

EUROPEAN PARLIAMENT

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MOTION FOR A RESOLUTION

tabled by Mr DAMETTE and Mr FRISCHMANN

pursuant to Rule 47 of the Rules of Procedure

on a new use for the European Social Fund and assistance under it in a Community programme coordinated by sector (e.g. motor vehicle industry)

The European Parliament,

- having regard to the Treaty of Rome and in particular to Article 117 et seq,
- having regard to the debate of 15 November 1981 on the employment situation in the European Community,
- having regard to the conclusions of the Jumbo Council of 16 November 1982,

- A - whereas employment trends in the different Member States show very marked variations which stem directly from the differences in the economic and social policies applied,
- B - whereas the existence of divergences among the economic policies in the Member States rules out the possibility of global Community action to tackle employment problems in the Community as a whole,
- C - whereas the ESF, albeit within the limited means at its disposal, should through the assistance it provides function as a stimulus and incentive in the creation of jobs by facilitating coordinated action in specific industrial sectors,
- D - having regard to the conclusions of the Junbo Council of 16 November 1982 that adjustments to and reduction in working time may help to improve employment prospects,

1. Takes the view that it is urgent to mobilize productive investment in operations organized if possible on a Community scale to coordinate recruitment, training, technological progress and a reduction in the working week without decreasing purchasing power;
2. Calls on the Commission to coordinate all of its instruments for economic and social policy action in order to promote those national policies which have given genuinely high priority to action against unemployment and whose application is already showing positive results;

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3. Proposes a reform of the Social Fund in accordance with two major priorities:

1. Support for initiatives of Member States aimed at creating skilled jobs, modernizing SMUs, promoting vocational training for women and young people, facilitating the social and professional integration of immigrants and the disabled, encouraging continuing education. The Community funds will be directed either into national programmes for given sectors of the economy, or into integrated programmes at regional level;

2. Promotion of actions relating strictly to the Community, capable of providing models, the linking of vocational training with technical progress, the recruitment of new workers (young people and women in particular) and a reduction in working time;

4. Proposes a coordinated Community programme for the motor vehicle industry to be organized jointly by one large company (a minimum of 50,000 employees) in each of the four principle Member States;

5. Proposes ESF assistance extended over four years at the rate of 150 m ECU per year to assist with the implementation of this coordinated Community programme, the main objective of which will be the creation of skilled industrial jobs by means of a reduction in working time;

6. Takes the view that this coordinated Community programme must be developed on the basis of five priorities relating to the conditions of production:

- . technological advances
- . reduction in the working week to 35 hours
- . recruitment of young workers
- . retraining of existing workers
- . modifications to machine operating schedules;

7. Envisages in the sphere of technology the possibility of a research/development and modernization programme to be financed partially by EIB loans at subsidized interest rates and conditioned by the number of jobs created;
8. Proposes in the field of social policy, with the aim of creating 30,000 jobs and of reducing the working week to 35 hours for more than 200,000 employees, action by the ESF in the following three forms:
 1. ESF subsidies for 50% of the cost of vocational training for the new employees,
 2. degressive contributions to the increased wage costs resulting from the additional recruitment,
 3. aid for training and retraining of existing workers;
9. Observes that technological innovation in a pivotal sector such as the motor vehicle industry would have knock-on effects in the rest of the economy and would help to strengthen the capacity of this industry to compete in the face of outside competition;
10. Takes the view that this coordinated Community programme could be organized on the basis of tripartite contracts: Community/Member States/undertakings with a share in the costs;
11. Proposes that each undertaking should be represented jointly during the negotiating and implementing stages of the tripartite contract by its management and representative union organizations;
12. Instructs its President to forward this resolution to the Commission, the Council and the Governments of the Member States.