

CARGO AND PASSENGER HUB AIRPORTS

AND THE COVID-19 PANDEMIC, 2020



AIRPORTS
WITH THE LARGEST DECREASES
IN ITINERANT MOVEMENTS¹

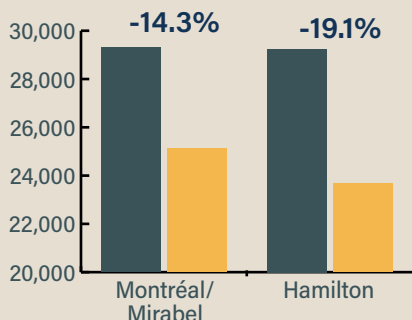
Passenger hub airports (Ottawa, Toronto/Pearson and Toronto/Billy Bishop) and airports with government military movements (Saint-Jean-sur-Richelieu, Quebec) had the **sharpest decreases**.

	Variation from 2019 to 2020 (%)
Toronto/Pearson International	-61.5%
Toronto/Billy Bishop	-61.5%
Ottawa International	-62.7%
Saint-Jean-sur-Richelieu	-71.7%

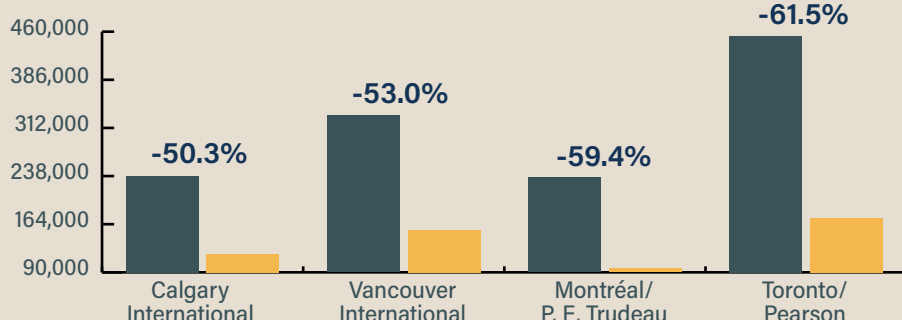
CARGO WAS A BRIGHT SPOT DURING THE PANDEMIC

The decreases observed at cargo hubs such as Montréal/Mirabel (-14.3%) and Hamilton (-19.1%) were much smaller than the declines at passenger hubs, including Toronto/Pearson (-61.5%), Montréal/P. E. Trudeau (-59.4%) and Calgary (-50.3%).

CARGO HUBS* 2019 2020



PASSENGER HUBS* 2019 2020



*Itinerant movements only.

In 2020, **domestic cargo traffic posted a modest increase (+2.5%)**, driven by medical, pharmaceutical and consumer goods. Nevertheless, **total cargo traffic fell 16.0%**, due mainly to a decline in international cargo traffic.

	2019	2020
Domestic cargo sector (tonnes)	592,970	608,088
Year-over-year change (%)	-	+2.5%
Total cargo traffic (tonnes)	1,377,026	1,156,704
Year-over-year change (%)	-	-16.0%



¹ Itinerant movements are flights from one airport to another or that leave the vicinity of an airport and return without landing at another airport.

Source: Statistics Canada, Aircraft Movement Statistics, 2019 and 2020, and Airport Activity Survey, 2019 and 2020.