Basic information

2000/0164(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Civil aviation: organisation of working time of mobile workers, agreement concluded by transport associations **Subject** 3.20.01 Air transport and air freight 3.20.10 Transport undertakings, transport industry employees 4.15.03 Arrangement of working time, work schedules	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
EMPL Employment and Social Affairs	HUGHES Stephen (PSE)	05/07/2000

Committee for opinion	Rapporteur for opinion	Appointed
ITRE Industry, External Trade, Research, Energy	The committee decided not to give an opinion.	
RETT Regional Policy, Transport and Tourism		

Council of the European Union

Council configuration	Meetings	Date
Employment, Social Policy, Health and Consumer Affairs	2296	2000-10-17
Employment, Social Policy, Health and Consumer Affairs	2313	2000-11-27

European Commission

Commission DG	Commissioner
Employment, Social Affairs and Inclusion	

Key events

Date	Event	Reference	Summary
23/06/2000	Non-legislative basic document published	COM(2000)0382	Summary
08/09/2000	Committee referral announced in Parliament		
19/09/2000	Vote in committee		Summary

19/09/2000	Committee report tabled for plenary	A5-0265/2000	
03/10/2000	Decision by Parliament	T5-0407/2000	Summary
03/10/2000	End of procedure in Parliament		
22/06/2001	Final act published in Official Journal		

Technical information	
Procedure reference	2000/0164(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	EMPL/5/12885

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A5-0265/2000 OJ C 178 22.06.2001, p. 0009	19/09/2000	
Text adopted by Parliament, single reading		T5-0407/2000 OJ C 178 22.06.2001, p. 0022-0048	03/10/2000	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(2000)0382 OJ C 337 28.11.2000, p. 0149 E	23/06/2000	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1225/2000 OJ C 014 16.01.2001, p. 0119	19/10/2000	

Civil aviation: organisation of working time of mobile workers, agreement concluded by transport associations

2000/0164(COS) - 03/10/2000 - Text adopted by Parliament, single reading

The report drafted by Stephen HUGHES (PES, UK) concerning the European Agreement on the organisation of working time of mobile workers in civil aviation was deemed adopted pursuant to Rule 62(5) (Item 1 of Texts Adopted). In adopting the report however, the European Parliament requested the following: - that the Commission urgently bring forward a proposal for a Regulation on flight and duty time limitations with a view to maintaining high

operational safety levels and the prevention of short-term crew fatigue; - that the present agreement be considered as an integral part of the Multilateral agreement between the EU and other European countries on the establishment of a European Common Aviation Area; - that the Commission keep to the implementation period of two years proposed by the Commission, and in any case to ensure that this agreement comes into force before Directive 2000/34/EC, amending Directive 93/104/EC.

Civil aviation: organisation of working time of mobile workers, agreement concluded by transport associations

2000/0164(COS) - 23/06/2000 - Non-legislative basic document

PURPOSE : to undertake Community action on the Organisation of Working Time of Mobile Workers in Civil Aviation. CONTENT : the purpose of this proposal for a Directive is to lay down minimum standards on the organisation of Working Time for Mobile Staff in the Civil Aviation sector. The European Agreement on the organisation of working time of Mobile Staff in Civil Aviation was concluded on 22 March 2000 between the organisations representing management and labour in the civil aviation sector. When the "White Paper on sectors an activities excluded the Working time Directive" was sent to the social partners, they were asked to treat it as the first round of formal consultation in respect of working time in the sectors and activities concerned. On 31 March 1998, the Commission launched a second phase consultation process on the content of its envisaged proposal, following the responses to the White Paper. Following the second phase consultation, the organisations representing management and labour at European level, the Association of European Airlines (AEA), the European Transport Workers' Federation (ETF), the European Cockpit Association (ECA), the European Regions Airline Association (ERA) and the International Air Carrier Association (IACA) concluded a European Agreement on the organisation of Working Time of Mobile Staff in Civil Aviation on 22 March 2000. They forwarded the agreement to the Commission in accordance with Article 139(2) of the Treaty. The Commission considers that the adaptation, flexibility and organisation of working time are crucial aspects as regards both workers conditions and the dynamism of firms and play a considerable role in determining the situation of the labour market and the creation of employment. Within this context, the Commission wholeheartedly endorses the aim of the working time Agreement concluded by the AEA, EFT, ECA, ERA and IACA and sees it as an important step in three respects. Firstly, the introduction of Community minimum working time requirements for mobile staff in civil aviation constitutes a major step forward in creating a minimum set of fundamental rights for workers. Secondly, the Agreement strikes a balance between the need to ensure adequate protection for the health and safety of mobile staff in civil aviation with regard to working time and the requirements to allow adequate operating flexibility to airlines engaged in commercial aviation operations and to maintain appropriate public safety standards. Thirdly, the Agreement constitutes a remarkable achievement for sectoral social dialogue at Community level, confirms the crucial role of the European social partners in supplementing, completing and adapting at Community level national standards on working conditions, and illustrates the role that the social partners can play in the European Employment strategy agreed at the 1997 Luxembourg extra-ordinary summit and the subsequent Council Resolutions. The Commission believes that all the conditions are fulfilled for forwarding a proposal designed to implement this Agreement by way of a Council decision. In conclusion, the need to undertake Community action is justified by the fact that the social partners have agreed to undertake action at Community level and have requested the implementation of their Community level agreement through a Council Decision based on a proposal from the Commission.