



Siim Kallas
Commission Vice- President
Commissioner for Transports
European Commission
200 Rue de la Loi
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25 February 2011

Subject: REVISION OF THE GROUND HANDLING DIRECTIVE (96/67/EC)

Dear Mr. Kallas,

Since the publication of the Commission Work Programme 2010 ("*Time to act*", 31st March 2010) we have been closely following your announcement about an airport package in which the need to review the Ground Handling Directive (96/67/EC) was contemplated. At that time this announcement was included in Annex II ("Indicative list of possible strategic and priority initiatives under consideration").

However, in the Commission Work Programme 2011 (published on 27th October 2010) this possibility has become a reality, since that same airport package (with the sudden addition of the revision of the aviation noise Directive) is now included in Annex 1 ("Strategic initiatives scheduled for adoption in 2011"). Its adoption is foreseen in the 2nd quarter of 2011, where a revised legislative proposal for Ground Handling is expected.

Although this initiative is listed under the title "*Restoring growth for jobs*", we are deeply concerned that the aim of such a revision could lead to a more deregulated and liberalised market of Ground Handling services in airports. We take the view that such a revision would open the door for further attacks and erosion to workers' rights and job stability in the whole civil aviation business.

Facing the possibility that this revision may put at risk jobs, rights and labour conditions of GH workers, together with the Unions, Members of the European Transport Workers' Federation (ETF), we have adopted the following demands necessary to be included in any new Ground Handling Directive:

- Job stability and social protection will have to be taken into account.
- No more deregulation (liberalisation has brought undesirable consequences to the workers of this sector).



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- No European obligation on airports to be involved in a call for tender process.
- All ground handling service providers must be obliged to apply a Collective Bargaining Agreement (social dumping practices must come to an end).
- High and extensive safety standards is needed (high turnover of staff and subcontracting are risk factors).
- Service quality must become an objective.

Do please take note that through the European Transport Workers' Federation, we have established an information campaign to follow the developments on this dossier and influence its possible outcome. Our aim is to assess regularly the progress and to act accordingly in order to have a balanced revision of the Directive, which must integrate a real and genuine social dimension.

We are certain you will give serious study and thought to the issues we have raised in this letter giving particular reference to the impact on workers' in the Aviation sector.

We would like to take this opportunity to thank you in advance for receiving our demands and we feel reassured they will be given due consideration in any future revised directive.

Yours sincerely,

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