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*Plenary sitting*

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**A9-0013/2022**

2.2.2022

## REPORT

on the proposal for a decision of the European Parliament and of the Council  
on the mobilisation of the European Globalisation Adjustment Fund for  
Displaced Workers following an application from France – EGF/2021/005 FR/  
Airbus  
(COM(2021)0698 – C9-0011/2022 – 2021/0363(BUD))

Committee on Budgets

Rapporteur: Valérie Hayer

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## MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

**on the proposal for a decision of the European Parliament and of the Council on the mobilisation of the European Globalisation Adjustment Fund for Displaced Workers following an application from France – EGF/2021/005 FR/Airbus (COM(2021)0698 – C9-0011/2022 – 2021/0363(BUD))**

*The European Parliament,*

- having regard to the Commission proposal to the European Parliament and the Council (COM(2021)0698 – C9-0011/2022),
  - having regard to Regulation (EU) 2021/691<sup>1</sup> of the European Parliament and of the Council of 28 April 2021 on the European Globalisation Adjustment Fund for Displaced Workers (EGF) and repealing Regulation (EU) No 1309/2013 (“EGF Regulation”),
  - having regard to Council Regulation (EU, Euratom) No 2020/2093 of 17 December 2020 laying down the multiannual financial framework for the years 2021-2027<sup>2</sup>, and in particular Article 8 thereof,
  - having regard to the Interinstitutional Agreement of 16 December 2020 between the European Parliament, the Council and the Commission on budgetary discipline, on cooperation in budgetary matters and on sound financial management as well as on new own resources, including a roadmap towards the introduction of new own resources<sup>3</sup>, (“IIA of 16 December 2020”), and in particular point 9 thereof,
  - having regard to the opinion of the Committee on Employment and Social Affairs,
  - having regard to the opinion of the Committee on Regional Development,
  - having regard to the report of the Committee on Budgets (A9-0013/2022),
- A. whereas the Union has set up legislative and budgetary instruments to provide additional support to workers who are suffering from the consequences of globalisation and of technological and environmental changes, such as changes in world trade patterns, trade disputes, significant changes in the trade relations of the Union or the composition of the internal market and financial or economic crises, as well as the transition to a low-carbon economy, or as a consequence of digitisation or automation;
- B. whereas the Union has extended the scope of the European Globalisation Adjustment Fund for Displaced Workers (EGF) to provide financial support in case of any major restructuring event, and thus covering economic effects of the coronavirus crisis;
- C. whereas the on-going decarbonisation of the transport sector is expected to have various

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<sup>1</sup> OJ L 153, 3.5.2021, p. 48.

<sup>2</sup> OJ L 433I, 22.12.2020, p. 11.

<sup>3</sup> OJ L 433I, 22.12.2020, p. 28.

impacts on the aviation sector, and the Union plays an important role in providing the necessary solidarity through financial contributions from the EGF which aims to reintegrate beneficiaries rapidly into decent and sustainable employment within or outwith their initial sector of activity, while being compatible with a greener and more digital European economy in line with the European Green Deal;

- D. whereas France submitted application EGF/2021/005 FR/Airbus for a financial contribution from the EGF, following 508 displacements in the economic sector classified under the NACE Revision 2 division 30 (Manufacture of transport equipment) in the NUTS 2 regions of Midi-Pyrénées (FRJ2) and Pays de la Loire (FRG0) in France, within a reference period for the application from 1 November 2020 to 1 March 2021;
- E. whereas the application relates to 508 displaced workers whose activity has ceased in the Economic and Social Unit (ESU)<sup>4</sup> Airbus Commercial of Airbus (Airbus SE);
- F. whereas the application is based on the intervention criteria of Article 4(2), point (a), of the EGF Regulation, which requires the cessation of activity of at least 200 displaced workers over a reference period of four months in an enterprise in a Member State;
- G. whereas in the framework of the COVID-19 pandemic, the general travel restrictions led to a general collapse of commercial aviation, in particular in the passenger flights sector, and according to Airbus the full recovery of the sector is not expected to happen before 2025<sup>5</sup>;
- H. whereas Airbus, whose commercial aviation division represents 77 % of the overall turnover<sup>6</sup>, had to reduce by one third its production levels as of April 2020<sup>7</sup> and thus implement a restructuring plan leading to the dismissal of 4 248 posts in France<sup>8</sup>;
- I. whereas the French public authorities' support for long-term part time activity, duly negotiated with the workers concerned, and the boosting of a programme by the Conseil pour la recherche aéronautique civile, enabled the number of dismissals to be reduced significantly (by 2 002 posts); whereas for the other 2 246 jobs at stake, almost all workers were subject to internal mobility measures or agreed to voluntary termination packages;
- J. whereas the Commission declared that the health crisis resulted in an economic crisis, set out a recovery plan for the economy following the resolutions of the European Parliament and the impetus of the French-German Initiative for the European Recovery from the

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<sup>4</sup> An economic and social unit – ESU (unite économique et sociale – UES) is a legal construct under French law that allows the grouping of enterprises that have the same management, operate in the same sector, and whose employees share the same interests, but are legally distinct enterprises, with the aim of promoting the creation of a common employee representation. The job displacements occurred in the ESU Airbus Commercial, which groups the two French subsidiaries Airbus SAS and Airbus Operations SAS of Airbus SE.

<sup>5</sup> Non-published document: Airbus “Livre 2”, an internal analysis of the COVID-19 crisis and its impact on the Airbus activity sector in France.

<sup>6</sup> [https://lentreprise.lexpress.fr/actualites/1/actualites/le-geant-europeen-airbus-en-chiffres\\_2129633.html](https://lentreprise.lexpress.fr/actualites/1/actualites/le-geant-europeen-airbus-en-chiffres_2129633.html)

<sup>7</sup> <https://www.airbus.com/newsroom/press-releases/en/2020/04/airbus-reports-first-quarter-q1-2020-results.html>.

<sup>8</sup> According to Airbus' restructuring plan: « Accord collectif relatif au plan d'adaptation des sociétés composant l'UES Airbus Commercial dans le contexte de la crise économique Covid-19 et ses conséquences sur l'emploi »

Coronavirus Crisis of 18 May 2020<sup>9</sup>, and underlined the role of the EGF as an emergency tool<sup>10</sup>;

- K. whereas the EGF shall not exceed a maximum annual amount of EUR 186 million (in 2018 prices), as laid down in Article 8 of Council Regulation (EU, Euratom) No 2020/2093 of 17 December 2020 laying down the multiannual financial framework for the years 2021 to 2027<sup>11</sup>;
1. Agrees with the Commission that the conditions set out in Article 4(2), point (a), of the EGF Regulation are met and that France is entitled to a financial contribution of EUR 3 745 264 under that Regulation, which represents 85 % of the total cost of EUR 4 406 194, comprising only expenditure for personalised services;
  2. Notes that the French authorities submitted the application on 26 July 2021, and that the Commission finalised its assessment on 19 November 2021 and notified it to Parliament on 5 January 2022;
  3. Welcomes the measures undertaken by French national and local public authorities, such as the provisions of the new emergency legislation<sup>12</sup>, the support plan for the aeronautics industry, the long-term part-time activity programme<sup>13</sup>, and the top-up of the Ader 4 plan which significantly reduced the number of redundancies;
  4. Notes that the application relates in total to 508 displaced workers whose activity has ceased; further notes that France expects that 297 out of the total eligible beneficiaries will participate in the measures (targeted beneficiaries);
  5. Recalls that the social impact of the redundancies is expected to be significant for both regions, and that in the first quarter of 2021, the percentage of unemployed persons already stood at 9,4 % in Occitanie and 6,9 % in Pays de la Loire<sup>14</sup>;
  6. Points out that in Occitanie the dismissals are expected to have a significant impact on the labour market, as the region is heavily dependent on aeronautics as the most important sector and Airbus is the largest private employer in the region;
  7. Notes that Occitanie has established itself as an important ecosystem for start-ups, with potential opportunities therefore for beneficiaries wanting to start their own business; points out that a large share of the persons effected in the region has a high level of education;
  8. Points out that, while in Pays de la Loire the impact of the aviation crisis on the local economy and the labour market is expected to be less detrimental, due to the high diversification of the regional economy, opportunities are expected to arise in the

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<sup>9</sup> <https://www.elysee.fr/en/emmanuel-macron/2020/05/18/french-german-initiative-for-the-european-recovery-from-the-coronavirus-crisis>

<sup>10</sup> COM(2020) 442 final.

<sup>11</sup> OJ L 433I, 22.12.2020, p. 11.

<sup>12</sup> Loi d'urgence n°2020-734 of 17 June 2020

<sup>13</sup> Activité Partielle de Longue Durée (APLD) : <https://www.service-public.fr/professionnels-entreprises/vosdroits/F35381>

<sup>14</sup> Data collected by the French National Institute of Statistics and Economic Studies.

maritime sector and in renewable energy, which in turn requires adequate reskilling;

9. Points out that 13,5 % of the targeted beneficiaries are above 54, and 74,7 % of them are between 30 and 54 years old;
10. Notes that Airbus started providing personalised services to the targeted beneficiaries on 1 November 2020 and that the period of eligibility for a financial contribution from the EGF will therefore be from 1 November 2020 until 24 months after the date of the entry into force of the financing decision;
11. Recalls that personalised services to be provided to the workers and self-employed persons consist of the following actions: start-up grants, business creation training, allowances for expenditure related to business creation training, as well as salary top-ups;
12. Considers that those personalised services should last for a relevant period of time according to the nature of the project;
13. Welcomes that the co-ordinated package of personalised services was the result of a good collective bargaining agreement between Airbus and workers' representatives in consultation with staff and union representatives; welcomes that the financial assistance has been swiftly provided to the beneficiaries, even though additional investment for the setting up of a new business is needed in some cases;
14. Highlights that 98,7 % of the financial support is linked to the creation of start-ups and businesses, which will encourage professional reintegration and reconversion, improve the competitiveness of the regions concerned and contribute to the economic recovery;
15. Stresses that the French authorities have confirmed that the eligible actions do not receive assistance from other Union funds or financial instruments;
16. Reiterates that assistance from the EGF must not replace actions which are the responsibility of companies, by virtue of national law or collective agreements, or any other allowances or rights that beneficiaries can receive, in order to ensure full additionality of the allocation; requests that beneficiaries of the personalised services which are to be covered by the EGF be publicly and personally informed of the Union co-financing;
17. Notes that all the procedural requirements were met; underlines the need for transparency at every step of the procedure and calls for social partners' involvement in the package of service's implementation and evaluation;
18. Approves the decision annexed to this resolution;
19. Instructs its President to sign the decision with the President of the Council and arrange for its publication in the *Official Journal of the European Union*;
20. Instructs its President to forward this resolution, including its Annex, to the Council and the Commission;

## **ANNEX: DECISION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**

### **on the mobilisation of the European Globalisation Adjustment Fund for Displaced Workers following an application from France – EGF/2021/005 FR/Airbus**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,  
Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2021/691 of the European Parliament and of the Council of 28 April 2021 on the European Globalisation Adjustment Fund for Displaced Workers (EGF) and repealing Regulation (EU) No 1309/2013<sup>15</sup>, and in particular Article 15(1) thereof,

Having regard to the Interinstitutional Agreement of 16 December 2020 between the European Parliament, the Council of the European Union and the European Commission on budgetary discipline, on cooperation in budgetary matters and on sound financial management, as well as on new own resources, including a roadmap towards the introduction of new own resources<sup>16</sup>, and in particular point 9 thereof,

Having regard to the proposal from the European Commission,

Whereas:

- (1) The European Globalisation Adjustment Fund for Displaced Workers (EGF) aims to demonstrate solidarity and promote decent and sustainable employment in the Union by providing support for workers made redundant and self-employed persons whose activity has ceased in the case of major restructuring events and assisting them in returning to decent and sustainable employment as soon as possible.
- (2) The EGF is not to exceed a maximum annual amount of EUR 186 million (in 2018 prices), as laid down in Article 8 of Council Regulation (EU, Euratom) 2020/2093<sup>17</sup>.
- (3) On 26 July 2021, France submitted an application to mobilise the EGF, in respect of workers' displacements in Airbus (Airbus SE) in the economic sector classified under the Statistical classification of economic activities in the European Community ('NACE')<sup>18</sup> Revision 2 division 30 (Manufacture of transport equipment) in France. It was supplemented by additional information provided in accordance with Article 8(5) of Regulation (EU) 2021/691. That application complies with the requirements for determining a financial contribution from the EGF as laid down in Article 13 of Regulation (EU) 2021/691.
- (4) The EGF should, therefore, be mobilised in order to provide a financial contribution of EUR 3 745 264 in respect of the application submitted by France.

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<sup>15</sup> OJ L 153, 3.5.2021, p. 48.

<sup>16</sup> OJ L 433 I, 22.12.2020, p. 29.

<sup>17</sup> Council Regulation (EU, Euratom) 2020/2093 of 17 December 2020 laying down the multiannual financial framework for the years 2021 to 2027 (OJ L 433 I, 22.12.2020, p. 11).

<sup>18</sup> Regulation (EC) No 1893/2006 of the European Parliament and of the Council of 20 December 2006 establishing the statistical classification of economic activities NACE Revision 2 and amending Council Regulation (EEC) No 3037/90 as well as certain EC Regulations on specific statistical domains (OJ L 393, 30.12.2006, p. 1).

- (5) In order to minimise the time taken to mobilise the EGF, this decision should apply from the date of its adoption,

HAVE ADOPTED THIS DECISION:

*Article 1*

For the general budget of the Union for the financial year 2022, the European Globalisation Adjustment Fund for Displaced Workers shall be mobilised to provide the amount of EUR 3 745 264 in commitment and payment appropriations.

*Article 2*

This Decision shall enter into force on the day of its publication in the Official Journal of the European Union. It shall apply from [*the date of its adoption*]\*.

Done at Brussels,

*For the European Parliament*  
*The President*

*For the Council*  
*The President*

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\* Date to be inserted by the Parliament before the publication in OJ.



## **EXPLANATORY STATEMENT**

### **I. Background**

The European Globalisation Adjustment Fund has been created in order to provide additional assistance to workers suffering from the consequences of major structural changes in world trade patterns.

According to the provisions of Article 8(1) of Council Regulation (EU, Euratom) No 2020/2093 laying down the multiannual financial framework for the years 2021-2027<sup>19</sup> and of Article 15 of Regulation (EU) No 2021/691<sup>20</sup>, the Fund may not exceed a maximum annual amount of EUR 186 million (2018 prices).

As concerns the procedure, according to point 9 of the Interinstitutional Agreement of 16 December 2020 between the European Parliament, the Council and the Commission on budgetary discipline, on cooperation in budgetary matters and on sound financial management as well as on new own resources, including a roadmap towards the introduction of new own resources<sup>21</sup>, in order to activate the Fund the Commission, in case of a positive assessment of an application, presents to the budgetary authority a proposal for mobilisation of the Fund and, at the same time, a corresponding request for transfer.

### **II. France's application and the Commission's proposal**

On 26 July 2021, France submitted an application EGF/2021/005 FR/Airbus for a financial contribution from the EGF, following 508 displacements in the economic sector classified under the NACE Revision 2 division 30 (Manufacture of transport equipment) in the NUTS 2 regions of Midi-Pyrénées (FRJ2) and Pays de la Loire (FRG0) in France.

Following its assessment of this application, the Commission has concluded, in accordance with all applicable provisions of the EGF Regulation, that the conditions for awarding a financial contribution from the EGF are met.

On 19 November 2021, the Commission adopted a proposal for a decision on the mobilisation of the EGF to support the reintegration in the labour market of 297 targeted beneficiaries, and communicated it to the Parliament and the Council on 5 January 2022.

The Commission deemed the application admissible under the intervention criteria of Article 4(2)(a) of the EGF Regulation, which requires the cessation of activity of at least 200 displaced workers over a reference period of four months in an enterprise in a Member State, including workers displaced in suppliers and downstream producers and/or self-employed persons whose activity has ceased.

This is the fifth application of 2021 and the first to be examined under the 2022 budget, including the MFF (Council Regulation (EU, Euratom) No 2020/2093 of 17 December 2020 laying down the multiannual financial framework for the years 2021 to 2027<sup>22</sup> and the IIA of

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<sup>19</sup> OJ L 433I, 22.12.2020, p. 15.

<sup>20</sup> OJ L 153, 3.5.2021, p. 48.

<sup>21</sup> OJ L 433I, 22.12.2020, p. 28.

<sup>22</sup> OJ L 433I, 22.12.2020, p. 11.

16 December 2020. This is also the fifth EGF application to be examined under the new EGF Regulation<sup>23</sup>.

The cessation of activities of all displaced workers during the reference period running from 1 November 2020 to 1 March 2021 has been calculated from the date of the employer's individual notice to lay off or to terminate the contract of employment of the worker.

The application concerns a targeted 297 displaced workers and refers to the mobilisation of a total amount of EUR 3 745 264 from the EGF for France representing 85 % of the total costs of the proposed actions.

The objectives of the EGF are to demonstrate solidarity and promote decent and sustainable employment in the Union by offering assistance in the case of major restructuring events, in particular those caused by challenges related to globalisation, such as changes in world trade patterns, trade disputes, significant changes in the trade relations of the Union or the composition of the internal market and financial or economic crises, as well as the transition to a low-carbon economy, or as a consequence of digitisation or automation<sup>24</sup>.

In order to limit the effects of the Covid-19 pandemic, Member States decided to implement general travel restrictions, which led to a collapse of commercial aviation. Moreover, the economic crisis following the pandemic has reduced the purchasing power of many air transport customers, who have reviewed their decision to use air transportation. Finally, in view of the pandemic's resurgence and the implementation of new restriction measures to limit the virus' spreading, the coming months are still uncertain for the aviation sector.

Thus, most commercial airlines consider massive restructuring plans in order to save the companies. As part of these plans, many aircrafts were retired prematurely, and acquisition plans of new aircraft were put on hold or cancelled. In Airbus, the production plans had to face a reduction of one third of production levels<sup>25</sup>. Considering that Airbus' commercial aircraft production generated 67% of the overall turnover of the company in 2020, Airbus had to implement a restructuring plan: 9 400 posts were cut worldwide and 4 248 posts were cut in France<sup>26</sup>.

The French regions of Pays de la Loire and Occitanie are heavily dependent on aeronautics: for instance, Airbus is the largest private employer in Occitanie, with 110 000 people working for the company in Toulouse's surrounding area. Thus, Airbus' restructuring plan is expected to have very severe consequences on employment in both regions<sup>27</sup>.

The four types of actions to be provided to redundant workers, for which EGF co-funding is requested consist of:

- a. Start-up grants: this measure aims at supporting beneficiaries interested in starting their own business by awarding a start-up grant of EUR 15 000 per beneficiary. Interested workers can apply for the start-up scheme, and can

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<sup>23</sup> OJ L 153, 3.5.2021, p. 48.

<sup>24</sup> Regulation (EU) 2021/691

<sup>25</sup> <https://www.airbus.com/newsroom/press-releases/en/2020/04/airbus-reports-first-quarter-q1-2020-results.html>

<sup>26</sup> <https://www.airbus.com/content/dam/corporate-topics/financial-and-company-information/Airbus-FY2020-SN.pdf>

<sup>27</sup> Non-published document: Airbus – Étude d'Impact, BPI Consulting Paris, 12/2020.

claim the grant until six months after entering the scheme. The grant is paid as a flat rate upon the provision of evidence that a business was actually registered. The whole process is managed by Mobility Pathways, which offers guidance on how to apply, checks and validates the business plans, and finally decides on the grant. If beneficiaries create a business together, each beneficiary is granted the full sum.

- b. Business creation training: this measure aims at those beneficiaries who signed up for the start-up scheme. Extensive trainings are offered to those interested in starting their own business.
- c. Allowances for expenditure related to business creation training: beneficiaries participating in the business creation training can receive reimbursement of costs for accommodation, food, transportation, as well as possible interpretation services etc.
- d. Salary top-ups: this measure aims at offering an incentive to accept new employment, even if the salary of the new employment found is lower than in the previous job. The maximum amount per month is EUR 350, and is paid for a period of up to 12 months.

According to the Commission, the described measures constitute active labour market measures within the eligible actions set out in Article 7 of the EGF Regulation and do not substitute passive social protection measures.

France provided the required information on actions that are mandatory for the enterprises concerned by virtue of national law or pursuant to collective agreements. They confirmed that a financial contribution from the EGF will not replace such actions.

## **Procedure**

In order to mobilise the Fund, the Commission has submitted to the Budgetary Authority a request to transfer a global amount of EUR 3 745 264 from the EGF reserve (30 04 02) to the EGF budget line (16 02 02).

According to an internal agreement, the Employment and Social Affairs and Regional Development Committees should be associated to the process, in order to provide constructive support and contribute to the assessment of the applications from the Fund.

## LETTER FROM THE COMMITTEE ON EMPLOYMENT AND SOCIAL AFFAIRS

Mr Johan Van Overtveldt  
Chair  
Committee on Budgets  
BRUSSELS

Subject: Opinion on mobilisation of the European Globalisation Adjustment Fund –  
EGF/2021/005 FR/AIRBUS – France (2021/0363(BUD))

Dear Mr Chair,

Under the procedure referred to above, the Committee on Employment and Social Affairs has been asked to submit an opinion to your committee. At its meeting of 11 January 2022, the committee decided to send the opinion in the form of a letter.

The Committee on Employment and Social Affairs considered the matter at its meeting of 25 January 2022. At that meeting, it decided to call on the Committee on Budgets, as the committee responsible, to incorporate the following suggestions into its motion for a resolution.

Yours sincerely,

Dragoş Pîslaru

## SUGGESTIONS

The deliberations of the EMPL committee are based on the following considerations:

- A. Whereas on 26 July 2021 France submitted application EGF/2021/005 FR/Airbus for a financial contribution from the EGF, following 508 displacements in Airbus in France, in the economic sector classified under the NACE Revision 2 division 30 (Manufacture of transport equipment) in the NUTS 2 regions of Midi-Pyrénées (FRJ2) and Pays de la Loire (FRG0) in France, within a reference period for the application from 1 November 2020 to 1 March 2021;
- B. Whereas the Commission deemed the application admissible under the intervention criteria of Article 4(2)(a) of the EGF Regulation, which requires the cessation of activity of at least 200 displaced workers over a reference period of four months in an enterprise in a Member State, including workers displaced in suppliers and downstream producers and/or self-employed persons whose activity has ceased;
- C. Whereas on 19 November 2021, the Commission adopted a proposal for a decision on the mobilisation of the EGF to support the reintegration in the labour market of 297 targeted beneficiaries, and communicated it to the Parliament and the Council on 5 January 2022;
- D. Whereas in the framework of the COVID-19 pandemic, the general travel restrictions led to a general collapse of commercial aviation, in particular in the passenger flights sector, and according to Airbus the full recovery of the sector is not expected to happen before 2025<sup>28</sup>;
- E. Whereas Airbus, whose commercial aviation division represents 77 % of the overall turnover<sup>29</sup>, had to reduce by one third its production levels as of April 2020<sup>30</sup> and thus implement a restructuring plan leading to the dismissal of 4 248 posts in France;
- F. Whereas the EGF shall not exceed a maximum annual amount of EUR 186 million (in 2018 prices), as laid down in Article 8 of Council Regulation (EU, Euratom) No 2020/2093 of 17 December 2020 laying down the multiannual financial framework for the years 2021 to 2027<sup>31</sup>.

Therefore, the Committee on Employment and Social Affairs calls on the Committee on Budgets, as the committee responsible, to integrate the following suggestions in its motion for a resolution:

- 1. Agrees with the Commission that the conditions set out in Article 4(2), point (a), of the EGF Regulation are met and that France is entitled to a financial contribution of EUR 3 745 264 under that Regulation, which represents 85 % of the total cost of EUR 4 406 194, comprising only expenditure for personalised services;<sup>2</sup> Notes that all the procedural requirements were met; underlines the need for transparency at every step of

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<sup>28</sup> Non-published document: Airbus “Livre 2”, an internal analysis of the COVID crisis and its impact on the Airbus activity sector in France.

<sup>29</sup> [https://lentreprise.lexpress.fr/actualites/1/actualites/le-geant-europeen-airbus-en-chiffres\\_2129633.html](https://lentreprise.lexpress.fr/actualites/1/actualites/le-geant-europeen-airbus-en-chiffres_2129633.html)

<sup>30</sup> <https://www.airbus.com/newsroom/press-releases/en/2020/04/airbus-reports-first-quarter-q1-2020-results.html>.

<sup>31</sup> OJ L 433I, 22.12.2020, p. 11.

the procedure and calls for social partners' involvement in the package of service's implementation and evaluation;

3. Stresses that the French authorities have confirmed that the eligible actions do not receive assistance from other Union funds or financial instrument;
4. Recalls that the redundancies are expected to heavily impact both regions, particularly Occitanie which is the major aeronautical cluster in Europe with 110 000 people employed in the sector; notes that in the first quarter of 2021, the percentage of unemployed persons already stood at 9,4 % in Occitanie and 6,9 % in Pays de la Loire<sup>32</sup>;
5. Points out that 13,5 % of the targeted beneficiaries are above 54, and 74,7 % of them are between 30 and 54 years old (with about 31 % of dismissed workers are above 50); notes that while a large part of the displaced workers have a high level of education this age profile could potentially make reemployment more difficult; stresses therefore the importance of ensuring the specific needs of beneficiaries above 54 are taken into account when implementing the package of personalised services;
6. Welcomes the package of personalised services to be provided to the workers and self-employed persons consisting of the following actions: start-up grants, business creation training, allowances for expenditure related to business creation training, as well as salary top-ups; further welcomes that the co-ordinated package of personalised services has been drawn up in consultation with staff and union representatives; recalls the possibility for special time-limited measures within the coordinated package including, inter alia, to pay childcare allowances, as provided in Article 7.2 b of the EGF regulation in order to facilitate job seekers' participation in the activities proposed, i.e. business creation trainings, and their transition to work;
7. Reminds that the objective of the European Globalisation Adjustment Fund for Displaced Workers (EGF) is to support beneficiaries to rapidly reintegrate into decent and sustainable employment within or outside their initial sector of activity;
8. Reiterates that assistance from the EGF must not replace actions that are the responsibility of companies, by virtue of national law or collective agreements.

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<sup>32</sup> Data collected by the French National Institute of Statistics and Economic Studies.

## LETTER FROM THE COMMITTEE ON REGIONAL DEVELOPMENT

Mr Johan VAN OVERTVELDT  
Chair of the Committee on Budgets  
WIE 05U012

Subject: Mobilisation of the European Globalisation Adjustment Fund – EGF/2021/005  
FR/Airbus

Dear Mr Van Overtveldt,

The European Commission has transmitted to the European Parliament its proposal for a decision of the European Parliament and of the Council on the mobilisation of the European Globalisation Adjustment Fund following an application from France (COM(2021)0698) following displacements in Airbus in France.

I understand that it is intended that a report on this proposal will be soon adopted in the Committee on Budgets.

The application relates to 508 displaced workers whose activity has ceased in the Economic and Social Unit Airbus Commercial of Airbus SE. Airbus operates in the economic sector classified under the NACE Revision 2 divisions 30 (Manufacture of transport equipment). The redundancies made by the enterprise are located in the NUTS 2 regions of Midi-Pyrénées (FRJ2) and Pays de la Loire (FRG0). The estimated number of displaced workers expected to participate in the measures is 297.

Commercial Aircraft Division of Airbus is a leading manufacturer of commercial aircraft. Because of the general collapse of commercial aviation, in particular passenger flights, due to the COVID-19 pandemic, the activity of the Commercial Aircraft Division of Airbus is facing severe difficulties. Airbus' commercial aircraft production generated 67 % of the overall turnover of Airbus. As of April 2020, the production plans had to be adapted to the crisis situation, leading to one third reduction of production levels. In order to right-size its workforce to the abruptly adapted production plans, Airbus had to implement a restructuring plan.

The personalised services to be provided to displaced workers consist of the following measures: Start-up grants; Business creation training; Allowances for expenditure related to business creation training; Salary top-ups.

The estimated total costs are EUR 4 406 194, comprising only of expenditure for personalised services and no expenditure for preparatory, management, information and publicity, control and reporting activities. The total financial contribution requested from the EGF is EUR 3 745 264 (85 % of total costs).

The source of national pre-financing or co-funding is Airbus.

The rules applicable to financial contributions from the European Globalisation Adjustment

Fund for Displaced Workers (EGF) are laid down in Regulation (EU) 2021/691 of the European Parliament and of the Council of 28 April 2021 on the European Globalisation Adjustment Fund for Displaced Workers (EGF) and repealing Regulation (EU) No 1309/2013.

The committee coordinators have assessed this proposal, and asked me to write to you reporting that the majority of this committee has no objection to this mobilisation of the EGF to allocate the above-mentioned amount as proposed by the Commission.

Yours sincerely,

Younous OMARJEE



## INFORMATION ON ADOPTION IN COMMITTEE RESPONSIBLE

<b>Date adopted</b>	1.2.2022
<b>Result of final vote</b>	+: 40 -: 1 0: 0
<b>Members present for the final vote</b>	Rasmus Andresen, Robert Biedroń, Anna Bonfrisco, Olivier Chastel, Lefteris Christoforou, David Cormand, Paolo De Castro, Andor Deli, José Manuel Fernandes, Eider Gardiazabal Rubial, Vlad Gheorghe, Valentino Grant, Elisabetta Gualmini, Francisco Guerreiro, Valérie Hayer, Eero Heinäluoma, Niclas Herbst, Monika Hohlmeier, Moritz Körner, Joachim Kuhs, Zbigniew Kuźmiuk, Hélène Laporte, Pierre Larroustourou, Janusz Lewandowski, Margarida Marques, Silvia Modig, Siegfried Mureşan, Victor Negrescu, Lefteris Nikolaou-Alavanos, Andrey Novakov, Jan Olbrycht, Dimitrios Papadimoulis, Karlo Ressler, Bogdan Rzońca, Nicolae Ştefănuţă, Nils Torvalds, Nils Ušakovs, Johan Van Overtveldt, Rainer Wieland, Angelika Winzig
<b>Substitutes present for the final vote</b>	Henrike Hahn

## FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

40	+
ECR	Zbigniew Kuźmiuk, Bogdan Rzońca, Johan Van Overtveldt
ID	Anna Bonfrisco, Valentino Grant, Hélène Laporte
NI	Andor Deli, Lefteris Nikolaou-Alavanos
PPE	Lefteris Christoforou, José Manuel Fernandes, Niclas Herbst, Monika Hohlmeier, Janusz Lewandowski, Siegfried Mureșan, Andrey Novakov, Jan Olbrycht, Karlo Ressler, Rainer Wieland, Angelika Winzig
Renew	Olivier Chastel, Vlad Gheorghe, Valérie Hayer, Moritz Körner, Nicolae Ștefănuță, Nils Torvalds
S&D	Robert Biedroń, Paolo De Castro, Eider Gardiazabal Rubial, Elisabetta Gualmini, Eero Heinäluoma, Pierre Larroustourou, Margarida Marques, Victor Negrescu, Nils Ušakovs
The Left	Silvia Modig, Dimitrios Papadimoulis
Verts/ALE	Rasmus Andresen, David Cormand, Francisco Guerreiro, Henrike Hahn

1	-
ID	Joachim Kuhs

0	0
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Key to symbols:

+ : in favour

- : against

0 : abstention