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FLASH UPDATE 20 SEPTEMBER 2023

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

The Dutch elections in November are no guarantee for a more positive outcome for our industry. Too many political parties are trying to win the popularity prize by claiming they are in favour of cutting flights at Schiphol. A roaring minority has influenced their behaviour. Some claim that 452K is not enough and should be lowered to 300K.... why not to zero? Some want to increase the ticket tax, others want to put taxes on fuel, VAT on tickets (despite international agreements), an allotment on how often you can fly, tax transfer passengers as only country in the world, etc. etc.

All these proposals have a few things in common:

- they don't take into account the impact on our investment climate, neither the economic damage for airlines, hotels, taxi companies, handling agents etc. and the subsequent effect on their employment.

- they don't sum up the *collective effect* of the various measures proposed.
- they don't consider how the rest of the world is looking at our country; the Netherlands is not the epic centre of the world. Many of the proposals will push transfer passengers to other airlines at other hubs, many of the departing passengers from Amsterdam will drive (...) to Brussels, Köln, Düsseldorf and take the airplane from there.
- they don't even check out the alternative plan we and our industry partners have suggested
- and last but not least, they do not offer any alternative for the huge demand for mobility.

Let it be crystal clear that I am a big supporter of making our industry the most sustainable form of transportation. Less noise, less emissions, it's our license to operate.

And yes, I do support the train and don't support unlimited growth. Therefore we have submitted an alternative plan to reach the same goals as the Minister.

It is about time The Hague takes this plan serious and also addresses the 5 points mentioned above. Of course we reach out to The Hague to share our views. Only together we can establish a sustainable future.

Take care,

Marnix H Fruitema
Chairman

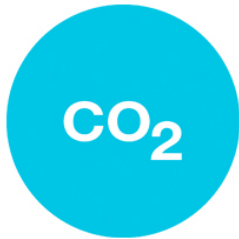


Military exercise Frisian Flag 2023

From 2nd to 6th October (week 40) and from 9th to 13th October (week 41) the military exercise 'Frisian Flag 2023' will take place. This year's Frisian Flag will be held in the regular area, as used in other years, in

week 40 and in an enlarged area in week 41. The Ministry of Infrastructure and Water Management have instructed LVNL to accommodate this event, even if this effects regular traffic flows.

Please [click here](#) to download the PDF with more information which you can forward to the relevant departments within your organization.



National CO₂-ceiling for Dutch aviation

In March 2023, the Dutch Government decided to implement a national CO₂-ceiling for aviation for all departing flights from The Netherlands. The total CO₂-budget is to be spread amongst the various airports and the Inspectorate for the Living Environment and Transport (ILT) is going to be the body to enforce this new legislation. Various stakeholders meetings have been held and will continue to be hold in order to come to a good working process. BARIN has stated that reducing CO₂ emissions to eventually zero is top-priority, however we are against introducing such a cap as the only country in the entire world! A level playing field must be respected since otherwise long-haul carriers from Schiphol will experience a too big disadvantage over medium-haul airlines operating from Schiphol. We will continue to monitor this process closely and keep you informed of further steps.



CAPA issues point of view on reduction at Schiphol Airport

CAPA, Centre for Aviation has issued her point of view on the announced reduction of the number of air traffic movements at Schiphol Airport to the EU Commissioner of Transport at the European Commission.

Like we have concluded already, there are better ways to come to the same noise reduction by using other methods than the drastic cutting of flights and putting the axe at the root of a well-working airport model supporting the Dutch economy and society.

Please [click here](#) to download the PDF issued by CAPA.



Ministerie van Infrastructuur
en Waterstaat

Meeting on Ground Service Handling Agents at Schiphol reduction plan

On 18th September the Ministry of Infrastructure and Watermanagement held a stakeholder meeting to discuss the intended reduction of the number of Ground Service Handling Agents at Schiphol from the current six to three.

We already reported on this in our Flash Update from 12th July. We now have an English courtesy translation of the SEO report available.

Please [click here](#) to download the PDF in English.

Interesting to read

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- Please [click here](#) to download the Financieel Dagblad article 'De taaie concurrentiestrijd van trein versus vliegtuig'
- Please [click here](#) to download the Luchtvaartnieuws article 'Groningen Airport wil vrachtluchten en doorgroeien naar 300.000 passagiers per jaar'
- Please [click here](#) to download the Luchtvaartnieuws article 'ABN AMRO: Mogelijk minder internationale congressennaar Nederland door krimp Schiphol'
- Please [click here](#) to download the Financieel Dagblad article 'Waarom nachtluchten mogelijk verdwijnen van Schiphol'

- Please [click here](#) to download the Algemeen Dagblad article 'Door krimp wordt vleigen voor de elite'



IATA Updates

- Please [click here](#) to download the IATA publication 'Passenger demand continues strong in July'
- Please [click here](#) to download the IATA publication 'Dangerous Goods survey highlights future supply chain challenges'
- Please [click here](#) to download the IATA publication 'Fuel efficiency: No stone unturned in quest for net zero'
- Please [click here](#) to download the IATA publication 'IATA announces first Security Leadership Charter signatories'

BARIN Preferred Partners



About BARIN

BARIN is the industry association representing the interests of airlines 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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