



EUROPEAN COMMISSION

Employment, Social Affairs and Equal Opportunities DG

Social Dialogue, Social Rights, Working Conditions, Adaptation to Change
Social Dialogue, Industrial Relations

SECTORAL DIALOGUE COMMITTEE CIVIL AVIATION

Meeting of the Committee Wednesday, 4 June 2008

Concise Minutes (adopted on 17 June 2009)

1. Adoption of the agenda and the minutes of the previous meeting

The meeting was chaired by Mr Ballestero (workers). The agenda was adopted after inserting a new bullet point under item 4 ("ETF/ECA proposal to discuss validity of and commitment to the social dialogue"). The minutes of the previous plenary meeting (12 July 2007) were also adopted.

2. Report from the different working groups

The meeting was informed about the activities of the different working groups: Just culture (report by CANSO), Air traffic management (CANSO and ETF), Ground handling (AEA), and Air crew (ECA and ERA). The reports, prepared beforehand in writing, would be annexed to the minutes.

3. Work programme 2008-2009

- ETF/ECA proposal to discuss validity of and commitment to the social dialogue

On behalf of ECA, Mr von Schöppenthau explained the wish to address this new item on the agenda. In a number of areas, the workers' side felt a lot of hesitance from the employers' side to engage in joint actions. In ECA's view, the social dialogue should be more ambitious and do something concrete (work on best practices, recommendations, even new standards to prepare for the future and new challenges). ETF regretted that since the negotiations on working time/FTL and the 2001 crisis, there was no moment where the social partners had had a common interest. But the sector was facing a new crisis. ECA/ETF who like all the other organisations had limited human resources, were entirely committed to social dialogue and asked the employers' side to renew their commitment.

On behalf of all the employers' organisations, Mr Clarke confirmed their commitment to social dialogue at EU level. Their members were informed and reported back on the meetings. Therefore, the number of delegates present was independent from the commitment. Secondly, the employers were willing to continue or open discussions and to seek concrete outcomes. The number of open files might have to be reviewed, or where a joint outcome was not likely, one should realistically pursue the work with low

priority or discontinue it. As far as the crisis was concerned, the employers welcomed the opportunity to work together to find ways of helping the industry face the challenges.

ECA and ETF appreciated this commitment and agreed that it was not the number of delegates but the political will which was decisive to move forward. The number of participants could nevertheless sometimes reflect the interest in a matter. The workers' side listed a number of issues they would like to discuss at EU level.

- ETF proposal to examine issues with common interests

On behalf of ETF, Ms Young proposed to address future challenges for the whole civil aviation industry (ETF representing the whole safety chain). In order to set priorities, she asked the other organisations which were their "burning issues". The following issues were mentioned: the proposal to bringing air transport into the EU Emissions Trading Scheme (ETS), the complex structure of the industry (mergers, EU-US agreement, etc.), the crisis, the social dimension of these questions, social protection (please note: different terminology in different member states), vocational training, consolidation, safety/security.

ECA expressed their wish not to necessarily ask third parties (the Commission, the Council, etc.) to do something, but to find concrete solutions as social partners themselves. The employers made a joint statement in which they recognised the vital concern of social impacts and proposed to work together to produce a paper on the social impact of the proposed ETS. This could then be developed in a broader paper on the social impact of the "climate" the industry currently faced. The chair concluded the following: As a first step, all organisations would send each others' press releases and position papers on the ETS. This would allow the parties to identify if a joint political expression was possible within the next weeks. This exercise would then be the beginning of a better mutual understanding and trust, leading possibly to a joint political paper on external factors exerting pressure on the civil aviation sector. This two-steps approach was accepted by the meeting.

- Adoption of the work programme 2008-2009

The draft work programme was adapted according to the above decisions and provisionally adopted (a new point on "External factors having social implications" would be added with two bullet points by the end of June).

4. Information on the DG TREN work programme

Mr Calleja, Director of the Air Transport Directorate of the European Commission, and Mr Gantelet (DG TREN/F.1) informed the meeting on the Commission's work programme related to the sector, focussing on social implications. They addressed mainly the proposed revision of the third package, the supplementary social study (with a view to prepare a document on the social dimension of the internal civil aviation market), the new ground handling study, further developments with regard to the EU-US agreement and second-stage negotiations, EASA and EU-OPS, and the SES II package¹. The Commission representatives also referred to the difficult situation with regard to the high

¹ See also: http://ec.europa.eu/transport/air/index_en.htm

oil prices and to the recent EP Environment Committee's vote on the inclusion of airline traffic in the ETS².

The main questions and comments from the audience related to the ETS, the developments on accidents/occurrence reporting (Just Culture), SES II, state aid and social aspects of ground handling.

The chair summarised that after the summer break, a further consultation would take place on the possible revision of Directives 94/56 and 2003/42 (accidents/incidents and occurrence reporting). A second social forum for SES II would take place also after the summer break³. In addition, bilateral contacts on the "principal place of business" definition (revision of the third package) would be established before the summer break. Further exchange would take place on the NOx proposal and the EU-US aviation labour forum to discuss social impacts of the agreement (Washington, 3-4 December 2008).

5. Any other business

No other points were raised.

²

http://www.europarl.europa.eu/pdfs/news/expert/infopress/20080526IPR29898/20080526IPR29898_en.pdf

³ Planned for 12 September 2008.

Annex: *List of participants*

<p>Employers:</p> <p><u>ACI Europe:</u> Mr G. Borel</p> <p><u>AEA:</u> Ms L. Hamann Mr P. Stubbs</p> <p><u>CANSO:</u> Ms M. Desseaux Mr S. James Ms V. Rullier Mr C. Salazar</p> <p><u>ERA:</u> Mr A. Clarke</p> <p><u>IACA:</u> Mr K. Vermeir</p> <p><u>IAHA:</u> apologies received</p>	<p>Workers:</p> <p><u>ECA:</u> Mr I. Plaza Mr P. von Schöppenthau</p> <p><u>ETF:</u> Mr F. Ballesterro Mr E. Carmona Mr K. Callaerts Mr R. Chaigneau Mr M. Collins Mr D. Coutelier Ms V. Delage Ms I. Desquines Mr R. Dollack Ms I.-H. Enger Mr J. P. Etienne Ms B. Guillemy Mr P. Hadorn (Observer) Mr R. Hengster Ms B. Henry-Tourain Mr F. Hortobagyi Mr L. King Mr I. Kronsfoth Mr K. Lorenzen Mr L. Mansi Mr J. Maurer Mr J. Ramel Mr M. Ramos Mr R. Rubini Mr F. Sanchez Mr O. Sekäi Mr R. Szabó Mr S. Turner Ms E. Yordanova Ms E. Young</p>
<p>European Commission:</p> <p>Mr D. Calleja (DG TREN/F.1) Ms E. Durst (DG EMPL/F.1) Mr G. Gantelet (DG TREN/F.1)</p>	