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FLASH UPDATE 3 DECEMBER 2025

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

Last week Thursday, the Dutch Parliament voted on several proposed changes to the current aviation tax legislation. A number of amendments were adopted, while others were rejected by a majority in the House. BARIN is not, by definition, opposed to aviation taxes. However, we consistently advocate for taxation at a supra-national level. Brussels or ICAO are the appropriate platforms for designing and implementing such measures.

We also refer to the recommendations of the Nationaal Burgerberaad Klimaat (see article: <https://nos.nl/l/2592787>).

A tax that applies only in the Netherlands and not in line with the rest of Europe has immediate and measurable consequences. This is why we welcome the motion adopted last week, with broad parliamentary support, calling for a thorough analysis of the unusually high Dutch aviation taxes and the impact of cross-border traffic diversion.

Already 2 million passengers a year choose airports just across the border.

One may rightly ask: why was this analysis never conducted before introducing the long-distance tax? Has the government implemented a tax without understanding its consequences? Apparently yes. Despite the large majority in favour, some political parties still voted against conducting further research (Please [click here](#) for voting outcome). Why? Do they wish to continue designing policy driven by emotion rather than facts? Do they simply never travel themselves? Do they not hold a passport? Or do they consider the Netherlands the epic centre of the world?

Take care,

Marnix H Fruitema,
Chairman



The importance of aviation for the Dutch economy and our connectivity (PLS READ THE SLIDES CAREFULLY!)

It is inevitably clear that aviation has a large contribution to our global connectivity, the Dutch economy and employment in The Netherlands. It is obvious that people have a need to travel, being for family visits, holidays or work.

At the same time we also see the logistical role of airfreight in the supply and e-commerce chain. From consumer-goods to biomedical, chips, car-parts etc., airfreight is an indispensable asset of our industry.

We urge you to [click here](#) for an infographic on this.



House of Representatives voting on differentiation aviation taxes

Last week Thursday a vote took place on various proposed changes to the current legislation on aviation taxes. A few amendments were adopted, where others were rejected by a majority in the House. A general differentiation on the ratio of the height of the tax vs. the distance flown was adopted. There will be 3 distance categories for short-, medium- and long-haul traffic. Also a tax to be introduced on business jets was adopted, whereas a differentiation on tax per travel class or tax for transfer passengers was rejected.

Please [click here](#) for an overview of all amendments and the voting outcome.



Schiphol announced its plans for the future

On Friday 21st November Schiphol announced its new plans for the future. Quality and balance are central to Schiphol's new Masterplan Schiphol Centre and Strategic Plan 2025-2035. Schiphol will continue to invest in the quality of the airport in order to improve the traveller experience, ensure good working conditions and provide better service to airlines. At the same time, Schiphol is working on becoming quieter and more sustainable. With its new plans, Schiphol aims to contribute to the economy of the future and the progress of the Netherlands.

Please [click here](#) for an artist impression on the future Schiphol.



Zero-emission zone at Schiphol-Centrum

On 1 January 2026, the zero-emission zone (ZE zone) at Schiphol-Centrum will come into effect. This means that delivery vans and lorries will only be allowed to enter the ZE zone if they are emission-free or if they meet the conditions of the transitional arrangement. Passenger cars will continue to have access to the ZE zone. Nothing will change for passengers travelling to Schiphol-Centrum by passenger car. It only affects passengers who are dropped off or picked up by a delivery van or lorry. Although Schiphol is informing this target group through various channels, airline and partner handlers are advised to also communicate the introduction of the ZE zone to passengers. For example, in the ticket confirmation.

Use the texts from the communication toolkit to communicate this. Or click on "[read more](#)" for more information about the ZE zone. If you have any questions about the ZE zone? Please contact the project team at uitstootvrij@schiphol.nl.

Interesting to read

Interesting to read

- Please [click here](#) to download the Up in the Sky article 'Belgische vliegtaks gaat flink omhoog'
- Please [click here](#) to download the NOS publication 'Nederlanders vaker in auto, vliegtuig en op de elektrische fiets'
- Please [click here](#) to download the AviationA2Z article 'Airbus orders at Dubai Airshow 2025'
- Please [click here](#) to download the Up in the Sky article 'Transavia benoemt nieuwe CEO'



Interesting to read

- Please [click here](#) to read the IATA publication 'October Air Passenger Demand Growth Accelerates to 6.6%'
- Please [click here](#) to read the IATA publication 'Air Cargo Demand Sets New Record in October, up 4.1%, Marking Eight Straight Months of Growth'

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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