

Subject National Budget Ministry of Infrastructure and Water Management
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Keeping the Netherlands well connected

The plans from the Dutch government with regard to infrastructure focus on connectivity while taking care of sustainability.

By land

Cross-border **train connections are essential** to sustainably connect the Netherlands, and in particular the border regions, to the economic centres and educational institutions surrounding the Netherlands. The cabinet will launch further studies in 2023 for public transport lines connecting border regions and for improved connection to high-speed railway junctions across the border.

For transport by car, the government wants to introduce a **Pay by Use system** from 2030. The aim is to achieve additional CO₂ reduction.

By air

In 2023, a **CO₂ cap** will be worked out for **each airport in the Netherlands**. In the fourth quarter of 2022, the House of Representatives will receive an impact study including a concrete proposal.

The main airport **Schiphol** has to **reduce** its aircraft movements **to 440,000 per year**: A reduction of 60,000 movements per year. This cap is expected to be effective from November 2023. In order to maintain international connectivity for Schiphol and regional airports of national significance, the Minister is developing a policy framework on **network quality**. The possible opening of **Lelystad Airport** as an overflow airport of Schiphol will be considered within this framework. Decision-making on this will take place **no earlier than mid-2024**.

Passengers traveling from Schiphol will have to pay a **higher ticket tax**, starting from January 1st next year. The tax will be increased from € 7 to **€ 26.43 per ticket**. The goal is to raise an additional € 400 million and improve the train's competitive position with regard to (short-haul) flights.

Simultaneously the Netherlands is lobbying in Brussels for a European ticket tax. When an European tax is introduced, the national ticket tax will be reassessed

By sea

On a global level, the Netherlands is committed to a **climate-neutral shipping industry in 2050**. There are opportunities for the Netherlands to be among the frontrunners internationally. In particular, the position of the Dutch seaports, as a hub for the production and supply of sustainable fuels, offers opportunities. A blending obligation of **sustainable biofuels** will apply to **inland shipping** starting from 1 January 2023. In view of the planned evaluation one year later, the effects of blending will be monitored from 2023 onwards.