

*Draft– Minutes BGA – 23 September 2021 BARIN General Assembly*

**Confidential**

<b>PLACE OF MEETING</b> Via MS Teams	<b>DATE OF MEETING</b> 23 September 2021	<b>TIME</b> 14.00 – 15.00 hrs.
<b>MEETING NO.</b> 02/2021	<b>DATE OF ISSUE</b> 04 October 2021	<b>PAGES (incl. this page)</b> 4

<b>ITEM</b>	<b>DESCRIPTION OF ITEM</b>	<b>By</b>
<b>1</b>	<b>Opening and approval of the agenda</b>	<b>MF</b>
<b>1.a</b>	<p>The Chairman, Marnix Fruitema opens the meeting at 14:05 by welcoming all participants hoping to find them healthy and in better times.</p> <p>Special welcome to those who join us for the first time: Jan Verboon of Etihad Airways, Jack Chan of EVA Air, Reza Nazari of Iranair and last but not least Bas Gerresen of KLM who is returning to The Netherlands, to succeed Harm Kreulen.</p> <p>A few house-rules are worth mentioning: please mute your computer and use the ‘raise hand’ function for questions or simply unmute and ask your question.</p> <p>The Chairman furthermore wished to mention that in any next event an airline is not able to be present in the meeting one can always vote by giving a proxy to another airline in the meeting.</p> <p>Since we last met on-line 17th March, we have seen some ups and downs on COVID; for example, zig-zag measures by The Hague, such as quarantine for vaccinated US passengers creating unnecessary unclarity to the market. Another important topic coming back at the agenda are the Airport Charges which will heavily impact all of your bottom-line. Various media reported on this issue and we react pro- or reactively. We have built up a fine network of journalists, but we also convey our message in our twice monthly Flash Updates and through LinkedIn. This creates a lot of attention when we feel that we have to put more external pressure on one of our stakeholders (in particular Schiphol or The Hague). This happened intensively in the past 2 weeks.</p> <p>Furthermore, the Chairman mentions that lately Schiphol was the busiest airport in Europe, but still if we look for example at week 37 passenger numbers were 50% down compared to the same week in 2019 and cargo also showed a dip of 19% in that week.</p> <p>All in all, we do see some positive signals, including the latest news on lifting the travel ban for EU-citizens by the US making us very happy. There seems to be some light at the end of the tunnel.</p>	
<b>1.b</b>	The Chairman asks approval of the draft agenda. As there are no additions or changes to the proposed agenda is approved.	
<b>2</b>	<b>Approval of the draft Minutes BGA 17<sup>th</sup> March 2021</b>	<b>MF</b>
	As there are no comments to the minutes these are approved as well.	
<b>3</b>	<b>BARIN Executive Board Changes</b>	<b>MF</b>
<b>3.a</b>	<p>Not only due to the fact that some Board Members are changing roles but also to expand the BARIN Executive Board in order to better reflect the various regions BARIN is representing worldwide we are happy to announce new BEB-members representing the Americas, the Middle-East and Asia.</p> <p>2 BEB- members have been represented in the BEB more than 17 years combined:</p> <ul style="list-style-type: none"> <li>• Harm Kreulen of KLM has served for a good 10 years; The Chairman thanks Harm wholeheartedly for his past 10 years of service as Vice-Chair covering the Dutch market. He sure has made a very important contribution to the BARIN. Harm Kreulen thanks and states that he believes that better times are coming up and he will continue to follow the aviation industry from the side-lines.</li> <li>• Jean-Paul Drabbe of Etihad Airways is a BEB-member since the year 2014 and we always saw him as very loyal member; many members do not realize that BEB-meeting are intense and Jean-Paul was always extremely active, also in the Consultation Meetings of Airport Charges. The Chairman remembers Jean</li> </ul>	

	<p>Paul handing over that file to him wishing him good luck. That is something he well needed! The Chairman speaks out his sincere thanks for his contribution and mentions at the same time that Jean-Paul will remain active for the BARIN as Treasurer.</p> <p>Next the Chairman introduces the new BEB-members to be appointed: First he introduces Bas Gerressen of KLM succeeding Harm Kreulen. “Welcome to Bas and you seem to have big shoes to fill stepping in for Harm and thank you for taking up that role in the BEB&gt; Bas Gerressen replies that he is looking forward to join the BEB. The Chairman asks if there are any objections (by raising your hand) to this appointment and as there are none, he considers the appointment approved by the membership. Next in line is Helen Malotau of American Airlines, representing a super important part of the world, the USA. “We know that you can be of great value to all of us in the BARIN. Again, as there are no objections raised, we consider Helen’s appointment approved and we welcome Helen to the BEB. Jan Verboon of Etihad Airways is next in line and we welcome him as successor Jean Paul Drabbe as the legal representative at Etihad Airways Cargo. It is good to have a representative of the cargo world in the BEB as he may take up this important portfolio. Again, there are no objections from the membership and as such the appointment of Jan is also approved. Last but not least is Christian Stenkewitz. It is very good to have SQ on board in the BEB representing Asia. We look very much looking forward to working together with you as well. Again, no objections are raised and also Christian is appointed as BARIN Executive Board member. As all proposed new BEB -members era approved by the membership we congratulate all of them with their appointment.</p>
<b>4</b>	<p><b>Update COVID-19</b> <span style="float: right;"><b>JH</b></span></p>
<b>4.a</b>	<p>The Secretary-General, Joost Hasperhoven explains that due to BARIN-pressure in steering groups with Ministry of Public Health and the Ministry of Infrastructure and Water Management as well as generating the necessary media attention, we were able to get rid of the requirement for incoming <u>vaccinated</u> passengers to go into quarantine when coming from very high-risk countries.</p> <p><b>4.b</b> Furthermore, we are very happy to see that as of November the US will open for vaccinated EU-citizens as well. Let’s hope this will be the start for more regions to follow, like Latin-America, Asia etc.</p> <p><b>4.c</b> The Digital COVIC Certificate (DCC) is working to full satisfaction however it is the wish of the airline sector to have it integrated in the check-in process. But still there are some legal issues on privacy laws as normally when checking the QR-code with a scanner-app the airline does not store passenger data but in a digital check-in process it is stored in airline computer systems. External advice from a consultancy firm is being sought by Min VWS.</p> <p><b>4.d</b> Continuation of free testing for travel after 30 September is currently being looked at by the Ministry of Public Health. “Testing for admission” (<i>Testen voor Toegang</i>) as used for events etc. may possibly be used for free testing for travel as well. More news on this is to be expected prior to the end of the month.</p> <p>Harm Kreulen of KLM queries if we team up with ANVR on this and the SG explains that initial request came from ANVR (extension of free testing from August into September) and that 2 weeks ago we have put it on the agenda to extend once again.</p> <p>The Chairman adds: In addition to the above as BARIN we go to the media and use LinkedIn (as our only Social Media channel); Our experience is that we receive good feedback. And, we look beyond borders as we always benchmark on what is happening in other EU countries. Hence, we have a twice-monthly meeting with colleagues of the other European BAR’s, with 10 to-20 participants in a meeting to share information and knowledge. The Netherlands too often took an exceptional decision.</p> <p>Furthermore, the SG mentions that we put a request at the table to look at obsolete procedures. As example he mentions the health declarations which were introduced when we had no large-scale testing, we had no vaccines etc.</p> <p>Tako Träger of Air Europa queries if there any chances of other countries opening up meaning to be removed from the orange list of very high-risk countries as practically the entire world outside EU is orange.</p> <p>The SG replies than there are weekly changes but these concern most of the time smaller destinations. Being on the list of high-risk countries (orange) is determined by an incidence rate of &gt;500 positive tests per 100.000 test taken.</p>

	<p>In practically all of the 'orange' countries this is the case. Another reason for being orange is that a dangerous quick-spreading mutant of the virus goes around in that country.</p> <p>The way forward is allowing vaccinated passengers to travel, since e.g. the US and the UK are also on the list of orange countries, but now opening up for vaccination passengers.</p> <p>Jan Feenstra of Delta Airlines raised a question in the chat-box which was answered at the AOB.</p>	
<b>5</b>	<b>Finance</b>	<b>JPD</b>
<b>5.a</b>	<p>Treasurer Jean Paul Drabbe mentions that in our last meeting, we shared our results of 2020 and today we present the then promised Accountants Declaration along with the books in order to discharge the BARIN Executive Board for their management in 2020. The declaration and the figures on 2020 have been shared with you with the agenda as supporting document no. 3.</p>	
<b>5.b</b>	<p>The treasurer asks if there are any questions from the membership but there are none.</p> <p>In an effort to cut costs at one hand and to increase membership engagement on the other a proposal is made to look for candidates (not being BEB-members) to form a Finance (Audit) Committee consisting of 2 people to execute an external audit of the annual accounts. The role is executed for a maximum of 2 years with a rolling membership of 2 participants where every year 1 new member joins for 2 years with the longest serving stopping down. We look forward to members coming forward. This will bring about another small saving for BARIN of another € 1.400 annually.</p> <p>Time used is maybe 2 hrs maximum per annum to execute such audit in a finance committee, checking bank statements, invoices and budgets.</p> <p>The Chairman adds that it is a limited but very important role. If anybody interested now, please feel free to raise your hand now or notify us afterwards. Otherwise we will look at possible candidates ourselves.</p> <p>As no hands are raised during the meeting the Chairman says that we will gently approach you in the next 2 weeks to come.</p>	
<b>6</b>	<b>Schiphol and LVNL (ATC)</b>	<b>MF/JH</b>
<b>6.a</b>	<p>The Chairman first explains the process: There were 3 pre-consultation meetings held in the last couple of months. On September 28<sup>th</sup>, a deep-dive session into the financial aspects of the investments and Airport Development Plan (ADP) is on the agenda with the final consultation meeting on September 30<sup>th</sup>.</p> <p>Pre-consultation meetings are informative but tough. BARIN gave a black-on-white statement on her point of view. Apart from airlines also IATA is participating and we also used the benchmark from other European airports which we gathered through EU BAR-colleagues. However, we cannot always compare apples with pears.</p> <p>E.g., Spanish Airports negotiate a 5-year deal with AENA announcing a tentative 5% cumulative increase of charges; Aéroports de Paris (AdP) has a first proposal of a 3% increase for next year.</p> <p>Amsterdam Airport Schiphol announced an intention to increase the charges by 9% in 2022, 14% 2023 and another 14% in 2024; cumulative this means more than 40%. We were unpleasantly surprised to say the least, but all procedures are according to the rules of the Aviation Act. [<i>However, we feel that the Aviation Act was not written for extreme conditions under a pandemic</i>]. All this info is regarded to be confidential; too much secrecy-bound and not 21st century-like.</p> <p>Schiphol clearly got the instruction from The Hague to go back to the pre-COVID margins, but we know it will take many years to come back to those margins.</p> <p>Whether you like it or not, airports are monopolists and everyone is very much concerned about the Moody's and S&amp;P credit-ratings which give them more access to cheaper capital.</p> <p>Few things are the main irritating issues:</p> <ul style="list-style-type: none"> <li>• A 9%/14%/14% increase is unheard of;</li> <li>• Budget are time and again exceeded, (like the A-pier which is not in the present charges but we have other examples of projects costing way more than budgeted);</li> <li>• We suggest sharing the pain; you cannot simply throw all the pain at the plates of the airlines.</li> </ul> <p>We see 3 options to fight Schiphol:</p> <ol style="list-style-type: none"> <li>1. Escalation (like the quote from IATA's Willie Walsh) or the CEO of a large Dutch airline.</li> <li>2. Looking into legal options (Competition Authorities / <i>Mededingingsautoriteit</i>) and possible a civil procedure when we can talk about 'abuse of power'.</li> </ol>	

6.b	<p>We have another link with possible legal action and that is the fact that of 40% of the projects we do not have any final numbers.</p> <p>3. Seeking media attention; we played that role pro-actively and retro-actively, which created a lot of attention in a lot of the printed media. We did not accept invitations for radio/TV. And please do not under-estimate the power the media has.</p> <p>ATC or LVNL charges.</p> <p>The SG elucidates that LVNL adheres to basically the same philosophy as Schiphol and that is trying to recoup losses of the past by increasing charges in the years to come. As it looks now, the increase will be around 38% in 2022 and in orchestration with IATA we are opposing to this increase. We will keep you informed on the process once we have more clarity.</p> <p>We will update you as soon as possible after 30 September on the Schiphol Consultation; we would be highly disappointed if the increases would not come down.</p>	
7	<b>ILT-Inspectorate for the Living environment and Transport</b>	<b>JH</b>
7.a	<p>The SG informs the meeting that early July a letter was sent to the ILT to oppose to the enforcement of EU261/2004 in the way the ILT currently operates. We have requested a meeting; next week Tuesday 28 September we finally have a meeting with the Senior Inspector. BARIN will be joined by Philip Morin/IATA for European reference and Melchior Looijen/HV as legal expert.</p> <p>We will keep the membership informed about the outcome, although the Inspector in his written reply already gave the signal not having any intention to change hi modus operandi.</p>	
8	<b>Events</b>	<b>MF</b>
8.a	<p>The BBQ early september turned out to be very successful. It was limited to 60 participants maximum; press and SPL were well represented; a big thanks to Radisson Blu Hotel for their hospitality.</p>	
8.b	<p>Next event will be a webinar again, to be planned on 25 November, depending on availability of speakers. We have invited Frans Timmermans to join as the subject will "Fit-for-55" / "Green Deal". Together with the CEO of easyJet, the CEO of the Dutch Railways and the CEO of SkyNRG; maximum 3-4 people at the table.</p>	
9	<b>AOB</b>	<b>All</b>
	<p>The SG replies to a question of Jan Feenstra/DL in the chat-box: When we talk about trying to remove e.g. health declarations form the COVID-measures, we talk about the Dutch regime in an effort to get more EU-harmonization.</p>	
10.	<b>Closing</b>	
	<p>Apologize for the fact that we are a bit over time, thanks all the participants and closes the meeting at 15:07.</p>	

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