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FLASH UPDATE 29 JUNE 2022

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

Rarely have I been so surprised & disappointed ...
Last Friday morning BARIN (and a few others) were “informed” by the Ministry of Infrastructure & Watermanagement that the Council of Ministers (*Ministerraad*) would take a decision on the reduction of flights at Schiphol Airport a few hours later.

Let me be crystal clear:

Never ever has this been part of our discussions; never ever have we or anyone in the industry been asked for advice. This decision was taken without prior deliberation and proper argumentation. We still wait for a written notification or a clear plan. Instead, somewhere in The Hague, in a dark corner at the *Binnenhof* the consultants of PWC, on request of the Minister, and against a significant fee, worked for months on a 120-page report with only one conclusion: reduce flights.

I remind you that the same government promised few months ago in het Coalition Agreement:
“To come with an integral policy note on aviation in

growth of number of flight movements was only possible in return for reduction of emissions (noise and CO2 etc.)."

We are furious, as much about the process as well as the content.

Later that day I got even more irritated during the press conference of Minister Mark Harbers. He mentioned the word nitrogen about 120 times but never ever shared that our industry is responsible for one (1) % of the deposition. A combination of misleading the public & severe demagoguery! Furthermore, the only reasoning behind this intended reduction is noise and the NNHS. There is no relation with NOx, or was he simply trying to pacify the farmers?

It even gets worse.. also on Friday, we received a mail from I&W that the Minister would love to talk to us and the home based carriers on Monday to "listen and explain". It will not surprise you that we politely refused to be part of this circus. So did all others. In the meantime also the EU Commissioner of Mobility and Transport criticized the decision. So did IATA's Willie Walsh and many, many others who shared their disbelief.

The last words have not been spoken; not to Minister Harbers, not in front of the court.

Stay safe,

Marnix H Fruitema
Chairman

Aviation sector totally surprised by Cabinet decision on flight reductions at Schiphol

The aviation sector in The Netherlands is totally surprised and very much disappointed in the Cabinet



Airport Schiphol to 440.000 maximum as per Winter season 2023/24. This cap does not affect 60.000 flights as stated by the Government but a potential 100.000 flights as the outlook in the Aviation Act 2020-2050 was that in return for a further reduction in emissions a growth to 540.000 air traffic movements was foreseen. See also the article below on the "Smart and Sustainable" Action Plan.

Please [click here](#) to download the Cabinet letter to the House of Representatives dated 24 June 2022. Various bodies ranging from BARIN, IATA and ACI as well as EU DG Mobility and Transport, Mr. Henrik Hololei have expressed their concerns. Mr. Hololei also expressed his disappointment of not being informed/consulted on this subject by the Dutch Government.

Schiphol

Amsterdam Airport

Reactions on Cabinet decision on flight reductions

Please [click here](#) to download the BARIN press release 24 June 2022

Please [click here](#) to download the IATA press release 24 June 2022

Please [click here](#) to download the ACI press release 24 June 2022

Please [click here](#) to download the reaction by Mr. Hololei as published by Luchtvaartnieuws.nl



Update 2022 on 'Smart and Sustainable' Action Plan published

Recently a 2022 update on the Smart & Sustainable action plan was published. The aviation sector was hit hard by the Corona crisis but the desire to meet each other and to explore the world is still strong.

sustainable future at the same time. The Dutch aviation sector wants to be a frontrunner in sustainability of aviation and continues to be committed to the goals defined. 20 Leading transportation organizations and knowledge institutions have designed 'Smart and Sustainable' in 2018. These parties are of the opinion that the CO2-neutral aviation is possible in 2050 and that aviation can be one of the most sustainable, comfortable and fastest modes of transport.

Goal of this joint action plan is to reduce the CO2-emissions by aviation from the Netherlands to the levels of 2005 by the year 2030. Knowledge institute CE Delft has validated the assumptions of 'Smart and Sustainable' and considers the action plan as ambitious and concludes that the goals set are realistic.

Please [click here](#) to download the updated action plan.



Preferred Partner Luchtvaartnieuws.nl discount offer still stands

Reismedia Group offers subscribers to the BARIN Flash Updates the lucrative option to receive the monthly published Luchtvaartnieuws Magazine at a discounted rate and get access to all online articles on Luchtvaartnieuws.nl and Zakenreisnieuws.nl. Subscribers pay € 70 instead of € 90 for twelve months of subscription to the print magazine, the digital magazine and online articles. Without the print magazine you pay € 45 instead of € 55. To subscribe please [click here](#). This offer is valid until 15 July 2022.

Interesting to read

to read

kabinetsbesluit krimp luchthaven”.

- Please [click here](#) to download the Luchtvaartnieuws article “Schiphol teleurgesteld over uitstellen besluit opening Lelystad”.
- Please [click here](#) to download the Luchtvaartnieuws article “Benno Baksteen: Beschaamde RIVM”



IATA Updates

- Please [click here](#) to download the statement “Travel Recovery Rebuilding Airline Profitability”
- Please [click here](#) to download the statement “Incentives needed to Increase SAF Production”
- Please [click here](#) to download the statement “ICAO Assembly Must Adopt Long Term Aspirational Goal to Decarbonize Aviation”

BARIN Preferred Partners



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About BARIN

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

BARIN Member Airlines are represented 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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