



FLASH UPDATE

Date: 9 September 2026

Edition 15/2026



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

BARIN Flash Update – Welcome Back!

From 2027, the Dutch aviation tax will be divided into three distance categories. Under the original plans, passengers would pay €29.40 for short-haul flights, €47.24 for medium-haul flights and €71 for long-haul flights.

Leaked government plans last week indicated that only the highest rate will be adjusted: for flights of more than 5,500 kilometres, the tax would be reduced to €59, the same amount as charged in Germany. There will be no change to the short- and medium-haul rates. The reasoning behind this decision remains unclear, other than the apparent need to find a middle-

of-the-road compromise, that would keep a majority of political parties happy.

But did no one in The Hague realise that airports such as Groningen, Rotterdam and Eindhoven have no long-haul flights and will therefore remain uncompetitive vis-à-vis airports such as Brussels, Weeze and Düsseldorf? Did no one realise that the vast majority of flights — including those departing from Schiphol — are short- and medium-haul?

And did anyone consider that airlines such as easyJet, Transavia, Corendon and TUI will not benefit from the reduction in the long-haul tax at all?

Keeping everyone happy in The Hague is once again leading to mediocre solutions.

BARIN remains fully engaged on this dossier and will continue to advocate for aviation taxes that are aligned with those of our surrounding countries and do not distort the competitive position of Dutch airports and airlines.

Take care,

Marnix H Fruitema,
Chairman



Government of
the Netherlands

Dutch Cabinet proposes to lower the amount of a new long-distance aviation tax

In the proposed budget plan for the new parliamentary year, the Dutch Cabinet proposes to lower the amount of the long-distance tax.

Airlines have strongly opposed to this increase as well as to the increase to € 47 for medium-haul destinations. According to the "Coalition Agreement" the intention to bring aviation taxes in line with neighbouring countries should be explored....

Decreasing the amount for long-distances from € 71 to a proposed € 59 is a symbolic deed. A vast majority of all departing passengers from the Netherlands travel to short- and medium-haul destinations. Still the amounts for those passengers are much higher than the taxes in Germany (€ 15 / € 32) or Belgium (€ 10). Please read this [article](#).

The complaints of the three claimants are multiple ranging from the selection-criteria as well as the consultation process. The court case served on Wednesday September 2nd and the verdict is expected on September 23rd. To read more, please [click here](#).



The Netherlands releases part of the strategic fuel reserves

In a joint effort with 31 other countries united in the International Energy Agency, The Netherlands has decided to release a part of the Dutch fuel reserves in order to soften the price increases for consumers and businesses. A total of 105 kilo-tonnes of oil products will be released additionally of which 50 kilo-tonnes of diesel, 45 kilo-tonnes of petrol as well as 10 kilo-tonnes of sustainable diesel. The total equals some 780.000 barrels of oil. To read more, please [click here](#).



- Please [click here](#) to download the Up in the Sky article “Nederland trekt vliegtaks gelijk met Duitsland: symbolisch voorstel”
- Please [click here](#) to download the Financieel Dagblad article “Kamer mist regie bij uitvoeren rapport Wennink”
- Please [click here](#) to read the article "BuZa past reisadviezen voor landen in Midden-Oosten aan: vakantie naar Dubai of Israël niet meer afgeraden”
- Please [click here](#) to download the McKinsey & Co article “How premium leisure travel is rewriting airline economics”

IATA Updates

- Please [click here](#) to read the IATA LinkedIn publication 'Air Cargo demand grows 3,9%'



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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