



Future-proof aviation for the Netherlands

The commitment of the Dutch
aviation sector to the Netherlands

TOGETHER TOWARDS MORE SUSTAINABLE, QUIETER AND STRONGER

Input Coalition Agreement 2023-2027

Future-proof aviation for the Netherlands

Flying connects people, economies and cultures. People fly for work, vacation, study or a family visit. Aviation is also crucial for getting goods, such as medicine, fresh foods or electronics, to the right destination on time. But flying has an impact on our climate and surroundings. Together we must take steps to strike a balance between the benefits of aviation for the Netherlands and the need to operate more sustainably. It is very important that we seek societal support for aviation as we join hands in finding this balance.

We want to accelerate progress by not only flying more sustainably, but also more quietly. We want to strike a new balance with our surroundings, while at the same time ensuring that aviation remains accessible to Dutch citizens and that the Netherlands remains well-connected with the rest of the world. Reducing the number of flight movements should not be a goal in itself. Noise and CO₂ reduction should be central again.

Only by joining forces with the government, knowledge institutions and industry we can make great strides towards operating more sustainably and quietly. The Netherlands has everything it takes to do this: internationally renowned knowledge and research institutions, an innovative manufacturing industry, a strong energy sector, a lot of knowledge and talent, ambitious airlines and airports, as well as excellent infrastructure.

The Dutch aviation sector hereby outlines its vision with 10 concrete commitments for the coming years. Our sector can only realise these commitments together with the Dutch government. We need clarity and stability to turn our commitments into a joint action agenda that - based in part on the *Luchtvaartnota 2020-2050* - will make aviation in the Netherlands more sustainable, quieter and stronger.

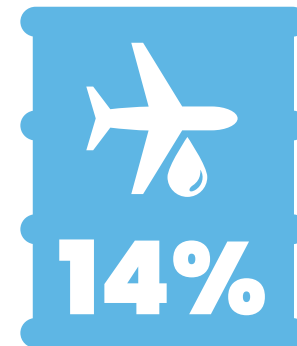
This is our commitment to the Netherlands.

TOGETHER TOWARDS MORE SUSTAINABLE, QUIETER AND STRONGER

10 commitments

MORE SUSTAINABLE

1 Invest in sustainable aviation fuels



We want to invest in sustainable aviation fuels. **Our ambition is that 14% of the fuel for aviation in the Netherlands is sustainable (SAF) in 2030.** This is higher than the European SAF blending mandate of 6% in 2030.

SAF brings up to 85% less CO₂ compared to regular kerosene but is still very scarce and expensive.

We ask politicians for specific industrial policy that will make the Netherlands a leader in the production, logistics and use of sustainable fuels. The government should help to make sustainable aviation fuels more affordable.

This will offer great opportunities for Dutch businesses. Targeted policy and support to excel in this area, in combination with logistical hubs such as the Port of Rotterdam and Amsterdam, will make the Netherlands a frontrunner when it comes to SAF.

This will allow Dutch citizens to fly on more sustainable fuels sooner.

2 Support for strengthening global and European policy



For an international sector like aviation, global or at least European policy is needed.

We therefore support:

- Introduction of **a global kerosene tax** on all flights to maintain an international level playing field, with the revenues to be reinvested in making the sector more sustainable, such as in the production of sustainable aviation fuels
- **Strengthening CORSIA**, the global UN system to offset CO₂ emissions from international flights
- **Abolition of free allowances under the European Emissions Trading System (EU ETS)**, which aviation in Europe has already been under since 2012, **and tightening of the ETS cap from 2024** for a market price for CO₂
- **The EU blending mandate** for sustainable aviation fuels (SAF) from 2025 for intra-EU as well as long-haul flights departing Europe

We ask politicians to support policies and pricing at global or European level. National policies only shift passengers and air cargo to other countries, without reducing climate impact. So, no unnecessary national policies on top of a European variant and no increase of national aviation taxes. We must reinvest the revenues of taxes and ETS in making the sector more sustainable, such as in the production of sustainable aviation fuels.

This way Dutch citizens know that everyone contributes to sustainability.

3 Concrete climate targets for 2030 and Net Zero CO₂ emissions in 2050



As the Dutch aviation sector, we commit ourselves to achieving **Net Zero CO₂ emissions** by 2050, in line with the EU Climate Goals.

To accelerate more sustainable flying, we will ensure that by 2030:

- CO₂ emissions from aviation departing from the Netherlands are back on 2005 levels
- There will be no CO₂ emissions at Dutch airports (ground-based operations) through the electrification of ground equipment

We ask politicians to work together on solutions and policies in order to meet our CO₂ targets. In this regard, it is crucial that the government ensures an international level playing field, as the Dutch aviation sector competes globally.

We ask politicians to give the *Duurzame Luchtvaarttafel (DLT)* a central role in this respect.

It is also important to finally realise a Single European Sky, which will result in fewer detours, thereby reducing fuel consumption and CO₂ emissions from flights within Europe by around 6-10%. Europe is also conducting further research into the non-CO₂-related effects of aviation.

This way Dutch citizens know that aviation is making its contribution, and we ensure that passengers and air cargo get to their destination without unnecessary detours.

MORE SUSTAINABLE

4 More international trains for short distances



We believe it is important for travellers to be able to make conscious travel choices, without taking anything away from the good connectivity of the Netherlands.

We will stop flying to Brussels, as soon as there is sufficient train capacity, and the train will run more frequently and at earlier hours between Brussels airport and Schiphol than currently is the case, so that the travel needs of passengers can be met.

We ask politicians to invest heavily in the AirRail agenda. In addition to Brussels, we also need to improve international train connections with Paris, London, Düsseldorf, Frankfurt and Berlin, with international trains stopping at Schiphol Airport at earlier hours and more frequently. This will make the international train a viable alternative for short-haul flights.

We ask politicians to extend the *Noord-Zuid lijn* to Schiphol Airport, thereby freeing up rail capacity that can be used to make Schiphol more accessible by international train.

This will allow Dutch citizens to make more conscious choices when travelling short distances.

5 More recycling and 50% less residual waste



We are committed to a **fully circular waste management system** for Dutch aviation.

We pledge to generate 50% less residual waste in 2030 compared to 2011. This will reduce waste by 6,700 tonnes annually, which is the equivalent of 610 full garbage trucks per year.

We ask politicians to advocate in Brussels for amending 14-year-old EU legislation (Regulation 1069/2009) to ensure that in a safe way more can be recycled and reused.

Currently, it is mandatory to burn all catering waste coming from *outside* Europe to prevent a theoretical chance of animal diseases spreading. While the same catering waste from flights *within* Europe is recycled and reused in thirteen different waste streams.

This way Dutch citizens can contribute to reducing more waste.

QUIETER

6 Flying quieter



We are committed to reducing noise for people living around Schiphol and other Dutch airports. With the sector plan *“Cleaner, quieter, more economical”* of June 2023, which was calculated and validated by the independent knowledge institute the Royal Netherlands Aerospace Centre (NLR), we are achieving:

- A 20% decrease of the number of severely hindered people around Schiphol throughout the day in 2026, and 15% at night in 2024
- A noise reduction of at least 48% throughout the day and 43% at night by 2030 compared to 2023

We will achieve this by:

1. Investing billions of euros in accelerating fleet renewal, introducing next generation aircraft that use up to 25% less fuel and are up to 40% quieter
2. Deploying our most quiet aircraft at night
3. Having noisier aircraft pay higher airport charges
4. Introducing smarter and quieter operational measures, requiring pilots to fly low for shorter stretches
5. Signing a covenant with all parties to ensure that everyone uses optimal standard procedures

We ask politicians to invest in air traffic control to continue working on improvements in flight routes and measures to fly more quietly during the day and night.

This way Dutch citizens experience less noise hindrance.

7 Together towards a new balance with our surroundings



We are committed to improving our relationship with residents around Schiphol and other airports. Support for aviation is fragile and we must prevent additional noise nuisance.

Policy with broad support can only be achieved by working together structurally with all relevant parties and the government.

When designing and modernising flight paths, such as the 4th approach route, we believe it is important to give priority to reduction of noise nuisance in addition to CO₂ reduction, also with regard to the opening of Lelystad Airport.

In recent years, airlines operating out of Schiphol have contributed more than 750 million euros to home insulation programmes and other environmental projects. Schiphol recently announced that it would make a total of 70 million euros available for the *Omgevingsfonds*, which can be invested in landside projects and measures to improve the living environment of individual local residents. **We ask politicians** to invest in this as well.

We ask politicians to establish an integral consultative structure in which all parties; local residents, the government and the aviation sector can discuss and work together on reducing noise hindrance from flying.

This allows Dutch citizens to actively participate as a stakeholder.

8 Less noise at night



We are fully aware that something has to change.

We want to accelerate the reduction of night-time noise levels, for instance by maximising the deployment of our quietest aircraft at night and seeking capacity elsewhere during the day.

That means we want to pursue quieter operations more quickly, without resorting to a night closure at Schiphol, which would be unwise and harmful to the Netherlands. There is only very limited space in Schiphol's flight schedule during the day. As a result, there is little room to move night flights to the daytime.

We ask politicians to prevent the Netherlands from “closing” at night and that air cargo and passengers will have to divert to foreign airports as a result. The most important thing to reduce noise impact for local residents is accelerating the introduction of quieter aircraft and introducing smarter procedures. As a sector we have committed ourselves to this in the sector plan *“Cleaner, quieter, more economical”*, which ensures less noise impact, not only at night but throughout the entire day.

This way Dutch citizens can always get home and air cargo will reach its destination on time, while at the same time we achieve less hindrance during the night.

STRONGER

9 Innovative aviation



Innovation is key to make aviation in the Netherlands more sustainable, quieter and stronger. The Netherlands, with its innovative tech companies with renowned partners such as TU Delft, Fokker, NLR, University of Twente and TU Eindhoven, has everything to excel precisely in this area – in line with the existing programme *Luchtvaart in Transitie*.

We want to make the Netherlands the testing ground of Europe, so that the Dutch aviation sector can lead the way in bringing innovations to the market and in making aviation more sustainable. We are committed to innovation and new systems to make electric and hydrogen flights possible. To achieve this we need to retain the existing knowledge and production capacity.

We ask politicians to design and support targeted policies to bring new innovations such as electric flying, hydrogen, and urban mobility to the market more quickly, together with other leading countries. Electric or hydrogen-powered flight can already be a real sustainable alternative by 2035, especially for short-haul flights. For this to happen, structurally allocating sufficient funding for the future is essential, but also policies that help retain and train talent in the Netherlands. The Netherlands should become a frontrunner in implementing new aircraft technologies, by developing infrastructure, regulation and policies that encourage and reward such innovations. This is a key factor in achieving Net Zero CO₂ by 2050.

This allows Dutch citizens to fly more sustainably and quieter more quickly with the latest innovations in aviation.

10 Good working conditions



Good working conditions are a prerequisite for the well-being of our employees and aviation safety.

We are committed to ensuring **safe and healthy working conditions** and together with the government in the Netherlands, we are taking the following concrete steps:

- Within four years, Schiphol will have replaced all diesel generators with shore power, keeping the aircraft auxiliary power unit (APU) turned off at the aircraft stands
- No later than the end of April 2024, our workplaces will be equipped with functional lifting aids. The sector will also pursue innovations ensuring source control of physical (over)load
- We are jointly working on improved departure and arrival procedures, so that employees experience less nuisance from aircraft engines
- We encourage high social standards and are committed to a high safety culture
- We address atypical labour arrangements among flight crew
- Together with the government, we are committed to a sector-wide investment agenda in aviation training, skills and education. Future-proof aviation requires investment in technical and highly trained personnel

Due to the cross-border nature of aviation, good and safe working conditions outside the Netherlands are also important to us.

We ask politicians to plead Europe-wide for unambiguous social rules for flying personnel that counteract the undesirable consequences of atypical labour constructions.

We ask politicians to protect working conditions and to ensure a level playing field. A Europe-wide approach in the field of social standards in aviation is essential in this regard. This starts with strict enforcement of existing EU regulations. Together with the sector, the Netherlands is also committed to advocating globally (ICAO level) for high and equivalent working conditions in aviation that must be applied everywhere. This to ensure fair and safe competition. In addition, it is important that non-European airlines with free access to the European market apply equivalent safety standards.

This way Dutch citizens remain assured of high flight safety and the people working in aviation of a healthy working environment.

Our goal

Our goal is to work together with the Netherlands, politicians, partners and sector stakeholders on the basis of **our commitments** to create a **joint action agenda** that makes Dutch aviation more sustainable, quieter and stronger, **for all of us**.

That does not only mean that aviation should cause less nuisance, but also that aviation should remain accessible for everyone, including people who have less to spend. Also, important air cargo such as medicines, fresh products or high-tech equipment should continue to reach our country or be able to be shipped elsewhere through our airports.

If flying becomes more expensive due to the huge investments in sustainability and through ambitious legislation, politicians must ensure that there is a fair international level playing field so that Dutch aviation can continue to compete. Where possible, this should be laid down in revised and new (EU) legislation and in Air Transport Agreements so that the rest of the world matches our level of ambition.

We need a clear outlook in order to transform and keep up with global developments, to ensure that aviation in the Netherlands remains strong and becomes future-proof. Clarity towards the future is important and that is why it is good that a nature permit has now been issued for Schiphol, opening the way for a new Airport Traffic Decree (LVB) and more clarity for everyone.

If we successfully implement the action agenda together, in the next few years we will see:

- The Netherlands as a leader in the production, logistics and use of sustainable aviation fuels (SAF)
- Stronger global and European policy
- That we have met our 2030 climate goals and are well on our way to 2050
- More international trains and excellent connections with Schiphol Airport
- More recycling and less residual waste in the aviation sector
- Quieter aviation in the Netherlands by day and night
- A good balance with our surroundings
- That innovations, such as electric flying and hydrogen-powered flight are moving to the market faster
- That flying remains accessible to all Dutch citizens
- A good and safe working environment
- That the Netherlands has excellent connectivity with the rest of the world



TOGETHER TOWARDS MORE SUSTAINABLE, QUIETER AND STRONGER



Supporting aviation in the Netherlands:





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