



EUROPEAN COMMISSION

Directorate-General for Trade

Directorate B - Services and Investment, Intellectual Property and Public Procurement
Services

Brussels, 10/9/2012

B-1/LP

MEETING REPORT

Subject: **Joint Meeting DGTrade and DGMove with the EU Air services Industry on EU-US air transport issues, on 7/9/2012**

Participants: DG Trade: R. Schlegelmich (RS), L.Poli

DG Move: M.Baldwin (MB), J.Rejtharova, K.Kaera

EU Industry:

- EU Airlines: Association of European Airlines-AEA ([Art. 4.1 (b)], AF ([Art. 4.1 (b)]), BA ([Art. 4.1 (b)]), LH ([Art. 4.1 (b)]), LOT ([Art. 4.1 (b)]),
- European cargo and express operators: Deutsche Post DHL ([Art. 4.1 (b)])
- European Cockpit Association ([Art. 4.1 (b)])

Executive Summary

The meeting was organised to get a better insight in the position of the EU air services industry in relation to further potential action with the US in this field, and get info on their priorities in the US market.

The Industry is clearly in favour of any approach which would allow them to obtain some gains in market access, or even just an improvement of the current situation (there is no level playing field at the moment). *[not releasable]*

The Industry looks willing to engage further in the process. Next steps: i) receive Industry's replies to the public consultation (DG Trade on-line questionnaire) by end-September and ii) possibly organise a new meeting after the report by the HLWG.

This meeting follows a previous meeting between DG Trade and DG Move to discuss how further liberalisation in the EU-US air transport services market could be pursued. At that occasion, DG Move offered to convene its main interlocutors in the air services sector, to hear their position and get more insight into their needs.

COM (RS) explained to the Industry the role of DGTrade in air transport issues. The EU is currently engaged in bilateral discussions relating to FTAs with a number of countries, most recently with Japan. In this context, there is an obvious interest on both sides of the Atlantic to advance in further liberalisation with the US also.

COM (MB) gave an overall general picture of how he saw the situation in the US:

[not releasable]

The Industry enquired about the level of ambition of a liberalisation exercise. *[not releasable]*

The Industry confirmed its full support for any effort which would bring some progress in market access, or at least an improvement in the current situation (i.e. to establish a real level playing field which currently does not exist). *[not releasable]*

[not releasable]

[not releasable]

The Industry questioned what would be the US advantage to have any deal at all, given that, for example, US carriers already now have the possibility to fly freight and passengers within the EU. Which cards can the EU put on the table? *[not releasable]*

The Industry also enquired what would be the most appropriate vehicle to advance in the liberalisation process: a possible FTA or the work of the Joint Committee established and operational under the EU-US air transport agreement. *[not releasable]*

DGMove and DGTrade are committed to work together for this,
[not releasable].

The Cockpit Association underlined that safety is a key aspects and should be kept in mind in all kind of discussions. COM confirmed that this will be the case.

COM (RS) invited the Industry to fill in the TRADE on-line questionnaire, by providing as much information as possible about the type of barriers existing, their level, the areas of major interests for action and an idea of the economics involved.

This meeting should be the start of a dialogue that should continue. The HWLG is scheduled to deliver a report by end of November, after which further action might be envisaged.

Luigi POLI