

# Procedure file

Basic information	
COS - Procedure on a strategy paper (historic) <a href="#">2000/0164(COS)</a>	Procedure completed
Civil aviation: organisation of working time of mobile workers, agreement concluded by transport associations	
Subject 3.20.01 Air transport and air freight 3.20.10 Transport undertakings, transport industry employees 4.15.03 Arrangement of working time, work schedules	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	<b>EMPL</b> Employment and Social Affairs		05/07/2000
		PSE <a href="#">HUGHES Stephen</a>	
	Committee for opinion	Rapporteur for opinion	Appointed
	<b>ITRE</b> Industry, External Trade, Research, Energy	The committee decided not to give an opinion.	
	<b>RETT</b> Regional Policy, Transport and Tourism		
Council of the European Union	Council configuration	Meeting	Date
	<a href="#">Employment, Social Policy, Health and Consumer Affairs2313</a>		27/11/2000
	<a href="#">Employment, Social Policy, Health and Consumer Affairs2296</a>		17/10/2000
European Commission	Commission DG	Commissioner	
	<a href="#">Employment, Social Affairs and Inclusion</a>		

Key events			
23/06/2000	Non-legislative basic document published	COM(2000)0382	Summary
08/09/2000	Committee referral announced in Parliament		
19/09/2000	Vote in committee		Summary
19/09/2000	Committee report tabled for plenary	<a href="#">A5-0265/2000</a>	
03/10/2000	Decision by Parliament	<a href="#">T5-0407/2000</a>	Summary
03/10/2000	End of procedure in Parliament		
22/06/2001	Final act published in Official Journal		

Technical information	

Procedure reference	2000/0164(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 142
Stage reached in procedure	Procedure completed
Committee dossier	EMPL/5/12885

### Documentation gateway

Non-legislative basic document	<a href="#">COM(2000)0382</a> <a href="#">OJ C 337 28.11.2000, p. 0149 E</a>	23/06/2000	EC	Summary
Committee report tabled for plenary, single reading	<a href="#">A5-0265/2000</a> <a href="#">OJ C 178 22.06.2001, p. 0009</a>	19/09/2000	EP	
Text adopted by Parliament, single reading	<a href="#">T5-0407/2000</a> <a href="#">OJ C 178 22.06.2001, p. 0022-0048</a>	03/10/2000	EP	Summary
Economic and Social Committee: opinion, report	<a href="#">CES1225/2000</a> <a href="#">OJ C 014 16.01.2001, p. 0119</a>	19/10/2000	ESC	

## Civil aviation: organisation of working time of mobile workers, agreement concluded by transport associations

**PURPOSE :** to undertake Community action on the Organisation of Working Time of Mobile Workers in Civil Aviation. **CONTENT :** the purpose of this proposal for a Directive is to lay down minimum standards on the organisation of Working Time for Mobile Staff in the Civil Aviation sector. The European Agreement on the organisation of working time of Mobile Staff in Civil Aviation was concluded on 22 March 2000 between the organisations representing management and labour in the civil aviation sector. When the "White Paper on sectors and activities excluded the Working time Directive" was sent to the social partners, they were asked to treat it as the first round of formal consultation in respect of working time in the sectors and activities concerned. On 31 March 1998, the Commission launched a second phase consultation process on the content of its envisaged proposal, following the responses to the White Paper. Following the second phase consultation, the organisations representing management and labour at European level, the Association of European Airlines (AEA), the European Transport Workers' Federation (ETF), the European Cockpit Association (ECA), the European Regions Airline Association (ERA) and the International Air Carrier Association (IACA) concluded a European Agreement on the organisation of Working Time of Mobile Staff in Civil Aviation on 22 March 2000. They forwarded the agreement to the Commission in accordance with Article 139(2) of the Treaty. The Commission considers that the adaptation, flexibility and organisation of working time are crucial aspects as regards both workers conditions and the dynamism of firms and play a considerable role in determining the situation of the labour market and the creation of employment. Within this context, the Commission wholeheartedly endorses the aim of the working time Agreement concluded by the AEA, EFT, ECA, ERA and IACA and sees it as an important step in three respects. Firstly, the introduction of Community minimum working time requirements for mobile staff in civil aviation constitutes a major step forward in creating a minimum set of fundamental rights for workers. Secondly, the Agreement strikes a balance between the need to ensure adequate protection for the health and safety of mobile staff in civil aviation with regard to working time and the requirements to allow adequate operating flexibility to airlines engaged in commercial aviation operations and to maintain appropriate public safety standards. Thirdly, the Agreement constitutes a remarkable achievement for sectoral social dialogue at Community level, confirms the crucial role of the European social partners in supplementing, completing and adapting at Community level national standards on working conditions, and illustrates the role that the social partners can play in the European Employment strategy agreed at the 1997 Luxembourg extra-ordinary summit and the subsequent Council Resolutions. The Commission believes that all the conditions are fulfilled for forwarding a proposal designed to implement this Agreement by way of a Council decision. In conclusion, the need to undertake Community action is justified by the fact that the social partners have agreed to undertake action at Community level and have requested the implementation of their Community level agreement through a Council Decision based on a proposal from the Commission.?

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The committee adopted the report by Stephen HUGHES (PES, UK) welcoming the proposal for a Council Directive concerning the European Agreement on the working time of mobile workers in civil aviation. The committee had been delegated the power of decision on this proposal, in accordance with Rule 62 of Parliament's Rules of Procedure. In its resolution, the committee pointed out that a strong link existed between occupational and operational safety in the civil aviation sector, and that a high level of both was also a guarantor of protection for passengers and the environment. It therefore asked the Commission to bring forward, as a matter of urgency, a proposal for a Regulation on flight and duty time limitations and rest requirements, with a view to maintaining high operational safety levels and the prevention of short-term crew fatigue. The committee pointed out that this, together with the proposed Directive on working time, would be an indispensable instrument for the

establishment of a European Common Aviation Area in the context of enlargement. The report also stressed the need for non-regression clauses and for penalties applicable in the case of infringements. It urged the Council to keep to the implementation period of 2 years proposed by the Commission. ?

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The report drafted by Stephen HUGHES (PES, UK) concerning the European Agreement on the organisation of working time of mobile workers in civil aviation was deemed adopted pursuant to Rule 62(5) (Item 1 of Texts Adopted). In adopting the report however, the European Parliament requested the following: - that the Commission urgently bring forward a proposal for a Regulation on flight and duty time limitations with a view to maintaining high operational safety levels and the prevention of short-term crew fatigue; - that the present agreement be considered as an integral part of the Multilateral agreement between the EU and other European countries on the establishment of a European Common Aviation Area; - that the Commission keep to the implementation period of two years proposed by the Commission, and in any case to ensure that this agreement comes into force before Directive 2000/34/EC, amending Directive 93/104/EC. ?