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REPORT

on the EU's External Aviation Policy – Addressing future challenges
(2012/2299(INI))

Committee on Transport and Tourism

Rapporteur: Marian-Jean Marinescu

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MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

on the EU's External Aviation Policy — Addressing future challenges

(2012/2299(INI))

The European Parliament,

- having regard to the Commission Communication entitled ‘The EU’s External Aviation Policy – Addressing Future Challenges’ (COM(2012)0556),
 - having regard to its resolution of 7 June 2011 on international air agreements under the Treaty of Lisbon¹,
 - having regard to its decision of 20 October 2010 on the revision of the framework agreement on relations between the European Parliament and the European Commission (‘the Framework Agreement’)²,
 - having regard to its resolution of 17 June 2010 on the EU-US air agreement³,
 - having regard to its resolution of 25 April 2007 on establishing a European common aviation area⁴,
 - having regard to its resolution of 17 January 2006 on developing the agenda for the Community’s external aviation policy⁵,
 - having regard to the Treaty on the Functioning of the European Union and in particular Articles 90, 100(2) and 218,
 - having regard to Rule 48 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism and the opinions of the Committee on International Trade and the Committee on Employment and Social Affairs (A7-0172/2013),
- A. whereas aviation is a rapidly growing area of the economy, both within the Union and outside, especially in Asia and the Middle East,
- B. whereas aviation has an important role to play in connecting people and business, both inside the Union and globally, especially with developing markets,
- C. whereas the number of job cuts implemented and scheduled by European airlines since 2012 amounts to more than 20 000;

¹ Texts adopted, P7_TA(2011)0251.

² Texts adopted, P7_TA(2010)0366.

³ Texts adopted, P7_TA(2010)0239.

⁴ OJ C 74E, 20.3.2008, p. 506.

⁵ OJ C 287E, 24.11.2006, p.18.

- D. whereas the European social partners in aviation, agreed that coordinated and comprehensive action is necessary at international level in the context of a dialogue on the impact of the global crisis in civil aviation held on 29 January 2013,;
- E. whereas the Commission's 2005 Communication played an important role in developing the Union's External Aviation Policy,
- F. whereas developments over the past seven years make a further review appropriate,

General

1. Emphasises the progress made in creating a single and open Union regional market and, at the same time, in building a common Union approach to its External Aviation Policy;
2. Welcomes the Commission Communication, which provides a timely analysis of the current situation and the progress achieved in external aviation policy since 2005, as well as of the challenges facing the Union's aviation sector in an extremely competitive global aviation market;
3. Underlines the vital role of the aviation sector to the Union's economy, especially in terms of growth and jobs, since this industry supports over 5 million European jobs and accounts for 2.4 % of the Union's GDP, contributing as well to the Union's connectivity with the rest of the world; stresses the need to maintain a strong and competitive Union aviation sector;
4. Considers that there has been important progress in defining and implementing Union mechanisms and systems, such as the Single European Sky (SES), the SES Air Traffic Management Research (SESAR), the clean sky initiative, the European Aviation Safety Agency (EASA) and the Global Navigation Satellite System (GNSS), to enhance safety and meet passenger requirements; considers that further progress must be made in these areas;
5. Is concerned, nevertheless, about delays in implementing the SES and SESAR, given the unnecessary costs these delays impose on airlines and their customers; supports the Commission in taking punitive action against those Member States who have not complied with the December 2012 deadline and who have failed to make any progress regarding the Functional Airspace Blocks;
6. Calls on the Commission and the Member States to press ahead with the implementation of the SES and SESAR; notes that the development of the SES, when fully implemented, will create significant direct and indirect employment opportunities;
7. Stresses that these Union programmes are important not only for the internal market but also for external policy; believes that the completion and implementation of these instruments will help to consolidate the position of the Union's industry in the competitive global market;
8. Emphasises the importance of the current revision of the Air Passenger Rights Regulation and supports strong and profoundly consumer-friendly European legislation;

9. Is aware that the impact of the financial crisis varies between regions of the world; considers that this has led to Union airlines facing competitive challenges and that bilateral air service agreements are not always the most appropriate solution to combat market restrictions or unfair subsidies;
10. Considers that, as a comprehensive External Aviation Policy has not been achieved despite effort over the past seven years, a more coordinated Union approach, involving greater ambition, should be applied as soon as possible to establish fair and open competition;
11. Takes the view that European regulatory convergence is a key element for a strong European position on the global market and for interactions with third countries;

2005 Communication and Parliament's resolution

12. Welcomes the progress made concerning the three pillars of the 2005 policy; the principle of the Union designation is now recognised in more than 100 third countries; almost 1 000 bilateral air services agreements have been brought into conformity with Union law, thereby ensuring legal certainty; regrets that important partners, including China, India and South Africa, have yet to accept these principles;
13. Points out that the implementation of the Union's External Aviation Policy has helped to maximise the potential of the single market insofar as it facilitates the consolidation of the Union's aviation industry at a time when globalisation calls for stronger economic actors to resist foreign competition;
14. Underlines that a growing Common Aviation Area has been developed with neighbouring countries; considers that these agreements have created important economic benefits; welcomes the substantial efforts that have been undertaken to align different regulatory frameworks with Union legislation in areas such as safety, security, air traffic management, the environment, passenger rights, economic regulation and social aspects;
15. Welcomes the comprehensive EU-US Air Transport Agreement, and the positive impact it has had on both economies, as well as the estimated 80 000 new jobs which were created in the first five years;
16. Believes that a strong Union External Aviation Policy focusing on the most significant growth markets in the long-haul sector would open up new economic opportunities for Union airlines, particularly in the Asia-Pacific region;
17. Stresses that negotiations with some key partners, including Brazil, are still to be concluded, and that wide-ranging air service agreements with such countries could produce substantial economic benefits;
18. Emphasises that some of the requests in Parliament's 2006 resolution are still to be met; stresses, in particular, the need to promote appropriate international safety and security standards, to ensure the equal treatment of Union and non-Union air carriers and to mitigate negative effects on the environment;

19. Emphasises the importance of tools such as the Joint Committee system for creating common approaches to aviation-specific issues;
20. Welcome the achievement of other points raised in the 2006 resolution, such as the extension of EASA's responsibilities;

Market

21. Notes an important increase in traffic to, from and within the Asia-Pacific region, reflecting its trend economic growth; is worried about the possibility that, if nothing is done, Union airlines and businesses may both miss out on great opportunities from this part of the world and lose the capacity to generate profits;
22. Notes also that the global position of non-Union carriers has been reinforced through subsidies and through major public investments in aircraft and infrastructure undertaken in various parts of the Middle East, the Far East and South America;
23. Stresses the significant changes in the Union's internal market as a result of the increased share of low-cost carriers; believes that, competition notwithstanding, the two business models could find ways to complement each other when facing external market challenges;
24. Notes that extremely low ticket prices offered by some European low-cost carriers are compensated by the companies via unfair practices regarding working conditions, such as poor social and labour law standards for staff; notes also that minimal investments in safety standards and unjustified regional subsidies seem to play a role in this ticket pricing;
25. Points out that there is a great deal of competition between carriers as a result of low-cost airlines, which make up 40 % of the Union aviation market; stresses that, where a Member State has ratified ILO Conventions 87 and 98, airline companies must comply with their fundamental rights provisions regarding freedom of assembly, as well as the recognition of employee representatives and wage agreements, in which connection compliance must be monitored and infringements penalised;
26. Emphasises the importance of airport hubs, including the development of secondary hubs, specialised hubs and multi-hubbing, as well as the urgent need for both public and private long-term investments in airport infrastructure to increase capacity, for example by building new runways, as well as for more efficient use of existing infrastructure – including regional airports, for example in the Mediterranean and at the Union's eastern borders – through better allocation of airport slots;
27. Underlines that the competitiveness of Union carriers is hampered at global level by factors such as the lack of a level playing field owing to, for example, different national taxes, congested airports, high ATM and airport charges, State aid received by competitors, the cost of carbon emissions, the application of lower social standards and different rules on State aid outside the Union;
28. Considers that these factors represent potential obstacles to growth and employment.

29. Calls on the Commission to conduct a study on the Members States' disparate air travel fees, duties, levies and taxes and the impact of these on ticket prices and airlines' profits, as well as a study on possible State aid received by competitors at global level and its impact on the Union's airlines;
30. Welcomes the new Union rules regarding social security for mobile workers;

Future actions

31. Takes the view that the External Aviation Policy should fully respect the principle of reciprocity, including market access, openness and fair competition, with a level playing field, and should have two main objectives: to benefit consumers and businesses, and to support Union airlines and airports in their efforts to preserve their position as world leaders;
32. Stresses, therefore, that air transport agreements with neighbouring countries and like-minded partners must contain a regulatory framework for fair competition;
33. Calls for the continued use of procedures to negotiate comprehensive aviation agreements at the Union level, based on European unity and authorised by the Council;
34. Calls on the Commission to promote and defend Union interests within the agreements and to put forward and share Union standards, values and best practices;
35. Calls for increased cooperation and coordination between the Commission and the Member States, when negotiating air services agreements with key partners, in order to increase the Union's leverage and its chances of accessing new markets;
36. Calls on the Commission to include the regulatory conditions for safety, security, passenger rights, staff training and certification in comprehensive agreements;
37. Calls on the Commission to complete ongoing negotiations with neighbourhood countries such as Ukraine, Lebanon, Tunisia, Azerbaijan and Algeria; points out that the proximity of these countries and their markets, and the economic growth that has occurred in some of them in recent times, may be seen as a growth opportunity for regional and secondary airports in the Union; takes the view that, given the large amount of capacity at regional airports, such airports can play a part in reducing congestion at the main European hubs, thus making them more competitive at global level;
38. Calls on the Council to grant the Commission, on a case-by-case basis, mandates for negotiation with other neighbourhood countries such as Turkey, Armenia and Libya;
39. Considers that the Union should take a case-by-case approach to its relations with key partners, and calls on the Commission to complete, as soon as possible, the negotiations of comprehensive air agreements, including with Australia and Brazil, and on the Council to grant the Commission a mandate to negotiate such agreements with fast-growing economies such as China, India and ASEAN and Gulf countries;
40. Takes the view that a possible future Trade and Investment Agreement between the Union

and the US would also affect the aviation sector; considers, therefore, that the Commission should provide sufficient information so that the upcoming negotiations can be closely monitored by Parliament;

41. Underlines the need fully to achieve the objectives set out in air transport agreements with key partners, in particular the US and Canada, including the removal of restrictions on foreign ownership and control of airlines; calls for action to overcome the ongoing imbalance between Union airlines' ability to undertake cabotage in the US market and US airlines' ability to do so in Europe; points out that international cross-investment helps boost the economic vitality of the aviation sector, and urges the Commission to foster an international legal environment that is conducive to expansion in, and support for, such investment, and that serves to promote an active policy aimed at establishing standards and best practices for international investment;
42. Takes the view that bilateral agreements can make an important contribution to the development of an External Aviation Policy, but emphasises, at the same time, the importance of a common Union approach;
43. Stresses the importance of fair and open competition in all activities connected with air services; calls for the inclusion of standard 'fair competition' clauses in bilateral air services agreements;
44. Calls on the Commission to define, and on the Member States to apply, a minimum set of standard Union legal requirements, notably with regard to regulatory cooperation, labour and environmental standards and passenger rights, to be included in bilateral agreements, with a clear aim of creating opportunities and removing barriers for Union airlines;
45. Calls on the Commission to propose an urgent revision or replacement of Regulation 2004/868/EC concerning protection against subsidisation and unfair pricing practices causing injury to Community air carriers¹;
46. Supports the Commission's proposals for safeguarding free and fair competition in relations and agreements with third countries and for developing more effective new trade defence instruments that are better suited to dealing with unfair practices such as discrimination, inconsistent application of the regulatory framework, and lack of transparency in financial reporting by companies, which can lead to market distortions;
47. Calls on the Commission to engage in a dialogue with Gulf countries with a view to enhancing transparency and safeguarding fair competition;
48. Notes that the Russian Federation refuses to respect the agreement on the phasing-out of Siberian overflight royalties reached in the framework of the Russian Federation's WTO accession in 2011; considers that, as the Union carriers are placed under long-term discriminatory conditions by these illegal transit charges, the Union should be able to take reciprocal measures – by denying or limiting transit over its territory or, more generally, by taking any measure related to the use of Union airspace for air carriers of the Russian Federation – in order to motivate the Russian Federation to remove the above-mentioned

¹ OJ L 162, 30.4.2004, p. 1–7

charges, which are illegal as they contravene international agreements (the Chicago Convention); calls, therefore, on the Commission and the Council to examine possible measures to ensure reciprocity in relation to the use of air space between the Russian Federation and the Union;

49. Stresses that an ambitious Union policy on protecting air passengers' rights can give Union airlines a quality advantage in global competition; calls on the Commission to take further steps to promote the high Union standards in the field of air passengers' rights and to monitor their transposition and application;
50. Calls on the Commission to elaborate, as soon as possible, a new regulatory framework regarding implementation of SES, based on a top-down approach, including a better cooperation mechanism between European air navigation service providers, and to provide the necessary conditions to start SESAR deployment;
51. Calls on the Council finally to adopt a position on Parliament's legislative resolution of 5 May 2010 on the proposal for a directive on aviation security charges¹, which though adopted in Parliament by an overwhelming majority of 96 % is still blocked by the Council;
52. Considers that the International Civil Aviation Organisation (ICAO) has an important role to play in developing regulatory frameworks for the global aviation sector, for example in the liberalisation of ownership and control of airlines and in ensuring global interoperability in air traffic management; encourages the ICAO to continue to develop global, market-based measures to reduce noise at airports and to limit all relevant greenhouse gas emissions; considers it to be essential that an agreement on a global approach is reached within the ICAO as soon as possible;
53. Calls for negotiating mandates to be given to the Commission to clarify and strengthen the Union's representation within the ICAO
54. Instructs its President to forward this resolution to the Council and the Commission.

¹ COM(2009)0217 – C7-0038/2009 – 2009/0063(COD)

EXPLANATORY STATEMENT

Aviation is today a key sector in European economy. It contributes 365 billion Euro to European GDP and supports 5.1 million jobs but, seven years after the Communication from the Commission on 'Developing the agenda for the Community's external aviation policy', we have still to reach our goals.

It is now more than ever time to make rapid progress in European aviation. New economic challenges are rising from regions of the world where much more permissive legislation is allowing companies to build huge new airports that divert a lot of travellers from European hubs. The European Union urgently needs increased airport capacity in to avoid the risk of losing competitiveness relative to regions that are experiencing rapid exponential growth (our concerns are focused on the Asia-Pacific, Middle East and South America regions).

Investment in airport infrastructure must be taken seriously even if demand does not yet exceed supply. Meanwhile, the existing capacity needs to be used to its maximum efficiency (including by means of better management of slots and use of non-hub airports to reduce congestion).

Following the same concept of complementarity, the increasing number of low-cost carriers in the EU internal market could be used as a new model of reinforcement instead of being seen as a competitive threat. The 'classic' and low-cost carriers could find a way to harmonise the EU market and so complement each other to respond with more stability to external market challenges.

Strategically speaking, the European Union needs to preserve a competitive aviation industry. Nowadays, the most important aviation markets are outside Europe, so the EU industries need also to be developed in these markets.

Since 2005, a significant number of agreements with key partner countries have been negotiated. Nevertheless, other decisive agreements remain to be achieved with key partners (among them, Australia and New Zealand).

To support this future development, your Rapporteur stresses the importance of developing and implementing EU mechanisms such as SES, SESAR, EASA and GNSS. These tools, created to support the internal market, will by consequence help the EU in its external aviation policy. The completion of these mechanisms will consolidate the position of the European industry, leaving it stronger to face the new competitive challenges.

To move on with these mechanisms, some imperative procedures have to be set up. For example, the Functional Airspace Blocs that are essential to implement the Single European Sky need to be delivered as soon as possible.

Despite the necessity of liberalisation, the EU needs to continue to defend European interests and standards. Particular attention should be paid to labour and environmental standards, passenger rights and respect for European regulations.

With regard to the International Civil Aviation Organisation (ICAO), where EU Member States are Members of ICAO while the European Commission is invited to participate as an observer, greater coordination would be desirable. This would enable Europe to speak with 1 rather than 27 voices and so increase its influence on ICAO's deliberations. The Commission and Member States have a joint responsibility to work more closely together to achieve this coordinated representation.

21.3.2013

OPINION OF THE COMMITTEE ON INTERNATIONAL TRADE

for the Committee on Transport and Tourism

on the EU's External Aviation Policy - Addressing Future Challenges
(2012/2299(INI))

Rapporteur: Robert Sturdy

SUGGESTIONS

The Committee on International Trade calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. Welcomes the Commission communication, which provides a timely analysis of the current situation and the progress achieved in external aviation policy since 2005, as well as of the challenges facing the EU's aviation sector in an extremely competitive global aviation market;
2. Underlines the vital role of the aviation sector to the EU economy, especially in terms of growth and jobs, since this industry supports over 5 million European jobs and accounts for 2.4 % of the EU's GDP, also contributing to the Union's connectivity with the rest of the world; stresses the need to maintain a strong and competitive EU aviation sector;
3. Supports the Commission's proposals for safeguarding free and fair competition in relations and agreements with third countries and developing more effective new trade defence instruments that are better suited to dealing with unfair practices such as discrimination, inconsistent application of the regulatory framework, and lack of transparency in financial reporting by companies, which can lead to market distortions;
4. Invites the Member States, the Commission and the airlines to enhance the role of regional airports across the EU, for example in the Mediterranean and at the Union's eastern borders, in creating airport infrastructures with a view to facilitating flows of passengers and goods and thus strengthening economic and trade relations with third countries, while also creating more employment opportunities;
5. Welcomes the Commission's initiative of introducing a 'fair competition' clause into existing air services agreements between Member States and third countries, and urges

that clauses of this type be included in every aviation agreement concluded between the EU and European neighbourhood countries or key partners;

6. Calls on the EU to play a leading role within ICAO in order to establish an international agreement for a global emissions trading system that addresses GHG emissions from international aviation and also includes China, India and other emerging economies besides the US; also urges the EU to strengthen the international legal framework for civil aviation as regards the safety and sustainability of air transport;
7. Deplores the fact that the Russian Federation has failed to respect and apply its international commitments, and calls for an end to the unfair practice of imposing fees on European airlines flying over Russian territory;
8. Calls for increased cooperation and coordination between the Commission and the Member States when negotiating air services agreements with key partners, in order to increase the EU's leverage and its chances of accessing new markets;
9. Underlines the need to fully achieve the objectives set out in the air transport agreements with key partners, in particular the US and Canada, including the removal of restrictions on foreign ownership and control of airlines; calls for action to overcome the ongoing imbalance between EU airlines' ability to undertake cabotage in the US market and US airlines' ability to do so in Europe; points out that international cross-investment helps boost the economic vitality of the aviation sector, and urges the Commission to foster an international legal environment conducive to expansion in and support for such investment, as well as promoting an active policy aimed at establishing standards and best practices for international investment;
10. Supports the Commission's proposals to finalise ongoing negotiations with partner countries, in particular Brazil, Australia, and New Zealand, complete negotiations for EU-level aviation agreements with all neighbouring countries by 2015, and open EU-level negotiations with certain key partners, notably Russia, China, Japan, certain Gulf countries, Turkey, ASEAN and India; also supports closer coordination within the EU by means of strengthening European airlines and European hubs.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	21.3.2013
Result of final vote	+: 26 -: 3 0: 2
Members present for the final vote	William (The Earl of) Dartmouth, Laima Liucija Andrikienė, Maria Badia i Cutchet, Nora Berra, David Campbell Bannerman, Daniel Caspary, María Auxiliadora Correa Zamora, Marielle de Sarnez, Yannick Jadot, Metin Kazak, Franziska Keller, Bernd Lange, David Martin, Vital Moreira, Paul Murphy, Cristiana Muscardini, Franck Proust, Helmut Scholz, Peter Šťastný, Robert Sturdy, Henri Weber, Iuliu Winkler, Jan Zahradil, Paweł Zalewski, Dan Dumitru Zamfirescu
Substitute(s) present for the final vote	Josefa Andrés Barea, Silvana Koch-Mehrin, Elisabeth Köstinger, Katarína Neveďalová
Substitute(s) under Rule 187(2) present for the final vote	Petri Sarvamaa, Patrice Tirolien

03.05.2013

OPINION OF THE COMMITTEE ON EMPLOYMENT AND SOCIAL AFFAIRS

for the Committee on Transport and Tourism

on the EU's External Aviation Policy – Addressing Future Challenges
(2012/2299(INI))

Rapporteur: Georges Bach

SUGGESTIONS

The Committee on Employment and Social Affairs calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

- A. whereas the number of job cuts implemented and scheduled by European airlines since 2012 amounts to more than 20 000;
- B. whereas the European social partners in aviation, in the context of a dialogue on the impact of the global crisis in civil aviation held on 29 January 2013, agreed that coordinated and comprehensive action is necessary at international level;
 - 1. Notes that European aviation currently provides employment for 5.1 million people and is making a vital contribution both to economic growth and to regional and social cohesion;
 - 2. Notes that air transport is a major contributor to the economy and employment, serving 790 million passengers on European airlines in 2012 and making an estimated annual contribution to European GDP of EUR 365 billion;
 - 3. Welcomes the progress made in the development of a common Union approach to its external aviation policy; believes that this common approach needs to be strengthened in future in order to keep up with international competition;
 - 4. Emphasises the importance of tools such as the Joint Committee system for creating common approaches to aviation-specific issues;
 - 5. Welcomes the progress made in the creation of a larger European Common Aviation Area through significant Air Transport Agreements with neighbouring countries, and welcomes the fact that these have led to alignment of legal frameworks to EU legislation in

important areas such as aviation safety, protection against threats to public safety, air traffic management, environment, air passenger rights, economic regulation and social aspects;

6. Welcomes the comprehensive EU-US Air Transport Agreement and the positive impact it has had on both economies as well as the estimated 80 000 new jobs which were created in the first five years; calls on the Commission to conclude comprehensive Air Transport Agreements with other important partners such as Brazil, Australia and New Zealand as quickly as possible;
7. Points out that the implementation of the Community's external aviation policy has allowed substantial progress to be made in bringing national air service agreements into line with EU law and has helped to maximise the potential of the single market insofar as it facilitates the consolidation of the EU aviation industry at a time when globalisation calls for stronger economic actors to resist foreign competition;
8. Calls on the Commission and the Member States to press ahead with the implementation of the Single European Sky and the European Air Traffic Management System for a Single European Sky (SESAR); notes that the development of the Single European Sky, when fully implemented, will create significant direct and indirect employment opportunities;
9. Points out that the European aviation industry would have great potential for growth if there were fair and open competition among all countries, enabling aviation to fully realise its potential contribution to the European economy;
10. Stresses, therefore, that Air Transport Agreements with neighbouring countries and like-minded partners must contain a regulatory framework for fair competition;
11. Points out that European hubs need to be strengthened by corresponding Air Transport Agreements and investments promoting better infrastructure connections between hub airports, their neighbouring regional airports and their surrounding areas to deliver growth and economic multiplier effects, attracting further direct foreign investment, creating additional jobs and protecting jobs with European airlines, airports and third-party service providers;
12. Considers that potential obstacles to growth and employment might lie in differences in the national taxes levied on the aviation sector, in congestion of airports and airspace within the EU, in the variable rates of air navigation and airport charges and in the application of lower social standards and differing rules on state aid outside the EU;
13. Calls on the Member States to consider whether their taxes, fees and duties which affect costs faced by airlines could be damaging to global competition;
14. Calls on the Commission, as it seeks to boost competitiveness and open up the aviation market more widely, to establish a legal framework compatible with safety, labour and social standards, protection of jobs and working conditions, air safety – including provisions on working hours and flying times in order to prevent fatigue – environmental standards and qualitative improvements, the object being to prevent competition from

becoming a race to the bottom in terms of standards;

15. Stresses that plans to liberalise the aviation sector, for example in the areas of ground handling services and flying duty, must not be allowed to impact negatively on employees or the public; stresses that liberalisation plans must involve an assessment of the social impact thereof;
16. Points out that there is a great deal of competition between carriers as a result of low-cost airlines, which make up 40% of the EU aviation market; stresses that, where a Member State has ratified ILO Conventions 87 and 98, airline companies must comply with the fundamental rights provisions thereof regarding freedom of assembly, as well as the recognition of employee representatives and wage agreements, in which connection compliance must be monitored and infringements penalised;
17. Stresses that the reform of ownership and control of airlines proposed by the Commission may only be implemented – if at all – on the basis of clear rules and following a social impact assessment as well as consultation and full inclusion of the social partners; points out that such a reform must be based on the aim of creating a level playing field between the EU and third countries;
18. Calls on the Commission, when conducting negotiations on the expansion of aviation relations, to ensure that Parliament and all the relevant stakeholders, including the social partners, are involved in order to deliver the best outcome in the shaping of measures, especially in terms of employment potential and growth in the sector; considers that social impact assessments must be carried out and heeded;
19. Points out that airlines from third countries must comply with the fundamental rights provisions of the ILO conventions, such as those on freedom of assembly, the establishment of workers' representative bodies and the recognition of wage agreements, in particular Article 5 of Convention 87; calls on the Commission and the Member States to enshrine binding social clauses and ILO standards in international Air Transport Agreements and to penalise infringements thereof;
20. Notes that the increasing market share taken up by low-cost airlines heavily impacts on European competition, modifies the market for short- and medium-haul flights and has a negative impact on the social protection of employees;
21. Believes that, although network carriers are facing stiff competition from low-cost carriers, they can still complement each other in view of the new challenges in the long-haul sector in markets outside the EU;
22. Believes that a strong EU external aviation policy focusing on the most significant growth markets in the long-haul sector would open up new economic opportunities for EU airlines, particularly in the Asia-Pacific region;
23. Calls on the Commission, when revising Regulation (EC) No 868/2004 on pricing, to pay greater heed to the quality of social security systems and to labour standards for employees;

24. Considers that its decision on social security for mobile employees is a suitable way to put a stop to some operators' attempts to play national social security systems off against one another, to the detriment of employees;
25. Expects the Commission to ensure that airlines comply with these rules and to take appropriate steps should this not be the case.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	23.4.2013
Result of final vote	+: 35 -: 5 0: 1
Members present for the final vote	Regina Bastos, Edit Bauer, Heinz K. Becker, Phil Bennion, Pervenche Berès, Viliija Blinkevičiūtė, Milan Cabrnock, Alejandro Cercas, Ole Christensen, Derek Roland Clark, Minodora Cliveti, Marije Cornelissen, Emer Costello, Frédéric Daerden, Thomas Händel, Marian Harkin, Nadja Hirsch, Stephen Hughes, Danuta Jazłowiecka, Verónica Lope Fontagné, Thomas Mann, Elisabeth Morin-Chartier, Siiri Oviir, Konstantinos Poupakis, Sylvana Rapti, Licia Ronzulli, Elisabeth Schroedter, Joanna Katarzyna Skrzydlewska, Jutta Steinruck, Traian Ungureanu, Andrea Zanoni
Substitute(s) present for the final vote	Georges Bach, Edite Estrela, Jelko Kacin, Svetoslav Hristov Malinov, Ria Oomen-Ruijten, Antigoni Papadopoulou, Csaba Sógor, Tatjana Ždanoka
Substitute(s) under Rule 187(2) present for the final vote	Anna Hedh, Anna Záborská

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	7.5.2013
Result of final vote	+: 41 -: 0 0: 3
Members present for the final vote	Magdi Cristiano Allam, Georges Bach, Erik Bánki, Izaskun Bilbao Barandica, Philip Bradbourn, Antonio Cancian, Michael Cramer, Joseph Cuschieri, Philippe De Backer, Christine De Veyrac, Saïd El Khadraoui, Ismail Ertug, Carlo Fidanza, Knut Fleckenstein, Jacqueline Foster, Mathieu Grosch, Jim Higgins, Juozas Imbrasas, Dieter-Lebrecht Koch, Jaromír Kohlíček, Werner Kuhn, Jörg Leichtfried, Bogusław Liberadzki, Eva Lichtenberger, Marian-Jean Marinescu, Hubert Pirker, Dominique Riquet, Petri Sarvamaa, Vilja Savisaar-Toomast, Olga Sehnalová, Brian Simpson, Keith Taylor, Silvia-Adriana Țicău, Giommaria Uggias, Peter van Dalen, Patricia van der Kammen, Dominique Vlasto, Artur Zasada, Roberts Zīle
Substitute(s) present for the final vote	Phil Bennion, Spyros Danellis, Alfreds Rubiks, Janusz Władysław Zemke
Substitute(s) under Rule 187(2) present for the final vote	Pilar Ayuso