



## Dear BARIG members and friends,



2019 was a difficult year for the airline industry in Germany. Not only did several airlines, including Germania, Adria Airways, Wow Air and BMI Regional, have to go into insolvency for economic reasons and due to massive regulatory costs. It was the climate debate especially that put our industry in a bad light, mainly due to often unobjectively held public and political discussions and the accordingly negative media coverage. Unfortunately, and not for the first time, this resulted in the increase in air traffic tax, leading to an additional financial burden for airlines in Germany of around 780 million euros and thus a total annual air traffic tax burden of 2 billion euros.

The paradox is that this national solo effort will massively weaken the air traffic location Germany. Climate protection on the other hand does not benefit from this measure. In fact, it can merely result in a shift of flights to neighboring countries and thus produce more ground traffic because people and goods have to make additional travel efforts in order to reach their aviation location first. Furthermore, airlines are deprived of substantial funds to invest in innovations such as more fuel-efficient aircraft.

Instead, the state is using this extra revenue to finance the announced tax advantages for rail traffic. This presents another paradox because in Germany the factor price alone is not crucial for the choice of transport, as clearly demonstrated in studies. The much more important factor is time, especially in business travel. Particularly regarding domestic long-distance routes, the aircraft is preferred by many travelers because it saves valuable time compared to rail and road, thereby essentially making the German economy fast and efficient.

Furthermore, the extent to which the federal government is implementing the newly generated revenue from the increased air traffic tax to foster the development of future-oriented innovations for climate protection is very disappointing. Only 100 million euros are planned to be dedicated to initiative projects in this area. In the light of the contemporary challenges, this is far from enough. Larger and more coordinated efforts especially are needed within the entire EU. Only in this way, sustainable climate protection in air traffic can be achieved, going beyond the already remarkable engagement of the industry.

At this point I would like to recall that with CORSIA, air traffic is the only industry worldwide that has committed to climate-neutral growth and a substantial reduction of CO2 production. The implementation of the Single European Sky and investments in the comprehensive production of alternative fuels are major intentions that must be tackled urgently.

We expect German politics to finally fulfill their responsibility in this respect and provide the corresponding impulses on European level. We hope that German and European politicians will also use the upcoming peaceful holidays to reconsider this context and their understanding of these important topics. An intelligent interplay of economy, politics and society is required to master these immense challenges in a targeted and sustainable manner.

On this note, I wish you and your families  
a joyous Christmas and a successful year 2020.

Yours faithfully,

Michael Hoppe  
BARIG Chairman



## BARIG Full Board: Great indignation over German politics

The massive increase in air traffic tax lastly decided by the federal government was more than just a central topic at the most recent BARIG Full Board meeting on 26th November 2019 in the Maritim Hotel Frankfurt. It rather caused great indignation among the more than 70 attendees from German and international airlines. Although the intervention of air traffic associations such as BDL, BARIG and other organizations could prevent an even greater tax increase according to original plans, massive incomprehension on behalf of the industry remains. "Neither did the federal government acknowledge the great climate protection efforts that have already been undertaken by the airlines, for instance the participation in the EU/ETS certificates trade or the implementation of the international CORSIA program agreed upon in the ICAO. Nor did politics understand that national solo runs are not only ineffective but even severely counterproductive for the air traffic location Germany," BARIG Secretary General Michael Hoppe summarized the mood among the association's members.

## Happy Birthday KLM



On 7th October 2019 the "Koninklijke Luchtvaart Maatschappij", better known as KLM, celebrated its 100th anniversary. She is thus the oldest airline operating under the original name. In the last year alone, the airline recorded over 34 million passengers travelling to 162 destinations worldwide. BARIG Secretary General Michael Hoppe attended the anniversary celebrations in Frankfurt and met, among others, KLM Chairman Boet Kreiken (right), General Manager Germany Stefan Tolga Gumuseli (second from left) and Regional Station Manager Germany and Chairman of the BARIG Charges Committee Klaus Marx (left). (photo: KLM)



## Actively representing BARIG's members

In the second half of 2019, BARIG once again attended multiple industry events personally with the purpose of effectively representing the interests of its members. Following the Air Cargo Europe in June, the visited events included the Federal-State-Conference of the BDL and the parliamentary evening of the German Air Traffic Industry in Brussels (both in September), the workshop "Power-to-Liquid" in Air Transport in Brussels (October) as well as the conference Wings of Change of IATA in Berlin (November).



The entire logistics sector was represented at the BVL Congress. (photo: BVL)

Particular attention was paid to the National Aviation Conference in Leipzig that was held for the first time. Besides important heads of the industry, high-ranking representatives of federal and state politics also participated. BARIG was represented by Secretary General Michael Hoppe.

The results of these talks were recorded in the Leipzig Statement, comprising a common blueprint for the future of air traffic outlined by representatives of the state, the aviation industry and trade unions. Main proviso is the sustainable development of mobility with the goal of CO<sub>2</sub>-neutral flying. Furthermore, digitalization options offer great potential to make aviation more effective, more customer-friendly and more sustainable.

That the constructive cooperation with the

industry that was promised to the conference attendees by Federal Chancellor Angela Merkel would be counteracted with an increase in air traffic tax only a few weeks later, could not yet be anticipated in Leipzig. It is therefore even more necessary that the federal government uses the EU Council Presidency in the second half of 2020 and genuinely promote projects such as the Single European Sky (SES). The realization of the SES alone can save a minimum of 10 percent of the CO<sub>2</sub> in European air traffic. This example demonstrates that climate protection only works internationally. National solutions do not benefit anybody, especially not the climate.

End of August, Secretary General Michael Hoppe was invited to hold a speech on the current challenges for the air traffic location Germany, particularly with regard to cargo and logistics, at the Air Cargo Conference in HOLM at Frankfurt airport in front of an audience of around 200 attendees. Based on the comparison with European and global competitors, he demanded the creation of enhanced domestic framework conditions. Ambitious climate protection measures, high location and wage costs as well as the necessity for further and urgent innovations are eminent core topics. These call for rapid and resolute political action in order to secure a future leading position for Germany in cargo and logistics.

Naturally, the topic freight also took center stage during the three-day congress of the German Logistics Association (BVL) in Berlin in late October. BARIG was also among the 3,200 visitors and attended the event as a representative of the cargo field. Against the background of the current worldwide economic situation, the event took place under the motto "Make courageous". BVL, the organizer of the congress, is also responsible for the campaign "The Logistics Heroes" that was launched last year. Its purpose is to improve the respective sector's image and the appreciation of its employees. BARIG belongs to the initiating forces of the campaign and welcomes the initiative as valuable support for the often underestimated field of logistics. On the occasion of the campaign's first anniversary, almost all initiators as well as the real logistics heroes came to Berlin together to present themselves live on BVL's stage.

## Modern and fast security checks urgently needed



With CT scanners like the ones in Munich, security checks can be carried out much faster. (photo: BARIG)

At the airport in Munich CT scanners for hand luggage controls have long been successfully tested. Laptops, smartphones and liquids can thus remain in bags and suitcases, thereby substantially reducing the waiting times for passengers. While the competent federal-state police in Bavaria is pushing the machines' comprehensive introduction, the responsible authorities elsewhere in Germany are proceeding much slower. For instance, the central purchasing body wants to perform additional tests first. The industry has even expressed its concern that the new Terminal 3 at Frankfurt airport, which is currently under construction, may be equipped with antiquated technology. Especially in view of the upcoming Christmas traffic, the urgency of resolute action is becoming eminent; action that is not delayed by bureaucratic obstacles but rather one that, secures the fast implementation of modern, efficient and time-sparing security checks in the interest of passengers and following the results of our Bavarian colleagues.

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Responsible: Michael Hoppe

Frankfurt Airport Center (FAC) 1

Hugo-Eckener-Ring, 60549 Frankfurt

Phone +49 69 23 72 88

barig@barig.aero / www.barig.aero

Editorial: Claassen Communication GmbH,  
Michael Hoppe

[www.barig.aero](http://www.barig.aero)