

Draft– Minutes BGA – 22 September 2022 BARIN General Assembly
Confidential

PLACE OF MEETING Via MS Teams	DATE OF MEETING 22 September 2022	TIME 14.30 – 16.00 hrs.
MEETING NO. 02/2022	DATE OF ISSUE 26 September 2022	PAGES (incl. this page) 5

ITEM	DESCRIPTION OF ITEM	By
1	Confirmation/Changes Agenda	MF
1.a	<p>The Chairman opens the meeting at 14:30 welcoming all and points out our rules of engagement as per below: <i>BARIN meetings are being conducted in compliance with the BARIN Code of Conduct.</i> <i>Pursuant thereto, meetings will not discuss or take action to develop rates or charges, nor will these discuss or take action on remuneration level of any intermediaries engaged in the sales of Air Transportation.</i> <i>These meetings also have no authority to discuss or reach agreement on the allocation of markets, the division or sharing of traffic or revenues or the number of flights or capacity to be offered in any market.</i> <i>BARIN-members or observers are aware of their obligation to comply with this BARIN Code of Conduct, and hereby once again reminded that any discussion regarding such matters, or concerning any other competitively sensitive topics outside the scope of the agenda, either on the floor or off, is strictly prohibited.</i></p> <p>He especially welcomes our new participants to this meeting: Mr. Journey Torres of American Airlines, Mr. Naufal Aflah at Garuda Indonesia (who may join later), Mrs. Victoria Bubmann of the Lufthansa Group, Mr. Walid el Khessal, Mrs. Barbara Vermaas of Qatar Airways, Mr. Kun-Jie Lim of Singapore Airlines and Marloes van Laake of Transavia.</p> <p>The main two topics keeping us very busy these days are of course the chaos at Schiphol and the announcement by the Dutch Government on the intended reduction of air traffic movements from 500K to 440k effective W23/24. Both topics are coming back on the agenda today. And both topics attracted a lot of media attention and BARIN's views were very often published.</p>	
1.b	The Chairman asks the meeting if there are any additions to the agenda. There are not so approved unchanged.	
2	Approval of the draft Minutes BGA 11th April 2022	MF
2.a	As there are no comments or questions on the minutes of April 11 th 2022, these are approved without any changes.	
3	Finance	JH o/b HM
	<p>Due to the absence of the BARIN Treasurer Helen Malotau, the Secretary General, shares 2 slides. Main highlights are:</p> <ol style="list-style-type: none"> All 2022 dues of both BARIN Members and Preferred Partners are received. (more than budgeted). The only budgeted income not collected is the € 5K event sponsorship from Schiphol as we do not deem it wise to request that from that party given the circumstances and discussions. This means we are short € 2.250 on the income-side vs. the budget. However, we can save € 2.250 on the cost side by not spending that much on give-aways. We do have unbudgeted and unforeseen expenses, being € 4.000 for website redesign, € 1.500 for changes of the Articles of Association (see below), € 5.000 for an MKBA-study (see below) and an additional € 2.250 for the Christmas dinner when not asking Schiphol for Sponsorship. Furthermore, the SG mentions that at the beginning of the year we had a positive cash position of € 61K and we probably may add some € 2.250 to the reserves at the end of this year. <p>We do not wish to increase our reserves any further as a non-profit organization, however we need to keep a buffer for unforeseen items such as law-suits or under-collection of fees.</p> <p>The meeting unanimously approves the suggested changes to the budget and additional expenses.</p> <p>The Chairman adds that in future we will be making a quarterly update for the finances to be shared with the membership.</p>	
4	BARIN Governance	MF/JH
4.a	Changes in the Articles of Association (Statuten)	

We have been approached almost daily by the media as over the past couple of years we built up a database of 80+ media contacts; we work mainly with a few media such as ANP, FD, Parool, NRC, De Telegraaf, BNR radio, and Luchtvaartnieuws.

Schiphol's action plan of May was too little and too late: approximately 200 additional security staff were hired where they needed 500. However, Monday last week was a big surprise again and a point of no return was reached for the CEO who announced his resignation; a wise decision.

We continue to work together with Schiphol to make sure they get their act together; we again have a Board Directors meetings for the upcoming black days.

BARIN joined Schiphol to request airlines to reduce passenger numbers in the upcoming days in order to avoid a worse scenario which would have been a runway reduction parameter. The SG adds that with the worsening of the Autumn weather expected, a 1+1 runway use would have created a much bigger problem for all airlines.

The Chairman continues: Labour conditions are to be renegotiated in order to attract and to keep staff. Do I see a solution on less chaos in the months to come? In all fairness 'no', not before the end of the year. It is painful and harmful.

Furthermore, the Chairman was quoted wrong in the ANP bulletin. The € 350 was offered by Schiphol on limited days on limited block hours to a limited number of carriers in those block hours. The SG adds: It is only intended for a few days in these 2 weeks before all airlines have been able to adjust their capacity according to the new Terminal Parameter issued by ACNL on 20 September last.

And the Chairman says that we know that many sectors and other airport around the globe face the same issue however it is Schiphol's responsibility to get her act together.

And with an increase of 37% in the airport fees, there is a need for concluding a Service Level Agreement. We will be working on this jointly with IATA.

6.b

A-pier and New Terminal

The delivery of the A-pier has once again been delayed and the budget will be doubled if not more. We also expressed our concerns on this in public and in the media. It is the airlines who have to pay for overspending the budget.

The New Terminal was also in the news; Although we see an appalling communication strategy of Schiphol, a number of airlines and clients have requested and upgrade of services. Again, we are looking at an investment portfolio of over € 1bn per year. We are worried about each and every budget/expense.

The Chairman asks if there are any questions from the meeting.

Jan Feenstra of Delta informs about the staff shortages at the Border Police (Kmar); he also hears about issues for incoming passengers.

The SG replies that staff shortages at the border police do occur but are not major but due to the introduction of the European Entry/Exit System (EES) as per May 2023, new machinery and software is being installed and staff is being trained for new procedures, causing some staff shortages currently.

Tako Träger of Air Europa: what is the status on claim negotiations?

The SG replies that as BARIN we cannot jointly file a claim or start a court-case on behalf of the airlines as BARIN as such has not suffered any financial damages. We have advised our membership to file individual claims to Schiphol. KLM is preparing a big claim and possibly will end up in a court case against Schiphol. This jurisprudence can then be used by other airlines to base their strategy on.

Still Tako Träger wonders that when BARIN represents the airlines when talking about compensation, BARIN cannot represent the same airlines in a claim case.

The Chairman replies that we can act as a representative towards the airport in discussions/negotiations but cannot act as a legal representative in a court case.

Dalia El Maraghy of Egyptair mentions that MS already filed a claim but Schiphol has replied not being liable.

	The SG says that as he already mentioned he expects airlines finally ending up in court to get their right. The Chairman already mentioned the media attention. If as an airline you want to use our contacts, feel free to contact us and we will get you in touch with the media.	
7	Ministry of Infrastructure & Watermanagement	MF/JH
7.a	<p>Announced intention for Reduction to 440K atm's at Schiphol as per W23/24</p> <p>The Chairman pictures the history: On June 24th we received a call from the Ministry with the information that the Cabinet would decide later that day to reduced movements from 500K to 440K. This came as total surprise for all airlines; some news leaked to the media 2 days prior but we were not involved in any steering group, whereas over the years we have been involved in many. Later that day we received an invitation to speak to the Minister on Monday, which we declined immediately.</p> <p>We came to the conclusion with IATA and some airlines that the process lacked normal values and also content lacked correct information like using outdated fleet-data. The Balanced Approach-procedure was not followed, the EC or DGMove in BRU were not involved and definitely not amused.</p> <p>During the 'Luchtvaartdiner' we had very emotional en heated discussion between Minister Harbers and the BARIN Chairman which finally resulted in a meeting yesterday with the Director Aviation and Maritime Affairs of the Ministry of Infrastructure and Watermanagement.</p> <p>BARIN joined KLM and Schiphol to have an MKBA-study (Socio-Economic Impact Analysis) executed to see the impact of reduced capacity on our economy, employment, welfare, etc. Total costs will be around € 350K of which BARIN only pays a small contribution of € 5K.</p> <p>It does not look like the timeframe will be met by NOV23. We were asked to assist the Ministry to develop a system on how to reduce to 440K, but obviously we are not inclined to be of much assistance damaging our own business.</p> <p>There is a challenge being a legal case of Environmental Permit (<i>Natuurvergunning</i>) which SPL still does not have. The SG briefly sheds a light on the recent history on the Environmental Permit: In 2016 a MER (Environmental Impact Report) was published after which in the 2nd half of 2017 the Ministry of I&W requested Schiphol to start working on filing a request for the Environmental permit. Over the years the Ministry of I&W as well as the Ministry of Agriculture submitted some 20 additional requests and questions, pushing the deadline for submission of the request back to 30st June 2022.</p> <p>Also, the media is not always aware of correct data, procedures and timeframes, leading to misunderstanding by the general public.</p> <p>The Chairman adds that a "roaring minority" vs. a "silent minority" is framing a lot of negative news on our sector.</p> <p>Edwin Peters of Malaysia Airlines wonders if there is a correlation between this decision and the staffing issues at Schiphol.</p> <p>The SG replies that it probably more has to do with the fierce farmer protest on Nitrogen since the decision was not thought-through very well and only came days (24th June) prior to the submission date (30st June). The Balanced Approach procedure and EU-position was not taken into account at all and the entire project was carried out in a few months only.</p>	
7.b	<p>BARIN's position and action plan is to start with the MKBA-study to be executed by 3 parties SEO, CE Delft, Significance funded by Schiphol, KLM and BARIN.</p> <p>The Chairman concludes that we have 2 main subjects being the Schiphol Security issue at the shorter term and the 440K issue which is affecting the longer-term position of the aviation industry. We time and again share that welfare and connectivity go hand in hand.</p> <p>Victoria den Haring of FedEx queries if the position of cargo was brought up at the meeting yesterday? Yes, it was brought up both by the CEO of Schiphol as well as by BARIN on the position of "<i>Nederland Distributieland</i>" Information sessions are to be organized. We have to be careful to which extent we participate.</p>	

8	Events	JH
	The BARIN Christmas Dinner is to be held on December 13 th , at the Schiphol Hilton Hotel for BARIN members and alternates, Preferred Partners and some major stakeholders. The invitation and details will follow in due time but please mark your calendars.	
	AOB	All
	There is no other business from the participants.	
10.	Closing	MF
	Chairman: We do not make the same mistake as Schiphol being too late with everything as we are on time to close this meeting. I thank everybody for their participation. The meeting is closed at 16:00 hrs.	

LIST OF PARTICIPANTS

Company	First Name	Last Name
Air Canada	Steven	De Bisschop
Air Canada	Wim	Jaap Berkhout
Air Europa	Tako	Trager
American Airlines	Journey	Torres
BARIN	Marnix	Fruitema
BARIN	Joost	Hasperhoven
BARIN	Léon	Jansen
Delta Air Lines	Jan	Feenstra
Egyptair	Dalia	El Maraghy
Etihad Airways PJSC	Jan	Verboon
FedEx Express Europe	Victoria	den Haring
IAS Aviation	Jacques	Heeremans
Lufthansa Group	Victoria	Bubmann
Lufthansa Group	Marcel	Rohring
Malaysia Airlines	Edwin	Peters
Qatar Airways	Mirjam	Sanders
Qatar Airways	Barbara	Vermaas
Royal Air Maroc	Walid	El Khessal
Royal Jordanian	Pekka	Smit
Singapore Airlines	Kun-Jie	Lim
Transavia	Marloes	van Laake