



European Aviation Policy

More competitiveness and more quality

For air transport

Windhoek – 2-3 avril 2009

Directorate - General
for Energy
and Transport



● Liberalisation of air services in the EU: a success story

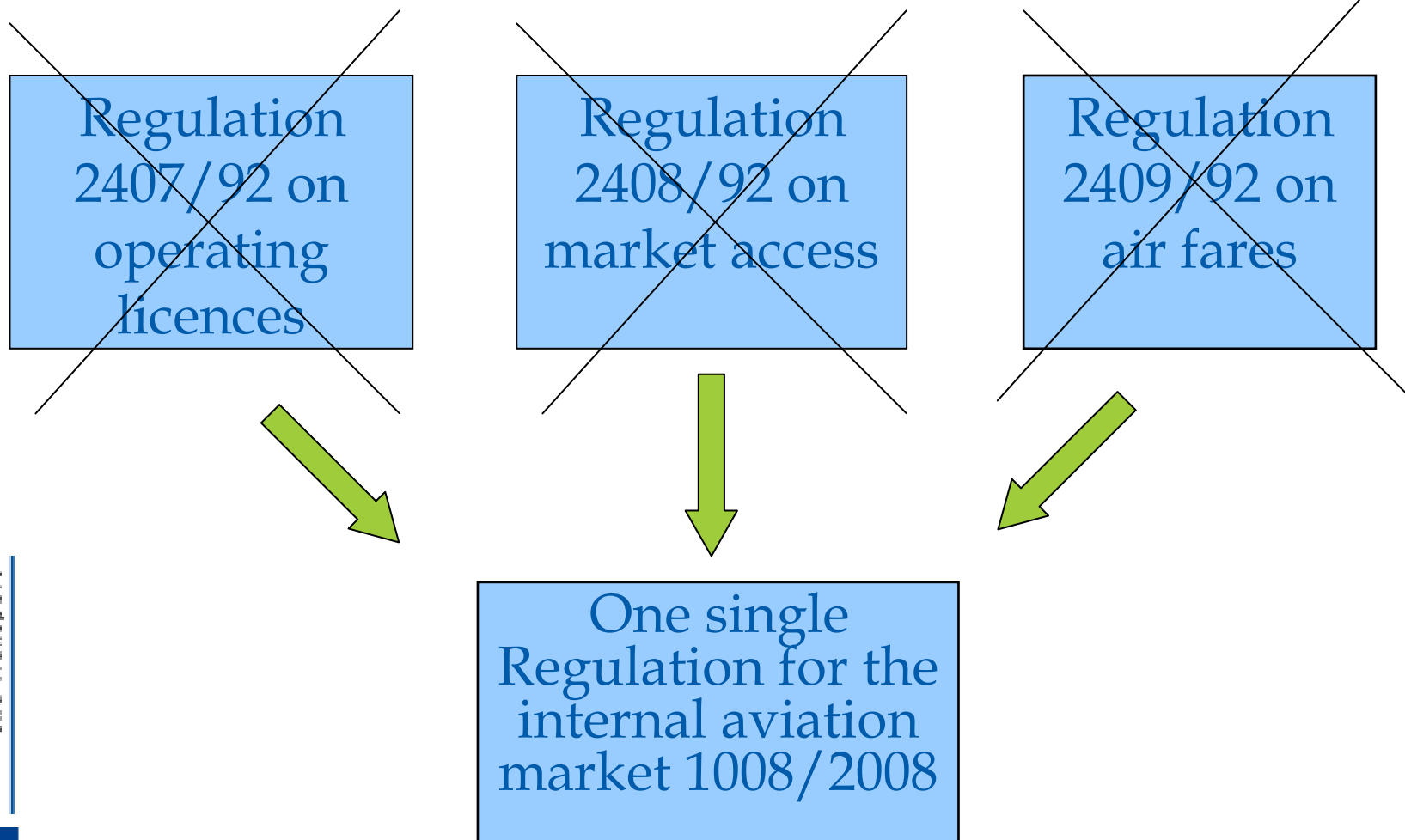
Since 1992, more choice and lower cost of air transport brings European citizens closer:

- More airlines (+25%)
- More routes served (+100%)
- More competition and lower fares
- Productivity gains
- Emergence of the low-fare airlines

● To further improve the competitiveness of air transport

- **Consolidate the internal market**
 - Revision of the Third Package
- **Tackle infrastructure bottlenecks**
 - Single European Sky / SESAR
 - Airport package
- **Reduce airlines' costs**
 - Airport charges
 - ATC charges
 - CRS
 - Groundhandling
- **Extend the single market to third countries**

I. Consolidate Internal Market: Simplification of Existing Legislation



● Key Elements of the new Regulation

- Transparent fares (publication of fares incl. all taxes and charges)
- Non-discriminatory fares (irrespective of residence)
- Streamlining of monitoring of Community operating licences
- Clearer rules on Public Service Obligations (more transparent allocation)
- Clearer rules on the traffic distribution between airports

● The European Internal Market: a regulated area

● Improving safety

- List of banned airlines
- European Air Safety Agency (EASA)

● A new challenge: security

● Competition rules

● Passenger Rights Regulation

- No new rules, but improve implementation

● II. Tackle infrastructure bottlenecks

- Success of internal market led to huge growth in air traffic
- Congestion and delays on the ground and in the airspace
- Action Plan on airport capacity
 - Reduce capacity crunch
- Single European Sky / SESAR
 - Increase capacity of air traffic control



● Action Plan on Airport Capacity

- Optimise use of existing capacity
- Improving the planning framework for new airport infrastructure
- Promoting co-modality
- Development and implementation of new technologies
- Consistent approach to safety at airports

Single European Sky – Clearing The Sky

- Increasing capacity
- Reinforcing safety
- Restructuring the European airspace as a function of traffic flows, no longer according to national borders
- Increasing the efficiency of the air traffic management system



- ✓ **LESS DELAYS**
- ✓ **LOWER COSTS**
- ✓ **LESS POLLUTION**
- ✓ **BETTER SAFETY**



- **SESAR: Ambitious, but realistic objectives**

- **Tripling of ATM capacity**
- **50% reduction of ATM costs**
- **Improving safety by factor 10**
- **10% reduction of emissions per flight**



● III. Reduce Airlines' Costs

- **Airport Charges**
 - Transparent charges
 - Mandatory airport-airline consultation
- **SES/SESAR: Reducing ATM costs**
- **Revision of CRS Regulation**
 - Modernisation to take into account CRS divestiture by airlines
- **Groundhandling**
 - Competition has reduced costs and improved quality



● Proposal for Directive on Airport Charges

- **Commission proposal for a Directive on airport charges**
 - Common principles for airport charges (non-discrimination, mandatory consultation etc)
 - More transparency
 - Structured dialogue between airports and airlines
 - Independent national regulators that can take binding decisions

● **IV. Extend the benefits of the internal market to third countries**

Three pillars:

- **The first pillar gives legal certainty to bilateral agreements through the recognition of the concept of Community carrier: regularisation of almost 800 agreements, concerning more than 100 countries**
- **The second pillar aims to develop neighbourhood agreements.**
- **The third pillar consists of comprehensive agreements with certain non-EU countries.**

Common Aviation Area with neighbouring countries

- **Southern and Eastern neighbouring countries**
 - Western Balkan countries (ECAA)
 - ECAA Agreement signed in June 2006
 - Morocco (Euro-Mediterranean Agreement)
 - EU-Morocco Agreement signed in December 2006
 - Negotiations with Algiers, Georgia, Israel, Jordan, Tunes, Ukraine....
- **Towards a single market of some 60 states by 2010, 1 billion inhabitants.**

● Community air transport agreements with key countries

■ **EU-US Air Transport Agreement**

- All EU airlines can operate flights between any point in EU and any point in US
- 46 million scheduled passengers / year
- 26 million increase in passengers estimated over 5 years

■ **Canada Agreement about to be signed**

- gradual opening of traffic rights with the gradual liberalisation of the investment regime
- 8 million scheduled passengers / year
- regulatory convergence

■ **Negotiations with Australia and NZ**

● And Africa as a whole ?

- General Framework concerning provision of development cooperation for transport
 - Promoting Sustainable Transport in Developing countries (July 2000)
 - Interconnecting Africa: the EU-Africa Infrastructure Partnership (Oct.2006)
- Horizontal agreements (UMEOA...)
- Towards a wider partnership.....

● The Plan for Action for Aviation: a basis

● Plan for Action has four main objectives:

- » Implementation of the Yamoussoukro Decision of 1999
- » Development of a Common African Civil Aviation Policy
- » Strengthening Civil Aviation Security and Safety
- » Strengthening Inter-African and International Cooperation

● Confirmed in AU Conference in Addis (Feb. 2009)

● Basis for a new EU-Africa cooperation in aviation

● We have the same objectives !

- » Safety is priority number 1
- » Supporting the Yamoussoukro Decision
- » Developing further cooperation in ATM
- » Broad Dialogue on application of environmental protection
- » Need for more security is increasing

● Concrete Steps Towards a New Partnership: Common Strategic Framework and Action Plan

- **Agree on common goals at the level of AU and make a follow-up of current actions and new needs (Common Cooperation Committee)**
- **Cooperate at all the appropriate levels**
- **Define concrete actions on our joint priorities**
- **Secure legal certainty**



Thank you for your attention

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http://ec.europa.eu/transport/air_portal/international/index_en.htm

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