



Ryanair Submission- Joint Committee on Transport & Communication Networks Oct 28, 2020

Ryanair submitted a detailed paper to this Committee on Oct 7th summarised as follows.

1. **Green List System:** The Government adopted a Green List system for S20 that now sees Ireland closed to all EU27 countries with no replacement system. Ireland is an island economy that is the most dependant in the EU on air-travel yet has inexplicably cut itself off from Europe, without any scientific basis. Minister Ryan has done nothing to expedite a replacement system, that would see Ireland open connectivity to our largest trading partners.
2. **Cork and Shannon:** Bases have closed due to the Minister's inaction in adopting a replacement system for the Green List. The closure could have been averted. It is extraordinary that since the last Dail Committee on Oct 7th, neither Minister Ryan or Naughton made any contact with Ireland's largest airline or made any effort to avert the closure of those two bases and the subsequent job and connectivity losses.
3. **Aviation Task Force:** Minister Ryan has failed to implement his own Govt's Aviation Recovery Task Force recommendations, which has been on his desk for four months since 7 July with no action.
4. **Market Update:** The market in Europe over the next 5 years to recover seat capacity to support individual economies will intensify as airports and governments scramble to attract increasingly scarce capacity. Airlines continue to contract in Europe, and Ireland an Island which depends on connectivity has no plan and is hugely vulnerable to airline capacity migration to other EU countries and regions that are anxious to attract airline seat capacity. Ireland instead of maintaining air connectivity is currently the only EU country totally shut down with zero green list connections and advising its citizens not to travel anywhere in Europe.

The Minister for Transport needs to urgently implement

1. **EU Traffic Light System:** Adopt the EU "traffic light system" **immediately** with no restrictions on travel within the EU for Green and Amber countries and regions.
2. **Regionalisation:** Regionalisation is a key part of the Traffic Light system which has seen Greek Islands and the Canary Islands reopen for unrestricted traffic from the UK, while other parts of those countries remain closed. Ireland must adopt the traffic light system by region and not by country.
3. **Aviation Task Force:** Adopt the recommendations of the Aviation Task Force which have been gathering dust on the Minister's Desk for over 4 months.
4. **Consultation:** Consult regularly with Airlines in formulation of policy.
5. **Connectivity for Christmas:** Ensure that Aviation policy allows Irish families to reunite over Christmas.

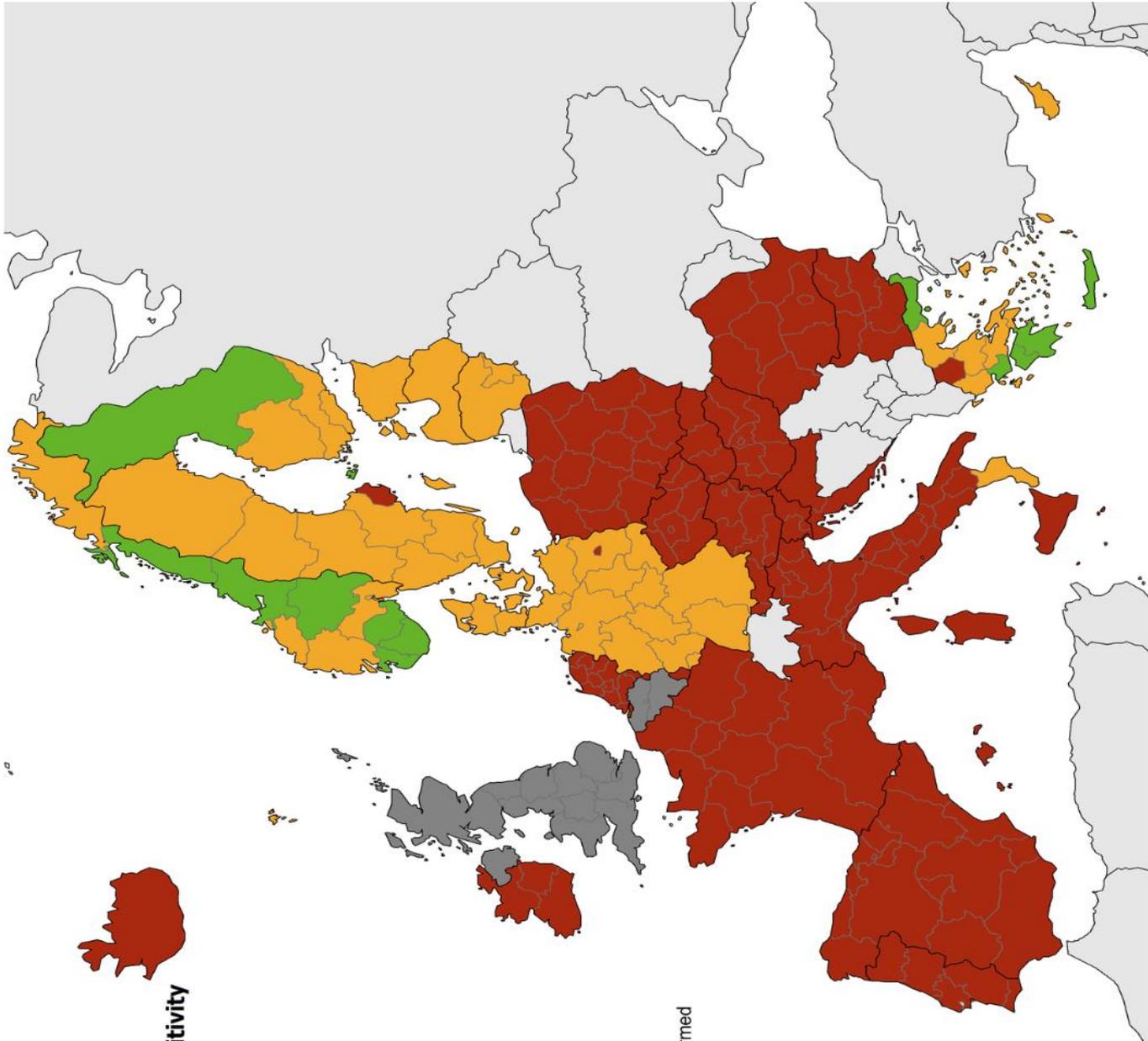
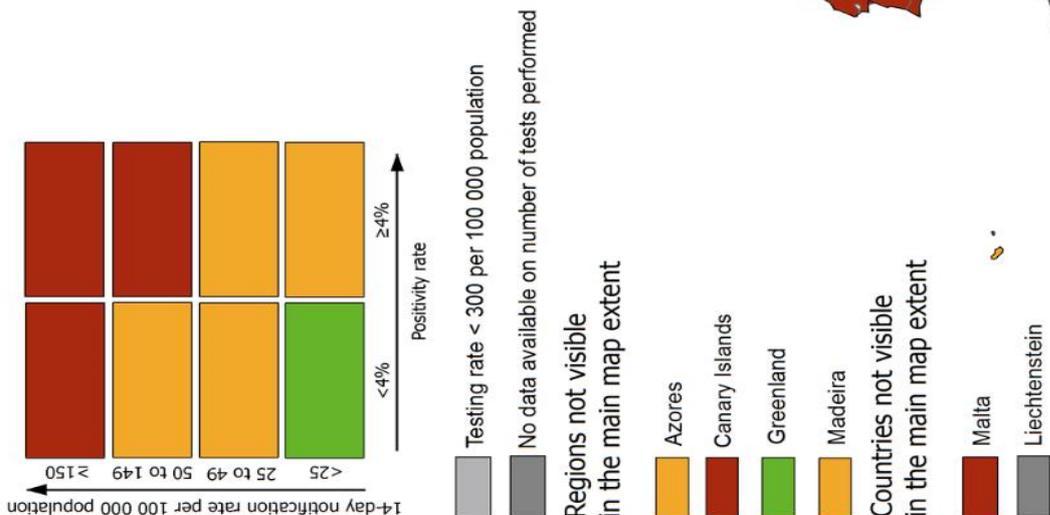
In the absence of a coherent aviation policy, this Minister will preside over the strangulation of this industry and all who depend on it for their livelihoods, currently 140,000 jobs in aviation and 325,000 jobs in tourism.

The Summer 20 season was lost directly due to Government policy failure and direction that people should not travel. Instead of using the time during the summer to beef up Track and Trace and hospital capacity, Aviation was and continues to be used as a scapegoat for the transmission of C19, when the data and science conclusively shows that Airline Travel is the safest place on the planet where people congregate. This is due to a combination of 100% compliance with mask wearing, hospital grade HEPA filters and safety policies and procedures endorsed by EASA and the ECDC. Now that we are in the midst of a second wave of C19 driven entirely by domestic factors and Govt policy failures, we call on Minister Ryan to act now to save travel connections for Christmas to reunite Irish families. Minister Ryan also needs to open his own aviation report that has been on his desk for 4 months and implement those recommendations in full including restoration of connectivity to our largest markets, and a scheme of rebates on charges for all airlines for 3 years to attract traffic for S21 to support the 140,000 jobs in aviation and the 325,000 jobs in tourism that directly depend on airline capacity.

APPENDIX 1 – ECDC: 14-day notification rate, testing rate and test positivity rate



14-day notification rate and test positivity for EU, EEA and UK weeks 41 - 42



APPENDIX 2 - Summary Aviation Task Force Recommendations 7 July 2020

1. **Green List** - Full transparency by Government on the metrics and data being used to decide the constitution of the “Green List” and its periodic update.
2. **TravelWise** - The Government should develop a single, consistent, current (up to date), and accurate source for all consumer and citizen advice relating to international travel, potentially using the existing “TravelWise” app.
3. **Comprehensive Test, Track and Trace** - A well-funded, very highly efficient test, track and trace scheme should be made widely available nationwide. Testing should be free, with quick turn-around of results.
4. **National Code** - The National Code of Practice for Safe Air Travel should be finalised, adopted and implemented without any further delay.
5. **Dublin Airport** - Airlines should continue to pay all airport and air navigation charges applicable in Dublin Airport, with a rebate provided by the Government directly to the airlines (subject to State Aid approval).
6. **Cork, Shannon, Donegal, Ireland West & Kerry** - A stimulus package should be put in place for Cork, Shannon, Ireland West, Kerry and Donegal airports (subject to State Aid approval).
7. **Slots** - The current waiver for 80:20 slot “use-it or lose-it” should be extended to apply for the winter 2020/2021 season also.
8. **Tourism Taskforce** - The Government should adopt the interim recommendations from the Tourism Taskforce.
9. **Sustainable Development** - The Government should enhance investment in the aviation sector, in particular for the costs to support transition to carbon neutral operations.
10. **TWSS** - The Temporary Wage Subsidy Scheme should be extended until June 2021, subject to review in light of economic developments in the meantime.
11. **Liquidity Supports** - Government should enable a liquidity initiative for the aviation sector, similar to those made available by other European Governments such as guarantees, credit lines and underpins for interest rates.
12. **Next Gen EU** - Government should ensure that a sizeable amount of funding is drawn down for the Irish aviation sector from the “Next Generation EU” €750bn funding.