



Plenary sitting

B8-1147/2015

4.11.2015

MOTION FOR A RESOLUTION

to wind up the debate on the statement by the Commission

pursuant to Rule 123(2) of the Rules of Procedure

on the future Aviation Package
(2015/2933(RSP))

Karima Delli

on behalf of the Verts/ALE Group

**European Parliament resolution on the future Aviation Package
(2015/2933(RSP))**

The European Parliament,

- having regard to Rule 123(2) of its Rules of Procedure,
- A. whereas the transport sector is the only sector which has increased its emissions of pollutants since 1998 (by some 30 %);
- B. whereas in 2012 the air transport sector accounted for 2.6 million direct jobs in Europe and 2.4 % of the EU's GDP;
- C. whereas the European air transport sector has been affected by significant job cuts since 2008, amounting to over 20 000;
- D. whereas the air transport sector still accounts for 3 % of all international CO₂ emissions worldwide;
- E. whereas emissions in the air transport sector increased by 30% between 1990 and 2004; whereas the figure for emissions per passenger in the sector has been reduced by 80 % over the last sixty years;
- F. whereas the forthcoming 21st UN Climate Change Conference 2015 to be held in Paris (COP21) is an essential issue for the European Union;
- G. whereas the International Aviation Transport Association (IATA) has committed to reducing net aviation CO₂ emissions by 50 % by 2050, relative to 2005 levels;
- 1. Considers that the Aviation Package to be submitted at the end of this year must develop the European aviation sector, while respecting EU commitments and environmental objectives;
- 2. Underlines the necessity of fair taxation and compensation for airlines with regard to the EU's emissions objectives; supports the creation of an international kerosene tax or levy on flights to reduce kerosene consumption and CO₂, particulate and NO_x emissions, as well as condensation contrails, and the introduction of VAT on European cross-border flight tickets;
- 3. Reminds the Member States and the Commission of the need for a rapid decision on and implementation of the review of the European Single Sky and passengers' rights regulations;
- 4. Calls for the 'home base' to be the rule with regard to labour law; recommends clarifying the definition of 'principal place of business' in relation to social security systems and labour law;
- 5. Asks the Commission to take the necessary measures to prevent unfair social practices

by low-cost companies to the detriment of the social protection of employees and passengers' rights; enjoins the Commission to include a 'social agenda' in its Aviation Package and to ensure transversal work between the appropriate DGs;

6. Calls for measures at EU level to combat the rise in damaging social practices such as 'flags of convenience' and the use of atypical employment such as pay-to-fly schemes or bogus self-employment; calls for zero-hours contracts to be forbidden as they have potential safety implications;
7. Asks the Commission to propose a review of Regulation 868/2004 and the causes of its non-implementation, if possible in the framework of the Aviation Package;
8. Regrets the fact that Regulation 868/2004 has never been implemented, and calls for it to be revised as soon as possible in order to fight unfair pricing in Europe and promote fair and sustainable intra- and intermodal competition in a more efficient way, so as to ensure reciprocity and cut out unfair practices;
9. Urges the EU to negotiate, as rapidly as possible, an aviation agreement with the Gulf States in order to ensure greater transparency of financing, and to enforce fair and sustainable competition in Europe; underlines the need, in all negotiations with the EU's partners, to ensure financial transparency and safeguard social standards;
10. Welcomes the intention to increase the responsibilities of the European Aviation Safety Authority (EASA) and to review the Basic Regulation ((Regulation (EC) No 216/2008) in order to enforce safety in Europe on a basis of respect for social standards;
11. Highlights the importance of interconnection between airports in Europe; calls for a rethink on enforcing new infrastructures, in the context of an economic and environmental balance;
12. Calls for the full implementation of a transparent SESAR programme and the Clean Sky initiative, and calls on the Commission and the Member States to promote innovation and sustainability in the air transport sector in order to build an efficient and low-polluting industry;
13. Instructs its President to forward this resolution to the Council, the Commission and the Member States.