

The price of an airline ticket already consists largely of taxes and fees. Various countries have introduced an air passenger tax, but these tax revenues revert to airlines there. KLM is in favour of making aviation more sustainable, but when the tax revenues generated by an air passenger tax accrue to the national treasury, that does not help the environment.

National taxes make airfare more expensive for Dutch nationals, who switch to airports in neighbouring countries. Transfer passengers likewise choose another hub for their transfer. This is displacement, not sustainability. Such evasive behaviour increases carbon emissions.

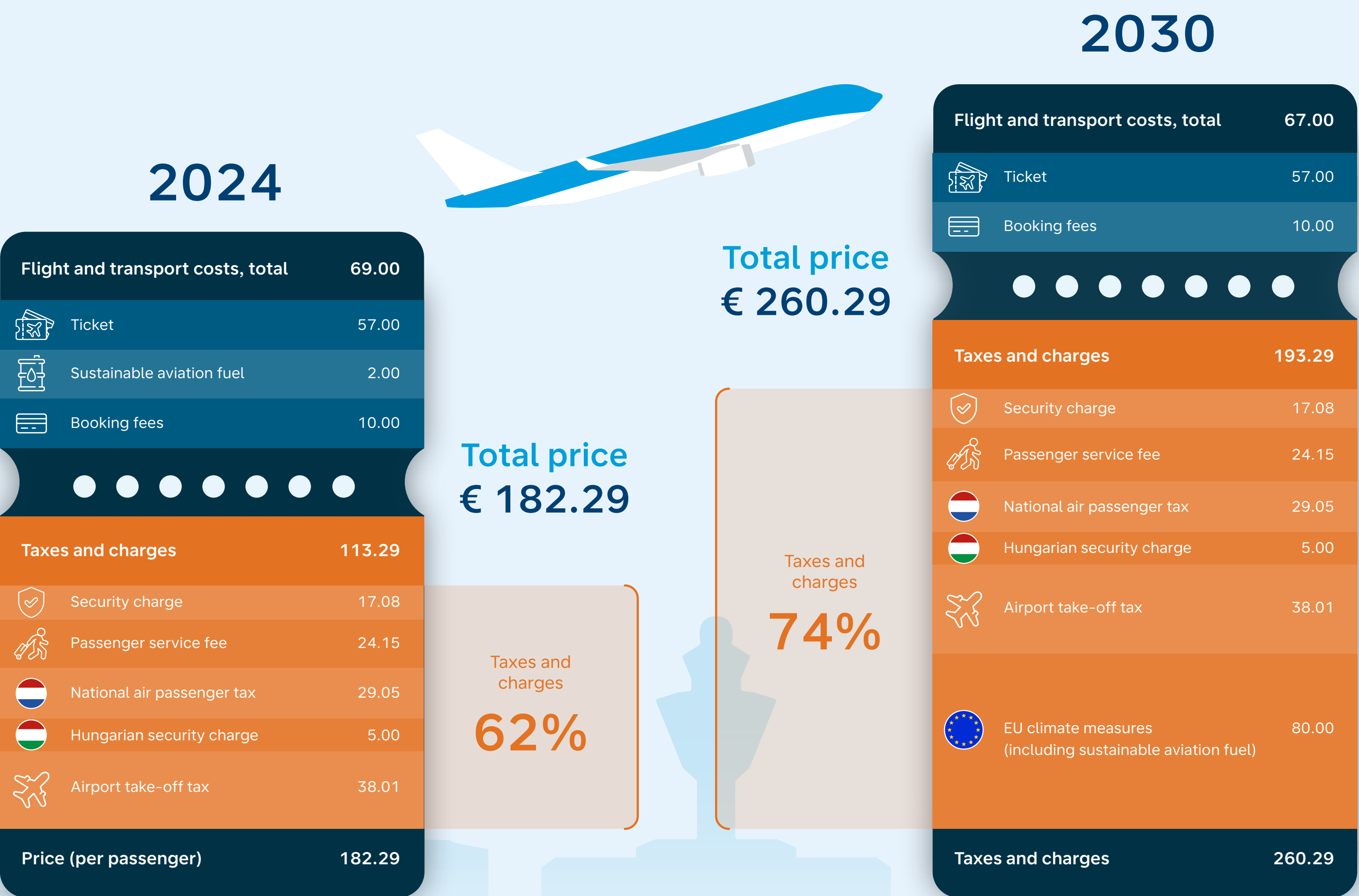


of a ticket to Budapest consists of taxes and charges

62%

The airline sector in the Netherlands and its passengers pay more than half a billion euros annually in taxes and charges (SEO Benchmark 2022). How this is accounted for in each flight can be seen in the price of a ticket to Budapest.

Soon, 74% of the price of an airline ticket to Budapest will consist of taxes, charges and duties



Airline industry pays for carbon emissions and noise



National

An air passenger tax has been in place since 2021 to discourage short-haul flights. Amsterdam Airport Schiphol also charges airlines more for operating noisy aircraft there.



European

Since 2012, the airline industry has been paying for carbon emissions caused by intra-EU flights under the current EU Emissions Trading System (EU ETS).



Global

The airline industry was the first sector (in 2016) to adopt a system to reduce and offset civil aviation emissions under the auspices of the UN.

Which systems are currently in effect for the airline industry?

