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FLASH UPDATE 6 APRIL 2022

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Dear <<First Name>> <<Last Name>>>,

We are proud to present SAUDIA as a new member of BARIN, as well as Hilton Amsterdam Airport Schiphol as our new Preferred Partner. They join the list of many other new members and partners, who enthusiastically support our work and objectives.

One of them is our aim to make our industry more sustainable and climate neutral rather sooner than later. Airlines, aircraft manufacturers, aircraft engine suppliers, airports, ground handling companies, but also our government, all partners in our industry work hard in making our industry more sustainable and CO₂-neutral.

Stiff targets have been set. Our ambition level is high, but also very necessary.

To become climate-neutral by 2050, to surpass the goal of 14% mandatory addition of Sustainable Aviation Fuel by 2030, Schiphol climate neutral in 2030, we need to work together with all partners. We are depending on each other. We need each other, especially as billions of investments are

industry generates.

Therefore it is sometimes disappointing to be confronted with measures that will have a negative effect on reaching our targets. Even more so, measures cannot be introduced in isolation of other measures. Like the cost of the Fit-for-55 measures (which we fully support!), plus the hundreds of millions extra costs due to a 37% increase of airport charges at Schiphol, plus the extra cost of the non-fossil fuels, hundreds of millions in noise reduction, etc etc. Add them all up...! A significant cost for our industry

Don't get me wrong, I am in full support of all measures that lead to a CO₂-neutral industry, less NO_x, less noise!

However, it is disappointing to read in a so-called "Herstel en Veerkrachtplan" of our government, that because of higher (times three!) airport taxes some travellers will not travel anymore, some travellers will go to a foreign airport (well, that won't save any CO₂, will it?) and some might continue to travel. Even worse, their conclusion is: "The effects of tripling (..) the airport tax will be limited". A contradictio in terminis?

My worries are twofold: 1. the combination of all extra costs will give our industry less financial strength to invest in sustainability and 2. we implement measures only in the Netherlands, and don't push enough for a European solution.

Marnix H Fruitema
Chairman



BARIN and IATA organized a well-received webinar on the Ukraine war

Last week Tuesday, 29th March, IATA and BARIN organized a webinar on the effects on our industry of the war which is currently going on in Ukraine.

from the floor. Although organized and announced at very short notice the turn-out was pretty high and we received many positive comments.

In case you have missed the webinar, please [click here](#) to download the presentation from Viktoria.

BARIN welcomes new member SAUDIA



We are very happy to announce that SAUDIA has decided to join BARIN as of this year. SAUDIA operates 4-weekly passenger flights from Jeddah to Amsterdam. A more extensive introduction will follow later and SAUDIA-representatives are looking forward to meeting you at our next BARIN-event.



Hilton Hotels becomes BARIN's next new Preferred Partner

We are very happy to announce that Hilton Hotels was the most recent addition to the list of BARIN Preferred Partners. This means that for the upcoming period BARIN and Hilton will partner with one of the 8 managed Hilton Hotel properties in The Netherlands for various functions whenever appropriate. The relationship between BARIN and Hilton Amsterdam Airport Schiphol goes back many years as the hotel was the selected venue for the BARIN New Year Gatherings and other events. For a short video-introduction, please [click here](#).

Ministry of Infrastructure and Watermanagement organizes stakeholder sessions on introduction national CO2-ceiling



CO₂-ceiling. As with the implementation and increase of ticket-taxes, it is needless to say that we are extremely concerned about these national initiatives. Measures like these have no added value when implemented on national level as CO₂ does not recognize the borders between The Netherlands and Belgium or Germany. Reducing CO₂-emissions in our country by increasing costs stimulate travellers to fly from neighbouring airports and produce the same (or even more by driving there) emissions from elsewhere. A paper exercise which does not help the environment at all.

Please [click here](#) to download the presentation of the plenary session.

Schiphol

Amsterdam Airport

Schiphol sets the scene for consultation process 2022

As required by the Aviation Act, Schiphol will consult in 2022 a revised proposal of airport charges 2023. Schiphol decided to organize a separate pre-consultation meeting on June 23, 2022 to discuss the effects of the settlement 2021 on charges and possible changes in conditions. In the consultation document, send prior to the formal Consultation meeting on September 23, Schiphol will share its final charge proposal. Naturally BARIN will be present during these meetings to defend the interests of the airlines.

Please [click here](#) to download the calendar of meetings for this year.

Schiphol

Amsterdam Airport

New study confirms CO₂-reduction benefits of shifting short-haul flights to rail are limited

finance consultancy Oxera, confirms that the extent to which rail travel can substitute for air travel is limited. The report, "Short-haul flying and sustainable connectivity", highlights the fact that the picture is far more complex than simply shifting from one transport mode to another. Building new railway lines has a high environmental cost due to the CO₂ emissions associated with cement and steel production, and emissions from the fuel used for construction of infrastructure. The study also identifies significant impact on biodiversity and damage to wildlife habitats as additional environmental factors.

Please [click here](#) to read the article from which you can also download the full report.



Dutch Air Traffic Control (LVNL) releases new animation on Outbound level restrictions

A safety issue Amsterdam Radar - ACC - has to deal with almost every single day is that aircraft do not comply or adhere to the prescribed level restrictions at certain points in delegated and/or cross border areas. Either aircraft are unable to comply with a level restriction or pilots think a deviation of a number of feet probably won't be or won't cause any problem. That is not always the case. There are a number of allocated points that have certain level restrictions you need to comply with. To enhance flight safety pilots have to adhere to the prescribed level restrictions and if unable, they have to inform ATC as soon as possible. By following these rules we enable safe aviation together.

Please [click here](#) to download the animation and we request you to share this with your flight operations centre.

Interesting to read

Luchtvaartnieuws on the ticket-tax

- Please [click here](#) to download the article from C&EN "Airlines want to make flight more sustainable. How will they do it?"



IATA Updates

- Please [click here](#) to download IATA's publication State of the Region Europe
- Please [click here](#) to download IATA's publication Building a Sustainable Future for Ground Operations

BARIN Preferred Partners



About BARIN

BARIN is the industry association for airlines undertaking business in The Netherlands.

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by the most senior executives representing their companies in The Netherlands in the case of foreign based airlines, and hold senior executive management positions in the case of the Dutch-home-based airlines.

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