

Political Newsletter

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Zurich Airport



EDITORIAL

Dear Readers,

More than a year after the start of the Corona crisis, the consequences of the pandemic are still clearly visible at Zurich Airport. Passenger numbers are still at a very low level. Check-in terminals and gates are often empty.

In order for airport terminals to become vibrant places again as soon as possible, normalisation of air travel must finally be made possible. The six-month exemption from travel quarantine for vaccinated and recovered persons is a first positive step, but the dismantling of travel restrictions must go further. The measures drawn up by the "Back in the Air" alliance provide practical solutions that the Federal Council must implement swiftly and in full. For more information on the measures for safe travel, see pages 3 and 4.

A practical and prudent approach is required not only in dealing with the current crisis, but also with long-term challenges. Active climate protection has a long history at Flughafen Zürich AG. Zurich Airport's operating compa-

ny has been active to reduce CO₂ emissions from the airport infrastructure by half over the last 30 years, which means it has already met the goals of the Paris Climate Agreement. For 2050, Flughafen Zürich AG has set itself the goal of emitting no net CO₂ at all. That is why the present draft of the CO₂ Ordinance is all the more disappointing: As was the case with the CO₂ Act, the draft ordinance also lacks the necessary earmarking of revenue from the CO₂ air ticket levy and any European harmonisation. The resulting inadequate contribution of the air ticket levy to climate protection in aviation as well as its design, which endangers the competitiveness of Switzerland as an aviation location, are particularly problematic. For details, see page 5.

I wish you an informative and stimulating read.

Joana Filippi
Head Public Affairs
Flughafen Zürich AG

Back to travel freedom:

Federal Council needs to give the travel industry a clear perspective

In view of the progressive vaccination programme, immediate solutions are needed to give Switzerland's travel and tourism industry as well as its tens of thousands of employees a perspective. The Federal Council is therefore called upon to fully implement the three core demands for the restoration of travel freedom that were formulated by the broadly supported "Back-in-the-Air" initiative.

As part of its overall strategy to deal with the Covid-19 crisis, the Federal Council adopted a three-phase model with the aim of giving Switzerland's economy and society a perspective as well as a certain degree of predictability. Flughafen Zürich AG welcomes the model in principle. At the same time, it calls for the creation of a clear perspective for the travel and tourism industry for the coming months, along with many other economic stakeholders. A clear plan of measures for regaining the freedom to travel has been submitted to the Federal Council. These measures must be implemented promptly in their entirety.

Comprehensive approach and perspective needed

Flughafen Zürich AG welcomes the approach of the Federal Council regarding its opening strategy: Restrictions can no longer be justified once all those willing to be vaccinated have been vaccinated. The introduction of a forgery-proof, digital Covid certificate is also welcomed. However, the implementation process and the drafting of the corresponding ordinance must be accelerated. While Flughafen Zürich AG supports the decision to exempt vaccinated and recovered travellers from quarantine for six months, it is imperative that this exemption is also extended to persons who have tested negative. In addition, the entry restrictions for travellers from countries and regions that do not pose a greater risk of infection than Switzerland must be lifted completely.

Prerequisites for safe international travel already exist

The Federal Council lists effective vaccinations and established testing procedures as prerequisites for facilitating travel for immunised persons, i.e. persons who have been vaccinated and have recovered or who have tested negative¹. Both prerequisites are already in place. The concept paper on the phase plan also states that relaxation of measures for immunised or negatively tested persons during the second phase is not necessarily dependent on the existence of a Covid certificate. Accordingly, the dismantling of travel restrictions to normalise international travel is possible on the basis of the proven protection concepts and a broad-based vaccination, testing and tracing strategy.

Key demands presented to the Federal Council

With the participation of numerous stakeholders, all of whom depend on well-functioning air traffic, the business community has developed solutions for normalising international travel. On 15 April 2021, these measures for safe travel were handed over by Andreas Schmid, Chairman of the Board of Directors of Flughafen Zürich AG, to the President of the Swiss Confederation Guy Parmelin on behalf of the "Back in the Air" alliance. The demands are supported by some 50 representatives from the air transport, tourism and other business sectors and organisations, along with their social partners (see graphic "Back to travel freedom" on page 4).

¹Source: Concept paper "Concretisation of the three-phase model", 21 April 2021, Federal Department of Home Affairs (FDHA)

Back to travel freedom



Measures for safe travel:



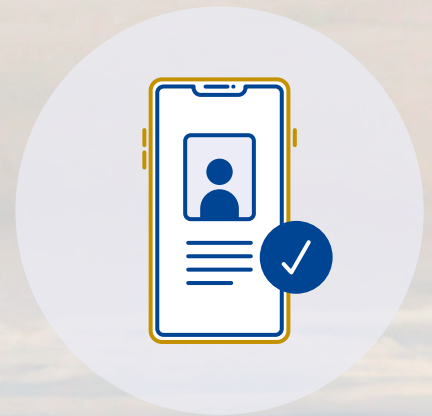
Risk-based approach

No travel restrictions between countries with a similar risk of infection. Safety is to be achieved via a broad-based vaccination, test and trace strategy.



Vaccinate and test

Anyone who can demonstrate that they have been vaccinated, have recovered from or tested negative for Covid-19 should be able to enter, leave and move around freely in Switzerland. An antigen test is sufficient to demonstrate that there is no Covid-19 infection.



Digital proof

Proof of vaccination, recovery or a negative test must be standardised and can be provided in digital form.

Supported by:

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CO₂ Ordinance: Great need for improvements

The draft of the CO₂ Ordinance submitted by the Federal Council for consultation is disappointing – both in terms of climate protection and the competitiveness of the Swiss aviation location. The shortcomings must at least be remedied to the extent that positive incentives are set for reducing the climate impact of air traffic.

INITIAL ASSESSMENT OF THE DRAFT CO₂ ORDINANCE – WHAT NEEDS TO BE IMPROVED

- **Reducing the CO₂ air ticket levy for medium and long-haul flights**
 - A higher price for flights over longer distances leads to passengers switching to other departure airports in nearby countries.
- **Earmarking revenues from the air ticket levy for climate projects in aviation**
 - As in the CO₂ Act, the ordinance lacks a clear and comprehensive earmarking of the funds from the CO₂ air ticket levy for climate-impacting measures in air transport, which is a prerequisite for a partial climate benefit of the levy.

The Federal Council has opened the consultation on the total revision of the CO₂ Ordinance. The airport operator regrets that the present draft clearly does not meet the requirements of strengthening climate protection without jeopardising the competitiveness of Switzerland as an aviation location.

Pricing of CO₂ air ticket levy creates false incentives and generates evasive traffic

During the revision of the CO₂ Act, Flughafen Zürich AG had already argued that progressive tariffs for medium- and long-haul flights create false incentives and generate undesirable evasive traffic. The current draft of the ordinance provides for an air ticket levy of CHF 30.– on short-haul flights, CHF 60.– on medium-haul flights and CHF 90.– on long-haul flights. For all higher travel classes (premium economy and above), the CO₂ air ticket levy will be CHF 30.– more expensive. The higher the levy, the greater the risk that passengers will switch to de-parture airports abroad. This leads to a loss of domestic value added and puts Switzerland's high level of connectivity at risk. In addition, there is still no solution as to how the diversion traffic via the French sector of EuroAirport Basel, which is not subject to the Swiss air ticket levy, can be avoided.

Lack of earmarked use is a missed opportunity

Since the beginning of the revision of the CO₂ Act, Flughafen Zürich AG has been pointing out that the CO₂ air ticket levy can only bring about a climate benefit in aviation if revenues are returned in full for measures in aviation. Nevertheless, there is no corresponding earmarking in the law. In the draft ordinance, the Federal Council has again missed the opportunity to provide for any elements in favour of earmarking. The fact that, in addition to the climate fund, funding budgets outside the sector are to be increased at the federal level is incomprehensible and should be rejected. Moreover, the climate fund itself is a big “black box” as it is still unclear how the funds will be allocated and how much money will be available for climate projects in aviation.

In-depth examination of the draft ordinance is underway

The shortcomings described above were identified in an initial rough assessment of the draft ordinance. Flughafen Zürich AG will closely examine the ordinance and make its views known in detail during the consultation process, including the lack of incentives for the use of Sustainable Aviation Fuel (SAF) as well as the “General Aviation Levy” and other aspects affecting Zurich Airport.

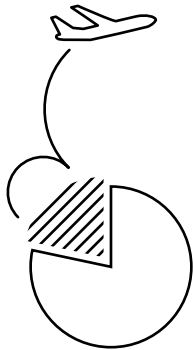
Traffic Development

All figures January to April 2021

The monthly traffic statistics can be accessed here:
www.zurich-airport.com/the-company/investor-relations-en

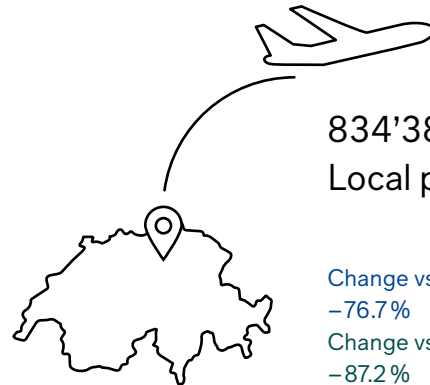
18.2%
Share of transfers

Change vs. 2020
– 10.8 percentage points
Change vs. 2019
– 11.6 percentage points



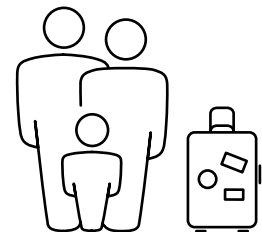
834'389
Local passengers

Change vs. 2020
– 76.7%
Change vs. 2019
– 87.2%



1'031'875
Total passengers

Change vs. 2020
– 79.7%
Change vs. 2019
– 88.9%



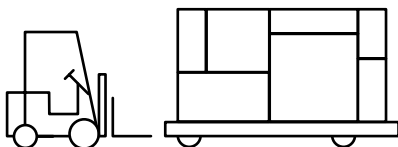
186'392
Transfer passengers

Change vs. 2020
– 87.3%
Change vs. 2019
– 93.3%



116'134 t
Freight

Change vs. 2020
+ 9.9%
Change vs. 2019
– 23.2%



22'836
Flight movements

Change vs. 2020
– 56.3%
Change vs. 2019
– 73.7%



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