Basic information

1994/2079(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
The way forward for civil aviation in Europe **Subject** 3.20.01 Air transport and air freight	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	SALAFRANCA SÁNCHEZ-NEYRA José Ignacio (PPE)	01/09/1994

Committee for opinion	Rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs, Industrial Policy	KATIFORIS Giorgos (PSE)	04/10/1994
ENER Research, Technological Development and Energy	MOMBAUR Peter Michael (PPE)	13/10/1994
ENVI Environment, Public Health and Consumer Protection	The committee decided not to give an opinion.	

Council of the European Union

Key events

Date	Event	Reference	Summary
01/06/1994	Non-legislative basic document published	COM(1994)0218	Summary
14/09/1994	Committee referral announced in Parliament		
30/01/1995	Vote in committee		Summary
30/01/1995	Committee report tabled for plenary	A4-0012/1995	
13/02/1995	Debate in Parliament		
14/02/1995	End of procedure in Parliament		
06/03/1995	Final act published in Official Journal		

Technical information	
Procedure reference	1994/2079(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/3/05621

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0012/1995 OJ C 056 06.03.1995, p. 0004	30/01/1995	
Text adopted by Parliament, single reading		T4-0033/1995 OJ C 056 06.03.1995, p. 0022-0028	14/02/1995	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1994)0218	01/06/1994	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0190/1995 OJ C 110 02.05.1995, p. 0022	22/02/1995	Summary

The way forward for civil aviation in Europe

1994/2079(COS) - 22/02/1995 - Economic and Social Committee: opinion, report

While agreeing with the views of the Commission, which stated that ‘it is firmly convinced that the European aviation industry will re-achieve sustainable growth and profitability only if, in addition to the management task of restructuring carriers which need to be supported by enforcing the Third Package provisions, public authorities work towards a quick solution to the extra burden caused by inadequate diversity of standards, allocation of responsibilities and other rigidities’, the ESC considered that the Commission’s overall response was inadequate to meet the challenge of working in a ‘consumer-driven market’. It believed that, in particular, the Commission and the Member States should work to ensure existing legislation operated to meet their objectives and that the problems of both inadequate airport capacity and air-traffic management systems were addressed vigorously. The ESC believed in particular that: - the Commission should ensure that State aid was limited to reconstruction and to where a public service obligation was established, and did not prejudice the workings of the internal market (see section 3.7); - the Commission should work with the Council on a common external policy on the basis of Article 84 (see section 3.8). With air transport evolving against a background of worldwide competition, the failure to give priority to the framing of an external EU policy would have a harmful effect not only in terms of obtaining and maintaining routes but also in the context of the social sector (emergence of social dumping); - more detailed attention needed to be given to the issue of safety (see section 3.9.); - the Commission should give urgent consideration to the high airport and en route charges. As the Wise Men’s report stated, ‘the European region suffers from extraordinary high user charges’ (see section 3.10.). The charges airports made direct to scheduled European airlines represented 4 to 6% of operating costs, compared with less than 2% in the United States . This relative difference had even more impact on ATC charges where no en-

route charge existed for domestic US traffic; - the Commission was equivocal on taxation and financing issues. There should be a clear statement that no extra tax burdens on the industry would be proposed; - the recommendations relating to social issues were too vague: detailed proposals were needed notably on the need to ensure workers could adapt to changing market conditions and also the need to safeguard and harmonise the quality of employment and working conditions in accordance with the principle of social progress enshrined in Articles 2 and 117 of the Treaty. In any event, the issue was treated as almost an afterthought (see section 3.16.). The Economic and Social Committee felt that the liberalisation process had been underway long enough to allow a first report to be drawn up on its social impact, especially its effect on employment and working conditions. This would make it possible to pinpoint any adverse effects and to examine how these could be corrected; - the Commission should take into account that a ‘consumer-driven market’ was more than one in which fares were related to costs. It should also be one in which customers individually were enabled to make properly informed choices based on information at the point of sale including quality of service and performance statistics.

The way forward for civil aviation in Europe

1994/2079(COS) - 01/06/1994 - Non-legislative basic document

The Commission has presented an action plan to rectify structural weaknesses in the European civil aviation system. This plan is based on two priorities: to eliminate the final obstacles to the single civil aviation market and to improve air transport infrastructures. 1) Completing the single market: - the Commission will continue action to complete the implementation of the third series of measures in the air transport sector; - application of competition rules: the Commission will apply fast and efficient procedures to establish informal contact prior to formal notification of cooperation agreements between carriers (while maintaining existing block exemptions), examine the possibility of laying down guidelines for the application of Articles 85 and 86 of the Treaty to various forms of cooperation between companies and re-examine existing mechanisms with a view to reducing administrative formalities; - tariffs: the Commission will maintain the existing block exemption for consultations, monitor the impact of these consultations on the market and take account of changes in costs when examining tariff movements; - time slots: the Commission will monitor the application of Regulation (EEC) No 95/93 closely and, if necessary, take any initiative required by market conditions before the review date (1 January 1996); - state aid: only aid which does not distort or threaten to distort the competition is acceptable. The Commission will adopt a decision on updating guidelines for the application of Articles 92 and 93 of the Treaty; - external relations: the Commission will take initiatives to ensure that EU carriers are entitled to serve third countries from Member States other than the state in which they are registered, endeavour to get national clauses in bilateral aeronautical agreements between Member States of the European Union replaced by a Community clause, table proposals concerning relations with other European countries in the air transport sector (giving priority to aeronautical relations with the central European countries with which the EU has concluded Europe agreements), continue exploratory discussions (especially with the United States) in order to identify areas in which joint action is possible, continue preparatory work on the administrative procedures to be applied in relation to external policy decisions in the aeronautical sector and work on criteria for allocating traffic rights obtained at Community level. - harmonization: the Commission will work on the creation of a single authority in charge of regulating air safety and will have a study carried out into aeronautical certification. 2) Improving air transport infrastructures: The Commission will: - speed up work on TEN air traffic control programmes, which will serve as a basis for using infrastructure funds; - help with preparatory work on a political and institutional framework for a single air traffic control system; - guarantee a major financial contribution from the Community in order to prepare a satellite air navigation system; - help strengthen and develop airport capacity and interconnect the airport network with the other networks; - guarantee a European contribution towards new airport capacity, especially in Milan, Berlin and Athens; - use regional policy instruments to improve airports in peripheral regions; - present a memorandum on the best way of guaranteeing non-discrimination, transparency and cost management in the provision of airport services; - take an initiative to liberalize groundhandling services in airports. A fair balance needs to be struck between various interests when implementing these recommendations. This applies in particular to social questions, environmental aspects and taxpayers' interests. - As regards taxation, the Commission does not favour special treatment for the air transport sector and intends to carry out a comparative economic study of companies' access to new financial instruments. - As regards the environment, the Commission feels that stricter European standards on noise and NOx emissions should not be introduced unilaterally. - As regards social aspects, the Commission feels that extensive restructuring is the best way of safeguarding and creating jobs and that a more flexible and more mobile workforce is needed.

The way forward for civil aviation in Europe

1994/2079(COS) - 14/02/1995 - Text adopted by Parliament, single reading

The European Parliament judged the Commission guidelines to be inadequate and adopted a resolution setting out a series of recommendations which it called for the Commission and the Council to take into account when implementing a strategy for the benefit of European civil aviation: - the Commission was called on to propose a multiannual legislative framework programme setting out the priority measures to be adopted and a timetable for its implementation; this framework programme should be implemented in the form of annual programmes; - safety: a Community civil aviation authority responsible for air transport safety, certifying the airworthiness of aircraft, air traffic control and vocational training within civil aviation should be set up; the Commission should present a strategic plan clearly setting out the political, legal, institutional, technical and scientific issues, in order to pave the way towards this single system; - air space should be recognised as an important aspect of the trans-European networks; - the Commission should present proposals designed to guarantee total transparency of costs and taxes relating to airport installations and the fees charged for air traffic control; - the Commission and the Member States should adopt measures to promote links to and from regional and peripheral airports (if necessary by introducing public service obligations); - the Commission should carry out a study of Community airports at risk and draft the measures needed to harmonise minimum safety standards; - state aid: the resolution endorses the Commission guidelines, but deplores the fact that the European Parliament was not consulted on the Commission communication on the subject; - in the field of external relations, the Commission should be granted powers, under cooperation instruments currently in force, so that it can draw up negotiation guidelines with a view to concluding air transport agreements with the United States, the central and eastern European countries, Switzerland, Cyprus, Malta and Turkey. In addition, the Member States should grant the Commission the powers needed to allow it to represent the Community as a full member of international civil aviation organisations; - at the social level, the Commission was called on to draw up proposals for common training and professional qualification criteria as quickly as possible and to carry out a study into the creation of a Community register of airline companies in order to prevent the creation of flags of convenience; - environment: the Commission was called on to study how to reduce gaseous emissions from aircraft in the upper atmosphere (above 12,000 metres) and to strengthen and harmonise regulations on noise caused by aircraft in the vicinity of airports and the legislation applicable to night

and military flights; - common regulations should be adopted on compensation for victims of air accidents and the Commission should study the possibility of introducing a code of conduct for travel agencies in order to improve the quality of consumer information. - Finally, the Commission should set a rate of VAT which would allow intra-Community transport to remain competitive.