



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 Steering Group 18-19 October 2010

Concise summary

1. Adoption of the agenda and of the minutes of the last plenary meeting

The agenda was adopted after adjustment to the organisations represented. The minutes of the last plenary meeting (9 June 2010) were adopted. The Commission representative was asked to chair the meeting.

2. Objectives of the Steering Group meeting

The chairperson reminded the participants of the decisions taken at the last plenary meeting and the ad hoc meeting (7 July 2010). Each organisation was to send a wish list (topics) for the work programme for horizontal issues and the ground handling and air crew working groups. (The ATM working group would update its own work programme at the next meeting in November.) The objective of today's Steering Group meeting was to discuss the proposed wish lists, make a choice and set priorities.

3. Horizontal issues

ACI-Europe had been the only organisation to propose horizontal issues to be discussed amongst the social partners. Only one of them was genuinely horizontal, i.e. not linked to ground staff: social impact of air transport sector restructuring (market liberalisation with neighbouring countries such as Morocco and Georgia which could lead to relocation).

AEA saw the main challenge in costly regulation/legislation for the European aviation industry, whilst other competitors (for instance in the Middle East) were granted facilities such as state aid. This difference would threaten the European airlines' competitiveness and employment. The workers' side also felt that the fight against unfair competition was of common interest for employers and workers.

Another subject of potential interest for both sides of industry was the operational aspects of the PRM regulation¹. Here, ECA felt that possible dialogue should associate organisations representing persons with reduced mobility.

The parties agreed that in general, joint expressions (letters, opinions, statements) should be sought more often. However, this should happen in a flexible way when it was felt that there was common ground. Such common ground was identified for "unfair competition" where AEA (Mr Husain Khan) might initiate a joint expression.

4. Ground handling

The wish lists related to ground handling submitted by ACI-Europe, AEA, ETF and IAHA had one common denominator: tender selection criteria (linked to the possible revision of Directive 96/67/EC on access to the ground handling market at Community airports).

The parties agreed to try to come to a common approach with regard to the Directive and its possible revision. One should be as ambitious as possible but also clear where no agreement was possible (potentially on subcontracting or transfer of staff, for instance). IAHA proposed a two-steps approach which was accepted: (1) identify the problems; (2) make joint proposals.

By 29 October, ETF (Mr Carmona) would send out a table comparing the positions of all organisations (including ERA and IACA who also replied to the public consultation). He would also produce a first draft text for the "joint input". Two small working group meetings were scheduled (15 November and 16 December), which should allow the parties to come to joint proposals before the Commission would propose its new airport package (foreseen for June 2011) of which ground handling would be part of.

5. Air crew

Whilst the airlines had put no items on air crew on their wish list, ECA and ETF thought there were a lot of important issues to address together. These covered pending issues such as the review of the social partner agreement on working time or the follow-up of the "Joint Statement on Workplace Health Promotion for Air Crew", but also new subjects: framework for transnational collective bargaining at company level (ECA), occupational health and safety (cabin air contamination, flying during pregnancy, musculoskeletal disorders due to heavier hand luggage) (ETF).

AEA stated clearly that it was impossible to deal with all these points even if they were potentially of interest. Regarding working time, the above-mentioned review had already taken place and neither ERA nor IACA were prepared to reopen the discussion. However, AEA agreed to meet "en petit comité" with ETF and ECA to hear their arguments for reviewing/revising the agreement and then decide how to move forward, if at all. Regarding transnational collective bargaining, AEA could not join in since the association had not a position on the subject yet.

¹ http://ec.europa.eu/transport/passengers/air/prm_en.htm

However, as signatory party to the statement on WHP, AEA was committed to participate in follow-up activities for which ECA (Mr Plaza) would take the lead. As for the subjects on pregnant worker and weight of hand luggage, the airlines' representative asked the workers' side to prepare concrete proposals (including tentative solutions) and convince him of the added value of a joint opinion or letter. In such way, joint results could be achieved without lengthy discussions. This approach was welcomed by the workers' side.

For air crew, no working group meeting was scheduled. The Commission representative invited the parties to let her know in time when their exchange on issues of joint interest needed such a support.

List of participants 18-19.10.2010

<p>Employers (6 ♂, 2 ♀):</p> <p><u>ACI Europe:</u> Mr Borel Mr Gieseke (DE) Ms Rudusa (LV)</p> <p><u>AEA:</u> Mr Husain Khan</p> <p><u>CANSO:</u> Ms Aiello (IT)</p> <p><u>ERA:</u> Apologies received</p> <p><u>IACA:</u> Apologies received</p> <p><u>IAHA:</u> Mr Caamano de Aramburu (ES) Mr Schmitz Mr Stift (AT)</p>	<p>Workers (5 ♂, 1 ♀):</p> <p><u>ECA:</u> Mr Plaza</p> <p><u>ETF:</u> Mr Ballestero Mr Carmona (ES) Mr Collins (SE) Mr Coutelier (ES) Ms Komitova (BG)</p>
<p>European Commission:</p> <p>Ms Durst (DG EMPL/F.1)</p>	