

dear chairman and members of the kingdom relations committee (of the second and first chamber),

a small e-mail, in response to the answers to the parliamentary questions asked by Ms. joba vd berg (cda) regarding intra-island traffic.

the figures shown are fairly veiled: how many passengers from which island to which island is not specified (I am referring here to traffic by makana ferry).

it is not particularly surprising when it is mainly travelers from sint maarten to saba (and vice versa) and perhaps a few between the islands of saba and sint eustatius.

i still find it hard to believe that the number of people regularly from sint eustatius who want to go to sint maarten (and vice versa) will be numerous.

fortunately, the numbers are also doubted by others; see <https://bonaire.nu/2022/10/19/gebruik-ferry-tussen-sint-eustatius-saba-en-sint-maarten-haalt-het-bij-lange-niet-bij-vliegverkeer/>

the editor of dossierkoninkrijksrelaties.nl was ahead of me with his sneer at yet another study on the feasibility of intra-island air travel.

that research has been done many times and i think winair will also be sufficiently known to the ministries of bzk as well as ienw.

european netherlands with ownership is quite in the way of itself (and potential travelers from statia).

my view (and not only mine): get rid of this ownership and let the market do its work here.

that there are also other airlines that can service these flights and perhaps at a reasonable(er) rate (than that of winair) seems likely to me.

but again, if you don't want to see it, just hide it (that's how the cabinet seems to think)!

of course there is no (institutional) racism here, but there is (institutional) discrimination.

the greatest distance that can be traveled by public transport (train) in the european netherlands (think maastricht-den helder vv or groningen-vlissingen vv) costs the traveler approximately (just under) 100 euros for a return trip in first class.

how reasonable would it be if a round trip airfare (as PSO (public service obligation), or public transportation) from sint eustatius to sint maarten (or to bonaire) cost about 100 us dollars. for the record, sint eustatius-sint maarten is something like a train connection from den haag to amsterdam in terms of distance.

referring to a new investigation is therefore something I can only explain as UNWIL (and thus as DISCRIMINATION of the second-class Dutchman whose cradle happened to be on one of the public entities in the caribbean netherlands).

finally, i note that there is - potentially - another, less visible force at work: it seems as if mr. barnhoorn (the investor/owner of the golden rock resort) also benefits from the ferry service: guests arrive at the port and are picked up and brought to the resort by his organization.

yours sincerely,

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