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FLASH UPDATE 2 NOVEMBER 2023

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

You ask your neighbour which percentage of the total CO₂-emissions are caused by aviation, and she/he will probably tell you that airlines are responsible for 20,30, or 40% of all CO₂-emissions.

[Rijksoverheid.nl](https://rijksoverheid.nl): *"De burgerluchtvaart is op dit moment verantwoordelijk voor 2-3% van de wereldwijde uitstoot van CO₂." / "Civil aviation is responsible for 2-3% of worldwide emissions of CO₂ today").*

You ask him or her also which form of transportation generates more noise: car, trains or airplanes? And most of your neighbours will tell you: airplanes! (*Trains 3x more than planes, see report to70*).

Our industry has been pushed in a corner where it doesn't belong. Hardly ever do you hear the responsible Minister or Ministry say anything

positive about our industry.

I hardly hear about the 300.000 jobs aviation creates in our country, or the importance of a worldwide network for our investment climate, or the billions of investments the aviation industry has been making in sustainability.

With a constant negative focus on the aviation sector we come to a point of framing. According to the Cambridge Dictionary one meaning of framing is *"the ideas and meanings that are connected with something when it is described or discussed, so that people understand it in a particular way"*. In other words: "influencing others by using certain words and examples that point in a certain direction. In our case, a false direction".

It also implies a blindness for other opinions. Blindness for other data, blindness for other insights. And in a year of elections this framing is too easily followed by political parties and their programs.

Hence, it is refreshing to read the report of consultant To70 with real facts and figures. No emotions, just the plain facts. This report was produced on the request of the Ministry of Infrastructure & Watermanagement (I&W) to get an insight in foreign policy regarding airline noise. I ask your special attention for the two slides on page 9 & 10...

Enjoy!

Marnix H Fruitema
Chairman

P.S. In the meantime Schiphol announced an increase of airport charges of 14.8% instead of the original 12%, for the year 24/25. A partnership between airlines and Schiphol, a dialogue or consultation between airlines and Schiphol is unfortunately a one-sided affair. I also refer to the article below in Luchtvaartnieuws on the legal case between airlines, Schiphol and the ACM.



to70 Benchmark report on foreign noise policies of May 2022

With the elections for the Dutch House of Representatives coming up, there is a lot of attention for the aviation sector by all political parties. The Minister of Infrastructure and Watermanagement intention to reduced the number of air traffic movements at Amsterdam Airport Schiphol is solely based on noise hindrance. In that aspect and in light of the elections the report written by to70 which was already published in May 2022 is very much relevant today.

Please [click here](#) to download the full report.



Cargo Handling Agents pull red card against proposal to also reduce cargo handling agents

Various Cargo Handling Agents point out to Minister Harbers that also halving the number of Cargo Handling Companies does not serve any goal. The idea of halving the number of licenses for Ground Service Handling Agents at Amsterdam Airport Schiphol from 6 to 3 arose due issues in the baggage cellars and loading of baggage. There is no correlation whatsoever with the Cargo Handling Agents and a warning is given that investments (in sustainability and labour conditions) may not be expected in the next 1½ year, with uncertainties like these.

Please [click here](#) to read the article published by ACN on this.



DLT Chairman Lodewijk Asscher support plea to reinvest proceeds of ticket tax in aviation innovation

In a letter to the *Tweede Kamer* Commission of Infrastructure & Watermanagement, the Chairman of the Sustainable Aviation Table, Mr. Lodewijk Asscher supports the plea of the aviation sector to reinvest the proceeds of the ticket tax into the sector itself. E.g. to invest it to stimulate the scaling-up of production of Sustainable Aircraft Fuels or in the R&D programs for electric flying.

Please [click here](#) to download the DLT letter.



Ministerie van Economische Zaken
en Klimaat

Votes on the 2024 Dutch Tax-plan included amendments on various aviation taxes

In a vote in the House of Representatives (*Tweede Kamer*) on the Dutch tax-plan for 2024 a number of amendments on various aviation taxes were submitted by various parties. Some of the highlights are as follows:

- **Introduction of the ticket tax for transfer passengers** was only supported by 64 out of 150 MP's, so it was **rejected**.
- **A differentiated ticket tax by class of travel and extension to transfer passengers and private jets** was also **rejected** as only supported by 26 out of 150 MP's.
- **A differentiated increase of the ticket tax by class of travel and distance** was supported by 53 out of 150 MP and thus **rejected**.
- **Increase of the ticket tax with 55 Euros** was **rejected** as only support by 53 of 150 MP's
- **Lowering of the take-off weight of (private) jets for the ticket tax** was **adopted** as supported by 117 of 150 MP's.

For more details please [click here](#).

Interesting to read

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- Please [click here](#) to download the De Telegraaf article 'Luchtvaart: "Krimp niet meer nodig"'
- Please [click here](#) to download the Luchtvaartnieuws article 'Natuurvergunning onder vuur nu ook Gemeente Amsterdam bezwaar maakt'.
- Please [click here](#) to download the Luchtvaartnieuws article 'Minister vol vertrouwen over rechtszaken: 'Natuurvergunning Schiphol staat!'
- Please [click here](#) to download the Luchtvaartnieuws article 'Schiphol gooit tarieven nog verder omhoog: airlines woest'
- Please [click here](#) to download the NL Times article 'Airlines suïing Schiphol over tariff hikes'
- Please [click here](#) to download an article by Benno Baksteen 'Horen en Zien'



IATA Updates

- Please [click here](#) to download the IATA publication 'Speed and Convenience Top Priority for Passengers'
- Please [click here](#) to download the IATA publication 'First Integrated Shopping to Travel Journey Using Digital Identity Demonstrated by IATA and Partners'
- Please [click here](#) to download the IATA publication 'Progress towards Aviation Industry's Commitment to Passengers with Disabilities'

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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