

Schweizer Interessenvertretung in der Luftverkehrsstruktur



Eingereicht von **Hadorn Philipp**
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Eingereicht im Nationalrat
Stand der Beratungen Im Rat noch nicht behandelt

Text Submitted

Among other means of transport air traffic has become an important factor for carrying people and goods into Switzerland and out of Switzerland. In 2005 Swiss Luftfahrtstiftung (SLS) (Swiss Aviation Foundation) was founded in view of selling “Swiss” completely to Lufthansa (LH). Its goal was to accompany the development of air traffic and the air transport structure in Switzerland. Watching the integration of “Swiss” into the Lufthansa Group over a period of 10 years, SLS has taken care of Swiss interests. With regard to the expiring period of SLS and the changing structure of the suppliers of air transport services, I would like to ask Swiss Government to answer following questions:

1. Has Swiss Aviation Foundation (SLS) been able to represent Swiss interests successfully against Lufthansa?
2. Did we continue marketing the image of “Swiss” in quality and product successfully as the flagship of Swiss brands, even as a subsidiary of LH?
3. Could “Swiss” maintain its independence as demanded and what are the criteria for assessing such an independence?
4. Due to restructurings and outsourcings Switzerland lost several hundreds of employments at “Swiss” (Lufthansa Technik Switzerland and many more) since 2005, in some cases to other companies within the LH Group. Have “Swiss” interests and those of the workplace Switzerland been adequately taken care of?
5. Does LH play a major part in the increasingly escalating situation between “Swiss”, its workforce and its social partners (termination of collective labour agreements)?
6. Has SLS been able to influence Swiss interests effectively by safeguarding its links to the „world“ and maintaining direct connections?
7. Has the participation of the director of BAZL and the former head of UVEK, as members of the SLS, appointed and paid by Swiss, shown any positive effect?
8. Does the Federal Council consider the economic situation of aviation safe enough not to be jeopardized by ruinous competition and a volatile network of alternating suppliers?
9. Do we need a new state-owned institution like SLS to represent Swiss interests in opening up new destinations in compliance with the rules for protecting climate and employees, after the deadline has expired in 2015?