European Aviation Policy and Market Development

ea conference in honor of Mr. Frederik Sorensen

18 December 2014
Hotel Bristol Stephanie, Brussels

14.00: Introduction by Mr. Peter Sorensen, European Commission, DG MOVE - Policy Officer Aviation Safety (International Relations)

14.15 – 15.15 The creation of the internal aviation market:
The European Commission pays tribute to Mr. Frederik Sorensen.
Mr. Claude Chêne, Former Director of Air Transport at the European Commission
Mr. Eckard Seebohm, (retired) DG MOVE, Head of Unit - Aviation Safety & Environment
Mr. Ludolf Van Hasselt, DG COMM, Head of Unit - Priority Actions and Political Reporting
Ms. Anna Colucci, DG COMP, Head of Unit - State Aids, Post and other Services

15.15 Keynote address by Mr. Margus Rahuoja, European Commission, DG Move - Director Aviation and International Transport Affairs
Followed by a Q&A.

15.45 Break

16.00 – 18.00 Quo Vadis, Europe?
Discussion on the current state of the European Market

Moderated by: Prof. Mia Wouters
Of Counsel LVP Law, Professor University of Ghent

- Ms. Emmanuelle Maire
European Commission, DG MOVE, Head of Unit - Internal Market and Airports
"The Single Market today: Key challenges".
More than 20 years after the creation of a Single European Market, we need to act to ensure better connectivity and to secure Europe’s position as a key player in aviation. Europe has a 27% market share in worldwide aviation and great brands and players. But for how long? Is there scope for improvement in terms of choice, quality/on-time/value for money services for passengers and benefits for Europe’s economy? A lot of changes are taking place in terms of restructuring of airlines across the European Union with many more cases of foreign investments in EU airlines than in the past; the landscape is changing for/at airports and in the ticket distribution chain. The social partners are calling for a stronger social dimension of the EU aviation market and are fighting 'flags of convenience'. Where are we heading? A discussion of the Single European Market including its social dimension and where do we place Norwegian Air International in this context.
Mr. Jim Callaghan
Etihad Airways, General Counsel & Company Secretary
“European Aviation: the Etihad Airways Perspective”.
Liberalisation of European Air transport has been hugely successful with the emergence of the low fares business model, which has benefitted consumers and European competitiveness. Similarly, the emergence of the Gulf carriers has introduced competition and greater connectivity for European consumers and businesses on the long haul market. However, there appears to be a trend towards protectionism for the flag carriers in Europe, which would damage European competitiveness and consumer benefits.

Mr. Klaus Geil
European Commission, DG MOVE, Head of Sector - External Aviation Policy
“The EU’s External Aviation Policy – An Up-date”.
In September 2012, the European Commission presented a Communication entitled “The EU’s External Aviation Policy – Addressing Future Challenges”. What has been achieved two years later and what may be expected from 2015?

Prof. Dr. Pablo Mendes de Leon
Professor of Air and Space Law and Director IIASL, Leiden University
“Inside out: from internal to external markets?”.
Marking the most important events in that development and signal how the values of the internal air transport market can be best exported taking into account the premises of international cooperation and the global regime for this sector.

Mr. Maurizio Castelletti
European Commission, DG MOVE, Head of Unit - Single European Skies (SES)
“From SES1 to SES2+”.
The EU launched in 2004 the Single European Sky, a comprehensive political initiative to reform and modernise air traffic management in Europe. Following 10 years of experience, the EU is struggling for its full and timely implementation. Is the current set up of air traffic management in Europe matching the real needs of aviation? What are the major obstacles to a successful implementation of the Single European Sky? The presentation will focus on the achievements reached so far and what is on the agenda for the next years.

Mr. Jacek Krawczyk
President of the Employers’ Group at the European Economic and Social Committee – EESC and rapporteur on several aviation issues
“Airport Capacity in the EU”.
Estimations predict that by 2030, some 20 of Europe’s biggest airports will operate at full capacity eight hours a day, every day of the year. On 10 December 2014, the European Economic and Social Committee nearly unanimously adopted an exploratory opinion, requested by the European Commission, on Airport Capacity in the EU. This presentation will focus on the main proposals agreed by the representatives of the civil society and will outline a number of solutions and recommendations to be implemented in order to avoid capacity crunch in Europe.

Ms. Elisabetta Righini
Visiting Professor - The Dickson Poon School of Law, King's College London; Former Member of Cabinet of Vice-president Joaquín Almunia.
“Aviation & State aid: from public remit to a fully fledged market”.
Over the last 20 years, both civil aviation and airport infrastructure have changed substantially. These evolutions have been accompanied by a new model of competition and the ensuing evolution of State aid control. The State aid Aviation Guidelines adopted last February mark a new fundamental step-forward in how public support can be used to sustain this sector.