

18th Florence Air Forum Towards Resilient and Sustainable Aviation

Implications for Competition and Competitiveness

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13 May 2022 @ 09:00 – 16:15 CEST

EUI, Florence



www.eui.eu



European University Institute

- The European University Institute (EUI) was set up in 1972 by the six founding Member States of the European Communities to provide advanced academic training to doctoral researchers and to promote research at the highest level
- It has expanded to include new Members States of the enlarged European Union and has associate links to other countries, including Switzerland, Norway and Turkey
- EUI carries out research in a European perspective in Economics, Law, History and Civilisation, and the Political and Social Sciences
- As of 1994, a 5th Faculty was added: the Robert Schuman Center for Advanced Studies
- Each year more than 100 doctoral theses are defended at the EUI

Florence School of Regulation

- A project within the Robert Schuman Centre of the European University Institute (EUI) focusing on regulatory policies, and working closely with the European Commission
- Founded in 2004 by three European regulators in the energy sector
- Enlarged in 2009 to Telecommunications and Media
- FSR-Transport began its activities in 2010 focusing originally on railway regulatory policy
- Today, we cover rail, air, urban public, intermodal and maritime transport
- Funded by donations from transport operators
- Team: Juan Montero, Matthias Finger, Irina Lapenkova, Teodora Serafimova

The Florence Policy Forums

**16TH FLORENCE AIR FORUM:
NAVIGATING TOWARDS THE
DECARBONISATION OF
EUROPEAN AVIATION**



**17TH FLORENCE AIR FORUM .
SHORT- AND MID-TERM COVID-
19 EFFECTS ON THE AVIATION
SECTOR. COMPETITION LAW
PERSPECTIVE**



**18TH FLORENCE AIR FORUM |
TOWARDS RESILIENT AND
SUSTAINABLE AVIATION:
IMPLICATIONS FOR
COMPETITION AND
COMPETITIVENESS**



Context of this Forum

- The EC adopted emergency measures to support the aviation industry during COVID-19, notably the temporary framework for State aid rules of 2020, and amendments to ex ante regulation (ie slots).
- COVID-19 impacts on the aviation sector's competitive landscape must be placed against the background of the decarbonisation imperative (European Green Deal, Fit for 55 Package).
- Ex ante regulatory framework & competition law might need review and possibly adaptation to the new reality of the industry;
- Building upon discussions of the 16th and 17th Florence Air Forums, which centred on decarbonisation and the short- and mid-term implications of COVID-19, today's 18th Florence Air Forum takes a longer-term perspective in discussing the industry's resilience and sustainability from both a regulatory and competition law perspective.

Principles of the Day

- Forum co-organised with DG MOVE and DG COMP
- Thematic sessions, each kick-started with 3-4 short input presentations and followed by an open discussion involving **all** participants
- 35 participants in the room representing policymakers, airlines, airports, civil society and academics, among others
- An “Observer” (summarising policy brief) to be produced after the Forum
- **Chatham House rules**

The Sessions

- A. What has been the impact of COVID-19? What is the new normal?
- B. Lessons learnt from the COVID-19 crisis response: What went well and what needs improvement?
- C. Towards a more resilient air sector: Updating the regulatory framework for the new normal and improving the resilience of the sector
- D. Towards a more sustainable and greener air sector: Impact on the competitiveness of EU airports and airlines and international competition consideration

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