

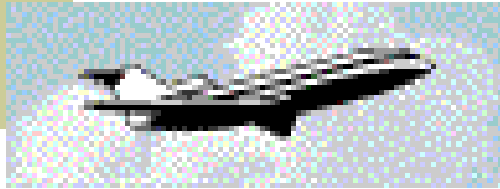


# ETF PRESENTATION

## DIALOGUE EC GROUND HANDLING

6 APRIL 2006

# The broad outline of directive 96-67 EC



- ◆ The opening up to compulsory competition
- ◆ The presence of at least one operator independent of the airport and the dominant airline. (threshold)
- ◆ The unbundling of the operators', especially airports', accounts
- ◆ " grandfather rights" for airports, as historical operators



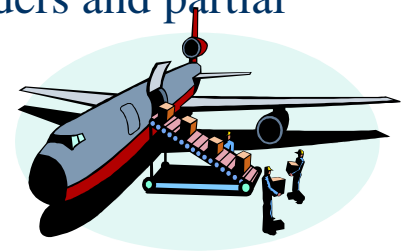
# The principles of the directive



- ◆ 11 activities which do not correspond to IATA definition (AH MANUAL-IATA)
- ◆ A very wide field which overlaps with other industries: mechanics, catering, fueling
- ◆ A dichotomy between ramp activities and the supervision of flights
- ◆ Possibility for states and airports to limit only airside operators
- ◆ At least one “independent” operator in each major airport in the EU

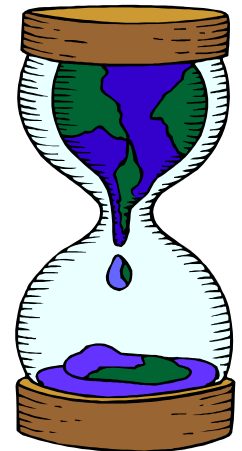
# Trade unions takes stock of the directive

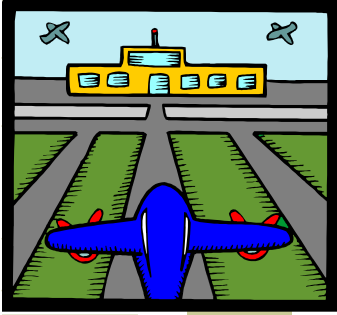
- ♦ Job losses in airports and airlines, not compensated for by jobs created in handling companies
- ♦ The lowering of standards of qualification and training
- ♦ Instability of markets and job insecurity, (job losses in case of change of operator)
- ♦ An economic failure for many operators
- ♦ No real provision exists in the 96 Directive on transfers of staff. A problem for our industry
- ♦ Some states took provisions but were attacked successfully by the Commission (Italy and Germany)
- ♦ The « 2001 directive on safeguard of employees rights in the event of transfer of undertakings » does not protect workers in case of call for tenders and partial transfers



## 2001: The revision of the directive

- ◆ Five years of liberalization: revision is planned by the Commission in 2001
- ◆ Method used: the consultant and the consultation of “stakeholders” achieved in 2003
- ◆ The consultant SH E did not recommend a necessary revision of the directive and further liberalization





# ETF refuses a possible revision of the directive if:

- ♦ Airports are prohibited to operate directly, (outsourcing through subsidiaries becoming compulsory)
- ♦ Airlines, whenever they are third part suppliers, must outsource through subsidiaries too
- ♦ Airports may be kicked out of the playing field by airlines since they lose the grandfather's right, and users committees are controlled by airlines
- ♦ Increase in the number of operators, three or four independant handlers instead of one today (three thresholds)
- ♦ No social protection for workers in case of transfers of activities, (total or partial)
- ♦ Massive outsourcing by the airlines

# ETF demands

- ◆ No revision of the directive
- ◆ No compulsory legal separation for airports and airlines
- ◆ Job security, quality jobs and social protection for workers
- ◆ European standards on qualifications, skills and training to ensure a good quality of services, safety and security
- ◆ Job losses and wage cuts should be avoided through negotiations between employers and unions, and agreements should be respected by all
- ◆ Transfer of staff due to calls for tenders, partial loss of activity or in case of self-handling should also be regulated at EU level

# Conclusions



ETF

- ◆ ETF needs real social provisions
  - ◆ ETF wants to relaunch the working group within social dialogue on training and qualifications
  - ◆ ETF demands negotiations on transfer of staff at European level
- ETF will take its responsibilities and act accordingly

