tive and incompatibilities removed. For instance the letter L is used for marking the package meaning 'Lot' in the marking directive and for 'Luxembourg' in this proosal. Also the letters EEC are redundant.

6.4.2. Provision must be made for imported products by giving the address of the importer in accordance with Directive 79/112/EEC [1] and making the importer responsibile for batch identification. The petfoods under 3.2 must be labelled in accordance with the animal feedingstuff Directives.

[1] OJ No L 33, 8. 2. 1979, p. 1.

Done at Brussels, 28 March 1990.

The Chairman

of the Economic and Social Committee

Alberto MASPRONE

Opinion on the proposal for a Council Directive on mutual acceptance of personnel licences for the exercise of functions in civil aviation [1]

(90/ C 124/07)

On 20 December 1989 the Council decided to consult the Economic and Social Committee, under Article 84 of the Treaty establishing the European Economic Community, on the abovementioned proposal.

The Section for Transport and Communications, which was responsible for preparing the Committee's work on the subject, adopted its Opinion on 14 March 1990 in the light of the report by Mr Velasco Mancebo.

At its 275th plenary session (meeting of 28 March 1990) the Economic and Social Committee adopted the following Opinion by a large majority with 5 abstentions.

1. Introduction

1.1. The Council Directive has two basic objectives.

1.1.1. To facilitate mobility.

The Directive sets out to encourage mobility in those professions which fall under it.

There is a particularly pressing need for more mobility in this area of civil aviation as a result of existing personnel shortages in the individual countries; this could be relieved at Community level.

The problem is especially acute with regard to pilots working for small airlines and air traffic controllers.

1.1.2. To maintain safety standards against a background of increased mobility.

Intra-Community mobility must be underpinned by certain safety guarantees. This will mean making the award of a licence subject to certain minimum skill and experience requirements, and will require uniform training throughout the Community.

1.2. The objectives will be achieved via harmonized requirements for admission to the professions in question and training in the various skills required. These requirements and training will need to be based on compulsory, Community-wide minimum standards, and the consequent allocation of responsibilities at Community level will need to be spelt out.

1.3. Article 1 of the Commission's draft indicates that the proposal will cover flying crew (pilots, flight

[1] OJ No C 10, 16. 1. 1990, p. 12.

mechanics, stewards and stewardesses), air traffic control, flight and aeronautical station operations and aircraft maintenance personnel.

1.4. Between the date of adoption of the Directive and 31 December 1992, the measures will be implemented in two phases as follows.

1.4.1. First phase: If the Directive is adopted, with effect from 1 July 1990 licences will be reciprocally accepted by all twelve Member States, provided that they at least conform to the International Civil Aviation Organization (ICAO) international minimum standards and practices as defined in Annex 1 to the convention on international civil aviaiton.

1.4.2. Second phase: Between the above date and 31 December 1992 the Commission will, in consultation with representatives of the professions concerned and with the assistance of a committee comprising representatives of the Member States, submit a draft of the proposed measures to the Committee. The draft will not only cover standards for the professions specified in Annex 1 to the ICAO convention but will also stipulate requirements and training for cabin staff, in this case with regard to safety procedures.

If the Commission and the Committee are in agreement, the measures will be adopted. If not, the draft will be forwarded to the Council for its approval.

2. Background

Despite inevitable shifts of emphasis over the years, the Economic and Social Committee has maintained a consistent line on air transport, arguing that recognition of licences should fall within a blueprint for transport and be the subject of debate between the various sections of society. This thinking is reflected in the ESC Opinion on civil aviation memorandum No 2 of 26 September 1985, which states [1].

2.1. *Point 2.4*

> 'The aim must be a comprehensive air transport policy as part of the Community transport policy, with should *inter alia* include ... mutual recognition of licences and diplomas ...'.

2.2. *Point 3.8.1.3*

> 'Competition policy must take full account of social issues. It is therefore requested that a joint committee of employers and trade unions be set up for the civil aviation sector, as has already been done in other sectors of transport.
>
> This committee should deal with question such as:
>
> a) the mutual recognition of licences;
>
> b) the harmonization of working and training conditions, with a view to social progress;
>
> c) the effects of proposals at EEC level;
>
> d) the safeguarding and expansion of jobs; and
>
> e) studies'.

3. General comments

3.1. The Committee broadly endorsed the Directive's objectives of mobility and safety and the drawing-up of minimum professional standards to secure these objectives.

3.2. The Committee also welcomes the decision to use, for the purposes of provisional recognition, and with effect from the date mentioned, the standards laid down in Annex 1 to the ICAO convention.

3.3. The Committee welcomes the Commission's proposal that in the first phase, minimum conditions for the issue of licences should be aligned with the requirements laid down in the convention of international civil aviation, whilst in the second phase minimum professional requirements and training will be stipulated with regard to training in safety only.

3.4. However the following points must be taken into account.

3.4.1. Any consultation process should have an efficient mechanism for canvassing opinions. These vehicles for consultation already exist in the form of the joint and consumer advisory committees and the Member States' institutional representative bodies . Bypassing these institutions or setting up *ad hoc* consultative bodies could be wasteful and arbitrary.

4. Specific comments

4.1. *Article 1.1*

In order to preclude misinterpretation this paragraph should contain a more detailed definition of the Directive's scope, particularly with regard to cabin crew.

[1] OJ No C 303, 25. 11. 1985, p. 31.

4.2. *Article 9.1*

Delete: 'The Commission ... laid down in Article 10.' and substitute: 'The Council shall, at the instigation of the Commission and having previously obtained the Opinions of the European Parliament and the Economic and Social Committee, adopt ...'.

4.3. *Article 10*

Delete Articles 10 (2) and 10 (3).

Done at Brussels, 28 March 1990.

The Chairman

of the Economic and Social Committee

Alberto MASPRONE

Opinion on the proposal for a Council Directive amending Directive 84/647/EEC on the use of vehicles hired without drivers for the carriage of goods by road [1]

(90/C 124/08)

On 28 September 1989 the Council decided to consult the Economic and Social Committee under Article 75 of the Treaty establishing the European Economic Community, on the abovementioned proposal.

The Section for Transport and Communications, which was responsible for preparing the Committee's work on the subject, adopted its Opinion on 14 March 1990 (Rapporteur: Mr Marvier).

At its 275th plenary session (meeting of 28 March 1990), the Economic and Social Committee unanimously adopted the following Opinion.

The Committee broadly approves of the Commission proposal, which steeks to harmonize rules on hired vehicles in the Community, and believes that the proposal brings us one step closer to a common transport policy.

1. General comments

1.1. There is a genuine market demand in all economic sectors for hired goods, be they computers, storage facilities, maintenance equipment or vehicles. Industries, businesses and services are increasingly opting to hire rather than purchase such goods, and require their lessors to guarantee both the investment and to undertake to maintain the goods provided, The carriage of goods by road is no exception, and users in all countries welcome the possibility of hiring trucks.

1.2. The Commission's present proposal should however be examined as part of a global approach to transport policy so that we can assess the interaction of various road transport provisions and their social consequences.

1.3. There is no evidence in any of the seven Member States which authorize own-account vehicle hiring that this has led to an expansion in the own-account market to the detriment of professional hauliers.

1.4. Although professional hauliers are in theory already entitled to hire vehicles in all Member States, in practice they cannot do so in Member States which apply restrictive clauses. It is virtually impossible to run a profitable truck hire firm if your only clients are professional hauliers, and the imposition of a minimum hire period only makes matters worse. Conversely, the total freedom enjoyed by semi-trailer hire operators in all Member States has led to considerable expansion in the field, benefitting professional hauliers as much as, if not more than, own-account carriers.

[1] OJ No C 296, 24. 11. 1989, p. 7.