



The economic and environmental impacts of reducing the capacity of Schiphol Airport – Summary

A Cebr report for the Red Schiphol Campaign

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Summary results

- Last year, the Dutch state announced that it will permanently limit the number of flights at Amsterdam's Schiphol Airport, in an effort to reduce noise and air pollution. This plan, known as the '440 decision' is due to come into effect during 2024. **It will represent an 11% cut from its 2019 peak, from almost 500,000 flights per year down to 440,000.**
- Cebr, commissioned by the Red Schiphol Campaign, have investigated the economic impacts associated with this policy, at both a national and regional level.
- Aggregate impacts related directly to the operations of Schiphol Airport include the direct impact on the airport itself, as well as the indirect and induced impacts throughout its supply chain. We measure these in terms of turnover, Gross Value Added (GVA), employment, and employee compensation.
- Our bespoke input-output modelling suggests that the reduction in flight activity is associated with a reduction in Dutch economic activity supported by Schiphol Airport's operations, **amounting to a €205 million fall in GVA and 599 fewer jobs supported throughout the airport and its supply chain.**
- The majority of this impact will be felt in the Noord-Holland region: **94% of the impact on GVA and employment, including 562 fewer jobs supported in the region.**
- The '440 decision' will also be associated with **an estimated drop in the amount of cargo handled through Schiphol of 180,000 tonnes per year**, compared to 2019 levels. **This represents €11.5 billion worth of goods, or about 11.4% of Schiphol's usual cargo volume.** For context, this is roughly equal to the total value of Dutch exports of flowers and plants in 2019.
- Under a worst-case scenario, in which air slots are diverted away from full freight services in favour of passenger services, **we predict that the volume of cargo could fall by as much as 330,000 tonnes per year compared to 2019, representing €21.3 billion worth of goods.** This equates to a drop in more than a fifth (21.2%) of Schiphol's 2019 cargo volumes.
- Schiphol Airport was responsible for 88% of all passengers flying into or out of the Netherlands in 2019. **Our estimates suggest that the flight cap will result in 1.3 million fewer tourists entering the country via Schiphol each year.** This is almost the total number of tourists who visited the Netherlands from Asia in 2019. **This drop on tourism is associated with €2.2 billion in tourist expenditure per year.**
- **Taken together, the '440 decision' is associated with a reduction in the value of trade and tourist expenditure in the Netherlands by €13.6 billion.**
- There is also evidence in the wider literature that airport capacity constraints are associated with increased ticket prices. **For example, a study of constrained capacity at London Heathrow previously found a 17% premium on short-haul fares and a 25% premium on long-haul fares.**
- We have estimated the reduction in CO₂e emissions as a result of the proposed flight restriction and **find that the '440 decision' is associated with a decrease in CO₂e emissions by 6.58 megatonnes per year compared to the 2019 baseline. In monetary terms, the value of this reduction in emission is €1.79 billion.** However, whilst this result accounts for substitution of passengers and cargo to other modes of transport, it does not account for a substitution to other international airports.

