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## FLASH UPDATE 05 MARCH 2025

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

Taxes, what taxes?

As of January 1, 2021 The Netherlands introduced a tax for all departing passengers. At that moment the tax was € 7,84 per ticket. Today the tax has been increased to € 29,40. This generates almost 800 million euros in revenues for the government. Now our government wants to add a differentiated ticket tax. To collect another € 247 M, and as per 2027 would accumulate to € 1,1 billion!

Another firecracker is the transfer tax. Not even mentioned in the "*Hoofdlijnenakkoord*", but a popular subject for those who have little knowledge about our industry. Needless to say this would be extremely harmful for connecting the Netherlands with the rest of the world, the hub-network at Schiphol, and subsequently for our investment climate.

And for those who think our beautiful country is the epic centre of the world...think again. It is not..!  
Our industry is 'par excellence' an international affair, where cross-border traffic also requires cross-border legislation and solutions. These taxes should be harmonised; as a minimum at EU-level.

No surprise, there is no country worldwide which has introduced such a transfer tax...!

Below you will find the view of BARIN, (so-called "Zienswijze"), as submitted last week.

Take care,

Marnix H Fruitema,  
Chairman



## **BARIN submits point of view on distance dependable tax**

Last week, BARIN submitted her point of view on the differentiated ticket tax ("*gedifferentieerde vliegbelasting*") as proposed by the Dutch Cabinet. BARIN is of the opinion that a tax like this is harmful for the position of aviation in general and to the Dutch economy in particular. Moreover since the only reason to increase the proceeds of such a tax is used to cover the national budget ("*Rijksbegroting*").

Please [click here](#) to download the BARIN point of view.



## **Dutch Cabinet decides not to go ahead with 4th approach-route northbound**

Last week Friday the Dutch Cabinet decided not to continue with the introduction of a so-called 4<sup>th</sup> approach route from the South towards Schiphol as part of the 'Redesign of the Dutch Airspace'. The two main reasons for this project to redesign the

Dutch airspace were 1. to create a new and larger military aircraft test area (for the F-35 Joint Strike Fighter) and 2. to enable higher approaches and shorter routes from civil aircraft into Schiphol in order to reduce emissions of CO<sub>2</sub> and NO<sub>x</sub>, to reduce noise and to cut back flying times. Cancelling part of the project now, puts the entire savings on noise and emissions in jeopardy. BARIN is currently studying the effects of the decision.



## **Municipality Haarlemmermeer votes for inclusion of aviation sector personnel in Environmental Council Schiphol**

The Municipality of the Haarlemmermeer (Hoofddorp etc.) in which Schiphol is also located has adopted a motion by various political parties to include people working in the aviation sector in the MRS-*Maatschappelijke Raad Schiphol* (Environmental Council Schiphol) as well. Currently the set-up is that only people *nó*t working in the aviation sector are allowed to participate in this council in which issues regarding noise, emissions, growth, de-growth, taxation etc. on our industry are being discussed. However, as the municipality claims, 37% of the population in the Haarlemmermeer is depending on their income from working in the aviation sector. So why only having the 'opponents' of aviation given a voice in the MRS, and ignoring the interests of the silent majority?

Please [click here](#) to download the motion on this topic.

An expert group of policy makers of the Ministry of Infrastructure and Watermanagement, Health organizations and aviation professional have jointly designed an information bulletin on transportation of mobility aids such as wheelchairs in an aircraft.

You may [click here](#) to download the English version and [click here](#) to download the Dutch version of the publication.

## Interesting to read

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- Please [click here](#) to download the Up in the Sky article 'Verdeeldheid over verdere verhoging vliegtaks'
- Please [click here](#) to download the Up in the Sky article 'Haarlemmermeer wil andere koers in Schiphol debat'



### IATA Updates

- Please [click here](#) to download the IATA's publication 'Annual Security Report Edition 2024'

# 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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