

Van: 10.2.e
Aan: 10.2.e) - HDJZ
Onderwerp: RE: POLITICO Pro Morning Mobility: Ryanair's beef with Brussels — Ireland backs vouchers
Datum: donderdag 16 april 2020 08:42:31

Goedemorgen 10.2.e

We hebben Politico gisteren geïnformeerd dat het een breed gedragen initiatief is, 11.1

[Redacted]

Groet,

10.2.e

From: 10.2.e) - HDJZ

Sent: donderdag 16 april 2020 08:40

To: 10.2.e

Subject: RE: POLITICO Pro Morning Mobility: Ryanair's beef with Brussels — Ireland backs vouchers

10.2.e

[Redacted]

Dank voor je updates steeds!

Groeten,

10.2.

Van: 10.2.e <10.2.e @minbuza.nl>

Verzonden: donderdag 16 april 2020 08:37

Aan: 10.2.e) - BSK <10.2.e @minienw.nl>; 10.2.e)

- DGMI <10.2.e @minienw.nl>; 10.2.e) - HDJZ

<10.2.e @minienw.nl>; 10.2.e) - HBJZ

<10.2.e @minienw.nl>

Onderwerp: FW: POLITICO Pro Morning Mobility: Ryanair's beef with Brussels — Ireland backs vouchers

[Redacted]

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By 10.2.e

With 10.2.e, 10.2.e, 10.2.e, 10.2.e and 10.2.e

— **Ryanair threatens the Commission with legal proceedings** for approving a French aviation tax deferral scheme that excludes the budget carrier.

— **Ireland joins calls for airlines to be allowed to issue travel vouchers** as the debate over air passenger rights continues.

RYANAIR THREATENS EU LAWSUIT: Ryanair is up in arms about a French tax deferral scheme — which was approved by the Commission — that applies to French carriers and not to itself, despite operating to and from France. In a [strongly worded letter](#) to the Commission’s competition chief Margrethe Vestager, which we got hold of, Ryanair CEO Michael O’Leary warned that Brussels’ position “will lead to Member States selectively gifting billions of Euros to their inefficient flag carriers, leaving the efficient pan-European airlines without their fair share of government support.”

If the Commission doesn’t overturn its approval, O’Leary expressed confidence it will be “forced into an embarrassing U-turn” by the court challenge. The Commission didn’t get back to us in response — in its original decision it said the French scheme would not unduly distort competition.

Bullish on recovery: O’Leary struck a more positive tone in an [interview with Reuters](#) in which he predicted a swift return to normal for the airline, backed by low oil prices and slashed prices. “Lots of people across Northern Europe have been locked up in apartments,” he said. “They will all want to go on holiday before the kids go back to school as long as they can do so in reasonable safety.”

But on that note, O’Leary pooh-pooled the idea of keeping middle seats on the company’s planes empty, saying masks and testing cabin crew and passengers would be sufficient. While easyJet has deferred its Airbus deliveries, O’Leary said Ryanair might even buy more 737 MAX planes given how cheap they might be after the crisis.

EasyJet too: Ryanair isn’t the only low-cost carrier afraid of being shut out from French rescue efforts. Despite employing 1,500 employees in the country, easyJet’s efforts to get those employees government assistance are being opposed by French lobby group FNAM, which argues the carrier shouldn’t have access to the funds because the company is headquartered in the U.K.

“It doesn’t make sense that a company that only pays a part of its dues and taxes, and does not pay corporate tax in France, benefits from the same public aid as others who pay it all,”

FNAM President Alain Battisti told [Le Figaro](#). At present, easyJet qualifies to have the state pay a part of its France-based employees' salaries — in spite of an “unfortunately display of an inappropriate, even immoral, opportunism,” easyJet employees belonging to the SNPL pilots' union said last month.




IRELAND BACKS CORONAVIRUS VOUCHERS: Something else that Ryanair will be cheering: Ireland has joined Dutch and German calls to amend EU air passenger rights and package travel legislation as an emergency measure to allow travel companies and airlines to keep hold of more cash.

In a letter from last week, Irish Transport Minister Shane Ross [wrote to](#) European Transport Commission Adina Valean arguing that the EU's passenger rights rules “were devised with cancellations affecting a single flight, airport, region or country in mind and not with a pandemic that is now affecting every corner of the world.” Ross said only vouchers ought to be offered, and only “after a period of months to be defined” can passengers ask to be refunded.

It's a position that the Socialist and Democrats and Renew Europe groups in the Parliament have nominally backed, with caveats over how much time must go by before passengers can apply for refunds.

Brussels' move: All of that of course requires the Commission to actually propose something. Brussels said early this month “the law is clear” that passengers can demand refunds for canceled flights, but some countries decided to stop following that edict unilaterally whilst pressuring Brussels to do something about it. The Commission said it will issue “further clarifications” regarding passenger rights in lieu of airlines' and travel companies' cash reserves.

HOW BAD IS THE CORONAVIRUS EFFECT? We crunched the numbers on flights at Europe's largest airports and in national airspace to map the impact so far.


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