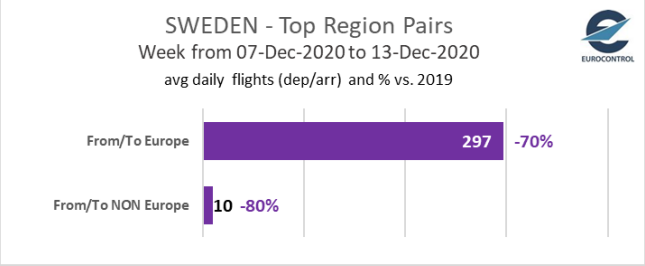

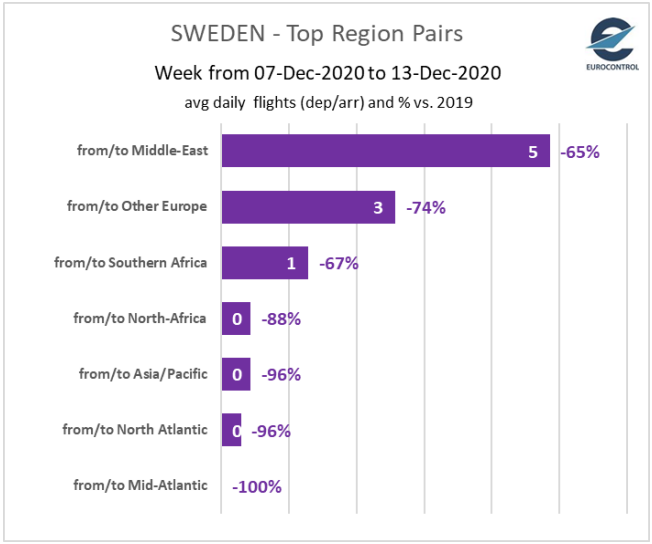

SUPPORTING EUROPEAN AVIATION

Data Sources:

[1] *Transport Styrelsen*

[2] *Oxford Economics (16 October 2020)*

[3] *Statistics Sweden (SCB)*

[4] *John Hopkins University*

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