



**KUNSILL TA'
L-UNJONI EWROPEA**

Brussel, 2 ta' Frar 2007

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AVIATION 29

NOTA TA' TIFSIR

minn:	Segretarju Ġenerali tal-Kummissjoni Ewropea, iffirmat mis-Sur Jordi AYET PUIGARNAU, Direttur
data meta waslet:	29 ta' Jannar 2007
lil:	Sur Javier SOLANA, Segretarju Ġenerali/Rappreżentant Għoli
Suġġett:	Rapport mill-Kummissjoni dwar l-applikazzjoni tad-Direttiva tal-Kunsill 96/67/KE tal-15 ta' Ottubru 1996

Id-delegazzjonijiet isibu meħmuż dokument tal-Kummissjoni COM(2006) 821 finali.

Mehmuż: COM(2006) 821 finali



IL-KUMMISSJONI TAL-KOMUNITAJIET EWROPEJ

Brussel 24.1.2007
KUMM(2006) 821 finali

RAPPORT MILL-KUMMISSJONI

dwar l-applikazzjoni tad-Direttiva tal-Kunsill 96/67/KE tal-15 ta' Ottubru 1996

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1. Introduzzjoni

1. Fil-15 ta' Ottubru 1996 il-Kunsill adotta d-Direttiva 96/67/KE dwar l-aċċess għas-suq tal-*groundhandling* fl-ajruporti tal-Komunità. Id-Direttiva kienet l-ewwel pass lejn il-ftuħ gradwali ta' aċċess għas-suq tal-*groundhandling* sabiex tgħin fit-tnaqqis ta' l-ispejjeż operattivi tat-trasportaturi bl-ajru u ttejjeb il-kwalità tas-servizz. L-Artikolu 22 tad-Direttiva jehtieg li l-Kummissjoni theggi rapport dwar l-applikazzjoni tad-Direttiva. Dan ir-Rapport tal-Kummissjoni għandhu l-għan li jikkonforma ma' dan ir-rekwiżit.
2. Għat-talba tal-Kummissjoni, fl-2002, kien sar studju 'dwar il-kwalità u l-effiċjenza tas-servizzi tal-*groundhandling* fl-ajruporti ta' l-UE bħala riżultat ta' l-implimentazzjoni tad-Direttiva tal-Kunsill 96/67/KE.' Il-Kummissjoni ippubblikat dan l-istudju fuq il-website tagħha¹ minhabba li fih tagħrif ta' siwi dwar l-effetti ekonomiċi li d-Direttiva kellha fl-Istati Membri varji.
3. Għandu jitfakkar li d-Direttiva tagħmel distinzjoni importanti bejn żewġ tipi ta' servizzi tal-*groundhandling*: (1) il-kategoriji ta' servizzi li għalihom, fl-ajruporti li jilhqu ċertu limitu, jeżisti aċċess liberu għall-fornituri tas-servizzi tal-*groundhandling* u li għalihom l-utenti ta' l-ajruporti huma hielsa biex jagħmlu s-*self-handling*; u (2) l-għadd limitat ta' kategoriji speċifiċi ta' servizzi tal-*groundhandling*², li jista' f'ċerti ajruporti, jiġi riżervat għal għadd limitat ta' fornituri ta' servizzi tal-*groundhandling* u l-utenti tas-*self-handling* rispettivament. Dawn ta' l-aħħar huma imsemmija wkoll bħala servizzi ristretti u din it-terminologija giet użata fit-test li ġej:

2. Is-sejbiet ta' l-istudju

4. Traspożizzjoni tad-Direttiva fil-legiżlazzjoni nazzjonali

It-traspożizzjoni tad-Direttiva fil-legiżlazzjoni ta' l-Istati Membri fil-biċċa l-kbira tal-kazijiet kienet proċess relattivament bla xkiel ukoll jekk hafna mill-Istati Membri tal-Kummissjoni kellhom jidhlu f'korrispondenza u konsultazzjonijiet sabiex jikkjarifikaw u jipprovdut t-tagħrif u l-għajnuna dwar kif għandha tiġi trasposta b'mod korrett id-Direttiva. Kwistjoni oħra kienet il-pass pjuttost kajman li bih it-traspożizzjoni tlestiet: il-biċċa l-kbira tal-legiżlazzjoni nazzjonali l-għdida giet adottata qabel l-1999 filwaqt li erba' Stati Membri ttardjaw sa l-1999 biex jadottaw legiżlazzjoni u wieħed minnhom sa l-2000.

¹ www.ec.europa.eu/transport/air_portal/index_en.htm. Studju li sar minn SH&E International Air Transport Consultancy, Londra.

² I.e. l-immaniġġjar tal-bagalji, l-immaniġġjar fuq ir-rampa, l-immaniġġjar tal-fjuwil u ż-żejt, l-immaniġġjar tal-merkanzija u tal-posta fir-rigward tal-*handling* fiżiku tal-merkanzija u tal-posta bejn it-terminal ta' l-ajru u l-ingenju ta' l-ajru.

5. Fiz-żewġ każijiet il-Kummissjoni ma qablitx ma' l-Istati Membri dwar il-mod kif ittrasponu l-Artikolu 18 tad-Direttiva, li jistipula li l-Istati Membri jistgħu jiehdu l-mizuri neċessarji biex jiżguraw il-protezzjoni tad-drittijiet tal-haddiema. Il-Kummissjoni kienet tal-fehma li l-legiżlazzjoni nazzjonali adottata mill-Istati Membri kkonċernati marret kontra l-applikazzjoni effettiva tad-Direttiva. Il-Qorti tal-Ġustizzja Ewropea fl-aħħar iddeċidiet skond dan³ u issa Stat Membru wiehed ikkonforma mad-deċiżjoni tal-Qorti. Il-Kummissjoni qed tikkunsidra jekk tiehux azzjoni legali kontra l-Istat Membru l-iehor abbażi ta' l-Artikolu 228 tat-Trattat.

6. Eżenzjonijiet abbażi ta' l-Artikolu 9 tad-Direttiva

Fejn fajruport jeżistu restrizzjonijiet speċifiċi ta' spazju jew ta' kapaċità disponibbli, l-Istati Membri jistgħu jiddeċiedu jillimitaw l-ġhadd ta' *handlers*. L-Istati Membri għandhom jagħtu notifika lill-Kummissjoni dwar kwalunkwe eżenzjoni li huma jkunu taw. Abbażi ta' l-Artikolu 9 tad-Direttiva l-Kummissjoni rċeviet għaxar notifikati. Wara li eżaminathom, il-Kummissjoni tat tmien eżenzjonijiet u rrifjutat tnejn. Lista ta' l-ajruporti kkonċernati hija ppreżentata kif ġejja.

Ajruport	Data tad-deċiżjoni tal-Kummissjoni:	Eżenzjoni mogħtija sa
Frankfurt	14 ta' Jannar 1998	1 ta' Jannar 2001
Amburgu	30 ta' Ottubru 1998.	31 ta' Diċembru 2000
Stuttgart	30 ta' Ottubru 1998	31 ta' Diċembru 2000
Berlin Tegel	27 ta' April 1999	31 ta' Diċembru 2000
Düsseldorf	14 ta' Jannar 1998	31 ta' Diċembru 2000
Düsseldorf	5 ta' Jannar 2000.	31 ta' Diċembru 2001
Parigi CDG	27 ta' April 1999	31 ta' Diċembru 2000
Funchal	10 ta' Jannar 2000	31 ta' Diċembru 2001

Eżenzjonijiet mitluba fit-30 ta' Ottubru 1998 mill-ajruporti ta' Cologne/Bonn u ta' Oporto fl-10 ta' Jannar 2000 rispettivament ma ġewx mogħtija.

L-Anness A jagħti harsa in ġenerali tar-restrizzjonijiet tal-kapaċità u ta' l-ispazju li ltaqgħu magħhom l-operaturi ta' l-ajruport wara l-implimentazzjoni tad-Direttiva. Dan l-Anness huwa bbażat fuq sħarriġ bil-posta u ma jinkludix l-ajruporti kollha magħgħuri ta' l-UE.⁴ Jidher li minbarra l-ajruporti hawn imsemmija, li kienu ssottomettew talba għall-eżenzjoni li mbagħad ingħatat, wara d-dhul fis-seħħ tad-Direttiva l-biċċa l-kbira ta' l-ajruporti ma kellhom l-ebda problema biex jakkomodaw il-*handlers* godda jew inkella setgħu jagħmlu arrangamenti biex isibu soluzzjoni malajr. Il-fehma tagħhom hija l-istess bhal tal-fornituri tas-servizzi fuq firxa wiesgħa.

7. Applikazzjoni tad-Direttiva

L-Artikolu 1(4) tad-Direttiva jeħtieġ li l-Kummissjoni tippubblika kull sena lista ta' l-ajruporti Kommunitarji li fihom għandhom jinfetħ is-suq tal-*groundhandling* f'konformità mad-dispożizzjonijiet rilevanti tad-Direttiva. Il-lista l-aktar riċenti giet ippubblikata fis-17

³ Deċiżjoni ta' l-ECJ tad-9 ta' Diċembru 2004, Każ C-460/02 Il-Kummissjoni v. Ir-Repubblika ta' l-Italja. Deċiżjoni ta' l-ECJ ta' l-14 ta' Lulju 2005, il-Kummissjoni v. Ir-Repubblika Federali tal-Ġermanja, Każ C-386/2003.

⁴ L-istess japplika għall-Annessi E, F, G, H and I.

ta' Novembru 2006⁵. Din il-lista hija bbażata fuq l-istatistika tat-traffiku tal-passiġġieri u tal-merkanzija fis-sena 2005 u hija meħmuża bhala l-*Anness B*. Għalhekk f'dik is-sena kien hemm 95 ajruport li kellhom aktar minn 2 miljun moviment ta' passiġġieri jew 50 000 tunnellata merkanzija, u 49 ajruport kienu taħt dan il-limitu iżda kellhom traffiku annwali ta' iżjed minn miljun moviment ta' passiġġieri jew 25 000 tunnellata merkanzija.

Minn dawn il-144 ajruport, 13-il ajruport biss fl-Istati Membri li ssieħbu ma' l-UE fl-2004 jilħqu l-limitu minimu ta' miljun moviment ta' passiġġieri/25 000 tunnellata merkanzija⁶.

L-effetti ta' l-applikazzjoni ta' din id-Direttiva hawn deskritti, huma l-aktar marbutin ma' l-ajruporti tal-15-il Stat Membru għaliex l-ajruporti ta' l-Istati Membri 'għodda' għad għandhom ftit esperjenza tad-Direttiva.

8. L-ispiża tal-groundhandling

Huwa magħruf fuq firxa wiesgħa li mill-adozzjoni tad-Direttiva tal-groundhandling il-prezzijiet tas-servizzi tal-groundhandling waqgħu kważi madwar l-Istati Membri kollha u huwa meqjus li dan it-tnaqqis jidher aktar f'dawk l-Istati Membri li qabel l-1996 kellhom monopolji tal-handling jew suq regolat ħafna. Għalhekk huwa rikonoxxut li d-Direttiva kellha effett pożittiv fuq il-kompetizzjoni, li setgħet waslet għal dan it-tnaqqis, ukoll jekk jitqies l-argument li żviluppi fl-industrija tal-linji ta' l-ajru wkoll setgħu kellhom sehem importanti fil-każun tal-perspettiva fuq il-prezzijiet għaliex it-trasportaturi bl-ajru li riedu jnaqqsu l-ispejjeż kienu qegħdin jagħmlu pressjoni fuq il-fornituri tas-servizzi tal-groundhandling biex inizzluhom. L-*Annex C* juri l-iżviluppi fil-prezzijiet f'għadd ta' ajruporti ta' l-UE li seħhew mill-implimentazzjoni tad-Direttiva. L-*Anness* jiddiskrivi t-tnaqqis ġenerali tal-prezzijiet mill-perspettiva ta' daww rispettivi li jieħdu sehem fis-suq ukoll jekk il-persentaġġi preċiżi jvarjaw. Il-perċezzjoni rigward ir-raġuni eżatta għall-inżul fil-prezzijiet għalhekk mhuwiex uniformi.

9. Il-kwalità tal-groundhandling

Wara l-adozzjoni u l-implimentazzjoni tad-Direttiva, it-tibdiliet fil-livell ta' kwalità jidhru li varjaw f'ajruporti differenti. Il-partijiet interessati huma ta' fehmiet differenti, l-aktar mill-perspettiva tal-pożizzjonijiet kompetittivi rispettivi tagħhom fis-suq qabel u wara li d-Direttiva saret applikabbli, iżda l-każijiet fejn il-partijiet interessati, fuq firxa shiħa, jirrikonoxxu zieda fil-livelli ta' kwalità jissuperaw bil-ħafna il-każijiet inċidentali fejn deterjorament ġie nnotat. Minbarra dawn iż-żewġ alternattivi – livelli ta' kwalità aktar għoljin jew aktar baxxi - hemm każijiet fejn hemm assenza ta' kwalunkwe tibdil fil-livelli ta' kwalità. Il-perċezzjoni in ġenerali hija li r-riżultati ta' suċċess taż-żieda fl-aċċess għas-suq huma livell aktar għoli ta' kompetizzjoni, zieda ta' l-għażla hielsa bejn il-fornituri tas-servizzi u tnaqqis fl-ispejjeż ta' dawn is-servizzi. It-trasportaturi bl-ajru huma l-benefiċjarji ewlenin ta' dan l-iżvilupp iżda użawh l-aktar biex jilagħbu l-fornituri varji kontra xulxin bil-għan li jiksbu l-aħjar prezz, mentri saħqu anqas fuq il-kwalità tas-servizz.

10. Il-fehmiet dwar is-sugġett ivarjaw skond il-perspettiva tal-fornituri tas-servizzi tal-groundhandling, ta' l-operaturi ta' l-ajruport, u tat-trasportaturi bl-ajru li jagħmlu self-handling jew inkella jipprovdu servizzi tal-handling lil partijiet terzi (jew li jagħmlu t-

⁵ ĠU C 279 tas-17.11.2006.

⁶ Bratislava, Budapest, Larnaca, Ljubljana, Luqa-Malta, Paphos, Praga, Riga, Tallinn, Vilnius, Varsavja, Krakovja and Katowice.

tnejn) rispettivament. Il-konklużjoni ġenerali hija li t-trasportaturi bl-ajru għandhom aktar libertà biex iqabdbu l-*groundhandler* skond l-għażla tagħhom. It-trasportaturi bl-ajru jivvalutaw dan l-iżvilupp għax jimplika li f'hafna każijiet il-monopolji tradizzjonali ta' l-ajruporti, li mhux biss jipprovdu l-infrastruttura iżda jaġixxu wkoll bħala fornituri ta' servizzi tal-*groundhandling*, ġew alterati u soġġetti għall-kompetizzjoni.

11. L-ajruporti jhossu li dan l-effett għandu ċerti riperkussjonijiet fuq il-livell tas-servizz u l-ġestjoni ta' l-ajruport innifsu, għaliex żbalji aċċidentali għandhom mnejn jiddisturbaw l-effiċjenza in ġenerali tas-sistema ta' l-ajruport. Il-Kumitat ta' Dawk li Jużaw l-Ajruport mhuwiex l-ambitu l-aktar xieraq fejn dan is-suġġett jista' jiġi diskuss minhabba li t-trasportaturi nazzjonali, li f'hafna każijiet jagħmlu *s-self-handling* u għalhekk ikunu effettwati minn kwalunkwe regola rigward il-kwalità, għandhom ċertu saħħa qawwija f'dan il-Kumitat. L-ajruporti huma tal-fehma li mgħandhomx biżżejjed mezzi li jippermettulhom jindirizzaw tali sitwazzjonijiet. L-*Annex D* jipprovdi ħarsa ġenerali dwar l-iżvilupp fil-livelli ta' kwalità fl-ajruporti ta' l-UE sa mill-applikazzjoni tad-Direttiva. Il-fehmiet ta' l-operaturi ta' l-ajruporti dwar dan l-iżvilupp, il-Kumitati ta' Dawk li Jużaw l-Ajruport u l-*groundhandler(s)* fl-ajruport in kwistjoni ittiedu f'konsiderazzjoni.

12. Il-kompetizzjoni

Id-Direttiva kellha wkoll l-effett tagħha fuq il-livell tal-kompetizzjoni fl-ajruporti ta' l-UE għax fi kważi l-kategoriji kollha tas-servizzi tal-*groundhandling* l-għadd ta' fornituri tas-servizzi fis-suq żdied. L-*Annex E* jippreżenta l-għadd ta' *handlers* ta' terzi persuni preżenti fl-ajruporti ta' l-UE kemm qabel u wara l-applikazzjoni tad-Direttiva⁷. Fil-parti l-kbira ta' l-ajruporti fejn l-għadd inbidel kien hemm żieda. Huma biss is-servizzi tal-*handling* tal-fjuwil u taż-żejt fejn in-numri baqgħu ġeneralment l-istess. Rigward l-għadd tas-*self-handlers* (it-tieni parti ta' l-*Annex E*), jew baqa' l-istess jew inkella naqas. In numru f'parenteżi wara kull kategorija ta' servizz jirreferi għan-numru tal-kategorija ta' servizz elenkat fl-*Annex* tad-Direttiva.

13. Minkejja dawn in-numri oghla, li juru żieda ċara fil-kompetizzjoni fl-ajruporti, fornituri tas-servizzi tal-*groundhandling* indipendenti jikkunsidraw li l-opportunitajiet tagħhom għall-kummerċ baqgħu limitati meta wiehed iqis dak li jikkunsidraw bħala 'suq kontestabbli' relativvament żgħir notevolment fl-ajruporti akbar, jiġifieri dik il-biċċa tas-suq li mhix fidejn it-trasportatur ta' l-obbligu u/jew l-operatur ta' l-ajruport u għalhekk tista' mingħajr ebda xkiel tinqabad minn *handlers* indipendenti. Dan jista' jiġi spjegat minhabba l-hafna *hub carriers* li mhux biss jagħmlu *self-handling* iżda li ukoll, bħala *handlers* ta' partijiet terzi, jipprovdu servizzi ta' *handling* lil shabhom ta' alleanza, ta' sehem fil-kodiċi jew ta' rappreżentanza abbażi ta' l-arrangamenti ta' *handling* reċiproku bejn it-trasportaturi bl-ajru ('jekk jien naghmel *handling* miegħek fl-ajruport tiegħi, inti tagħmel *handling* miegħi fl-ajruport tiegħek'). Fejn fit-tali ajruporti l-operatur ta' l-ajruport huwa wkoll attiv fis-suq, is-sehem tas-suq li fadal biex jitqabbad mill-*handlers* indipendenti jista' jkun verament żgħir. Dan jidher li ma nbidilx mill-applikazzjoni tad-Direttiva. Il-fornituri tas-servizzi indipendenti jsostnu li minhabba din is-sitwazzjoni l-opportunitajiet tagħhom għall-kummerċ u għall-gwadann ma tantx tjiebu fir-realtà. Għaldaqstant, dan ma jidhirx li jikkonforma bis-shih man-numri oghla li ssemew hawn fuq: li kieku l-fatti u l-figuri kienu verament moderati għall-*handlers* indipendenti, kif huma jsostnu, hafna minnhom ma kienux jibqgħu fis-suq kif infatti hu l-każ.

⁷ Għal perspettiva shiha, l-għadd ta' trasportaturi bl-ajru tas-*self-handling* iddahhlu wkoll.

14. Il-proċedura ta' l-għażla

L-Artikolu 11 tad-Direttiva jehtieg li l-Istati Membri jieħdu l-miżuri meħtieġa għall-organizzazzjoni ta' proċedura ta' l-għażla għall-fornituri li jixtiequ jingħataw l-awtorizzazzjoni li jipprovdu s-servizzi tal-*groundhandling* fl-ajruporti fejn l-għadd tagħhom huwa limitat. Meta operatur ta' ajruport ma jkunx direttament jew indirettament involut fil-forniment ta' servizzi simili jista' jinhatar responsabbli għall-għażla mill-awtoritajiet pubbliċi. B'hekk, l-entità li tagħzel il-*handler* ma tistax tkun il-kompetitur tiegħu għaladarba l-*handler* jibda joffri s-servizzi tiegħu. Izda, fil-prattika mhux fil-kazijiet kollha ġew żgurati d-diviżjoni u l-indipendenza li kienu maħsuba. Hemm kazijiet fejn l-Istati Membri għandhom sehem finanzjarju f'ajruport li mhux biss jipprovdi l-infrastruttura għat-trasport bl-ajru izda wkoll is-servizzi tal-*groundhandling*. B'rizultat ta' dan l-interess dirett ta' Stat Membru fil-possibbiltà ta' qligħ tal-kumpanija ta' l-ajruport, l-awtoritajiet ikkonċernati mhumieħ dejjem lesti li jagħmlu l-għażla li hija fl-aħjar interess ta' dawħ li jużaw l-ajruport.

15. L-Artikolu 11 jistpula wkoll li l-fornituri tas-servizzi tal-*groundhandling* jintagħżlu għal perijodu *massimu* ta' 7 snin. Il-fornituri tas-servizz u t-trasportaturi bl-ajru jaħsbu li dan il-perijodu huwa qasir wisq biex jippermettilhom jerġgħu jiksbu l-investimenti konsiderevoli li kienu għamlu fil-persunal u fit-tagħmir, għalkemm din ir-restrizzjoni ta' żmien mhix l-uniku aspekt: il-fornituri tas-servizzi wkoll isibuha diffiċli biex ifasslu strategiji fuq perijodu aktar fit-tul minhabba li t-trasportaturi bl-ajru mhumieħ kuntenti li jidhlu f'kuntratti u impenji b'terminu twil. Perijodu ta' liċenzja *iqsar*, kif ġie stabbilit f'ċerti kazijiet, jista' jagħmilha ferm aktar diffiċli, speċjalment għal dawħ li għadhom kif dahlu, biex joħolqu negozju ġdid u, minhabba f'hekk, tista' sservi bħala ostakolu għall-aċċess.

16. Il-partecipazzjoni ta' l-operatur ta' l-ajruport fis-suq tal-*groundhandling*

F'għadd imdaqas ta' l-Istati Membri (fl-Awstrija, f'Cipru, fir-Repubblika Ċeka, fil-Franza, fl-Italja, f'Malta, fil-Polonja, fil-Portugall) l-operatur ta' l-ajruport huwa attiv fis-suq tal-*groundhandling* billi jipprovdi servizzi tal-*handling* u għalhekk huwa kompetitur dirett ta' fornituri tas-servizzi tal-*groundhandling* u t-trasportaturi bl-ajru li jipprovdu dawn is-servizzi għall-partijiet terzi. Ir-raġuni hi li f'dawħ l-Istati Membri, u fxi oħrajn ukoll, ġeneralment jeżisti obbligu legali għall-ajruporti biex jipprovdu servizzi tal-*groundhandling*. Il-ġustifikazzjoni għal dan hija li tipprevjeni s-sitwazzjoni li jeżistu ajruporti fejn ebda servizzi tal-*groundhandling* jiġu pprovduti. Xorta waħda, jibqa' l-fatt li f'hafna ajruporti akbar fejn hemm numru biżżejjed ta' fornituri ta' servizzi interessati li jipprovdu s-servizzi tagħhom jew fejn l-utenti ta' l-ajruport jipprovdu ukoll *handling* minn-partijiet terzi, il-korpi ta' ġestjoni ta' l-ajruporti huma attivi fis-suq billi jipprovdu s-servizzi tal-*handling*. F'hafna mit-tali ajruporti għandhom pożizzjoni qawwija, li tagħmilha diffiċli għal kompetitur jew għal min hu ġdid li jikseb sehem tas-suq (addizzjonali).

17. It-trasportaturi bl-ajru u l-*handlers* iqisu li f'dawħ l-ajruporti fejn il-korp tal-ġestjoni imexxi l-ajruport izda fl-istess hin jaġixxi bħala fornitur ta' servizzi tal-*groundhandling*, hemm it-tixkil tal-kompetizzjoni, għaliex il-korp tal-ġestjoni ta' l-ajruport jista' jkollu kontroll żejjed fuq dak li jsir u b'hekk jaffettwa l-attivitatijiet kummerċjali ta' kuljum fl-ajruport, biex ikun jista' jaġixxi bħala kompetitur normali. Fi kliem ieħor, l-operatur ta' l-ajruport huwa r-regolatur, is-sid, l-operatur ta' l-infrastruttura u l-*groundhandler* fl-istess hin u dawn ir-rwoli huma konfligġenti. Din id-Direttiva ma toffrix għodod b'saħħithom biżżejjed biex jipprevjenu sitwazzjoni bħal din. Min-naħa l-oħra, l-ajruporti jargumentaw li l-fornituri ta' servizzi indipendenti u t-trasportaturi bl-ajru igawdu minn benefiċċji li l-

operaturi ta' l-ajruport mgħandhomx, għax il-*handlers* kbar indipendenti u t-trasportaturi bl-ajru ta' l-obbligu joperaw fuq livell globali u għalhekk qegħdin f'pożizzjoni li jibbenefikaw mill-ekonomiji skond il-kobor. It-tabella fl-*Anness F* turi f'liema ajruporti ta' l-UE l-operatur ta' l-ajruport qed iwettaq ukoll attività bħala fornitur ta' servizzi tal-*groundhandling*. Din it-tabella mhix kompluta għaliex mhux kull ajruport huwa msemmi.

18. Infrastruttura ċentralizzata

L-Artikolu 8 tad-Direttiva jippermetti lill-Istati Membri li jzommu għall-operatur ta' l-ajruport, il-manigment ta' l-infrastruttura ċentralizzata li tintuża għall-forniment ta' servizzi tal-*groundhandling* u li bil-kumplessità, l-ispiza jew l-impatt ambjentali tagħha, ma jippermettux is-separazzjoni jew duplikazzjoni tagħha. L-operatur ta' l-ajruport jista' jeżigi li l-fornituri u t-trasportaturi bl-ajru tas-*self-handling* ikunu obbligati jużaw din l-infrastruttura, u jistgħu jimponu l-imposti għall-użu tal-faċilitajiet. Din id-dispożizzjoni holqot incertezza dwar id-definizzjoni ta' x'inhi eżattament infrastruttura ċentralizzata kif ukoll dwar kemm tiswa biex tintuża. Rigward din id-definizzjoni, f'xi wħud mill-Istati Membri dawk li jużaw l-ajruport ma jaraw ebda hteġa li l-awtoritajiet jindahl fuq id il-kwistjoni, filwaqt li f'xi Stati Membri oħra l-utenti huma favur iżda l-awtoritajiet damu biex jirreagixxu. Kwistjoni aktar pressanti hija l-mod kif l-ajruporti jitolbu hlas għall-użu ta' l-infrastruttura ċentralizzata mit-trasportaturi bl-ajru: din tvarja bejn ajruport u ieħor u mhix trasparenti. Jista' jkun hemm sovrappożizzjoni minhabba l-imposti ajrunawtiċi iżda peress li għad mhuwiex ċar il-mod ta' kalkolu ta' l-imposta għall-infrastruttura, dan mhux ċert. Il-korp ta' ġestjoni ta' ajruport jista' ukoll jagħti skont fuq dawn l-imposti lill-klijenti tiegħu tas-servizzi tal-*handling* u dan jista' jxekkel il-kompetizzjoni. Bhal eżempju, l-*Anness G* jsemmi għadd ta' ajruporti fl-UE u jistipula jekk l-infrastruttura ċentralizzata gietx definita jew le, x'inhu il-bażi ta' l-imposti għall-infrastruttura u jekk kienx hemm xi problemi.

19. Aċċess għal stallazzjonijiet

Relatata mas-suġġett hawn fuq imsemmi hija d-dispożizzjoni ta' l-Artikolu 16 tad-Direttiva li tiggarantixxi aċċess għal stallazzjonijiet ta' l-ajruport lill-fornituri ta' servizzi u l-utenti ta' l-ajruport li jagħmlu *self-handling*. Tistipula wkoll li l-ispazju disponibbli għall-*groundhandling* f'ajruport għandu jiġi diviż bejn il-fornituri varji tas-servizzi tal-*groundhandling* u l-utenti ta' l-ajruport li jagħmlu s-*self-handling* sabiex jippermetti l-kompetizzjoni ġusta. Il-korp tal-ġestjoni ta' l-ajruport jista' jistipula kundizzjonijiet dwar dan l-aċċess u barra minhekk jista' jiġbor hlas għall-aċċess li ġie definit aktar fid-dettal bħala hlas kummerċjali, li għandu jiġi determinat skond il-kriterji rilevanti ta' oġġettività, trasparenza u mingħajr diskriminazzjoni. Fil-prattika, il-possibbiltà li jingabar il-hlas ma ttiehditx mill-ajruporti kollha: xi wħud mill-ajruporti ma' jitolbux hlas għall-aċċess minn għand il-*handlers* jew it-trasportaturi bl-ajru, iżda ajruporti oħra jitolbux.

20. In-natura eżatta tal-hlas għall-aċċess kien is-suġġett ta' proċedimenti legali bejn il-Lufthansa u l-Ajruport ta' Hannover-Langenhagen, b'dan ta' l-aħħar jiehu l-pożizzjoni li l-hlas kellu jitqies bħala hlas dovut għall-forniment ta' aċċess ekonomiku lit-trasportaturi bl-ajru fis-suq li huwa l-ajruport. Il-Lufthansa opponiet dan u kienet tal-fehma li l-hlas kien marbut mas-servizz u għalhekk ried ikun hemm xi forma ta' relazzjoni bejn is-servizz ipprovdut mill-ajruport u l-hlas innifsu. Fis-16 ta' Ottubru 2003, il-Qorti tal-Ġustizzja Ewropea ħadet id-deċiżjoni li l-Artikolu 16(3) jipprekludi operatur ta' l-ajruport milli jiftaħ aċċess għas-suq tal-*groundhandling* fl-ajruport soġġett għal hlas minn trasportatur bl-ajru tas-*self-handling* jew minn fornitur ta' servizzi tal-*groundhandling* ta' hlas għall-aċċess

bhala valur għall-ghoti ta' opportunità kummerċjali minbarra l-hlas dovut minn dak is-*self-handler* jew fornitur ta' stallazzjonijiet ta' l-ajruport.⁸ Il-hlas li jista' jingabar għall-użu ta' l-istallazzjonijiet ta' l-ajruport għandu jiġi determinat skond il-kriterji stabbiliti fl-Artikolu 16(3).

21. Fil-biċċa l-kbira ta' l-ajruporti ta' l-UE, il-korpi ta' ġestjoni għamlu li setgħu biex jakkomodaw dawk godda li daħlu fis-suq billi allokawhom faċilitajiet minkejja l-limitazzjonijiet li kien hemm minhabba perijodi ta' l-aqwa intensità bħall-istaġuni tas-sajf jew inkella minhabba ftehimiet ezistenti ta' kirja li kellhom jiġu onorati. Ġeneralment, ma kien hemm ebda allokazżjoni jew distribuzzjoni ta' faċilitajiet iġusta u l-okkażjonijiet fejn il-godda ġew allokat i faċilitajiet f'qar għal t'apposta kienu ftit. Din hija konfermazzjoni siewja mill-perspettiva tal-kompetizzjoni, għax it-trasportaturi bl-ajru jifhmu li l-allokazżjoni tal-faċilitajiet lill-*handlers* jafettwa l-għażla kummerċjali tagħhom tal-*handler*.

22. Impjiegi

Groundhandling huwa intensiv fl-impjiegi: madwar tlett kwarti mill-ispejjeż kollha tal-*handling* għandhom x'jaqsmu ma' l-impjiegi tal-persunal. It-tħassib ġenerali fl-Istati Membri huwa li hija diffiċli għall-fornituri ta' servizzi tal-*groundhandling* biex jiġbdu, u jzommu, persunal ikkwalifikat li jagħmel l-*handling* għaliex jidher li hemm bdil sinifikanti ta' persunal. Minbarra dan, kien hemm allegazzjoni li ż-żieda fil-kompetizzjoni minhabba d-Direttiva waslet għat-tkeċċija min-naha tat-trasportaturi ta' l-obbligu jew il-fornituri tas-servizz ta' għadd mill-persunal tagħhom filwaqt li dawk li daħlu akkwistaw impjegati godda iżda ġeneralment b'pagi aktar baxxi. Kien hemm, f'xi Stati Membri, element ta' pressjoni fuq ir-relazzjonijiet tax-xogħol, il-livelli tas-salarji u l-kundizzjonijiet tax-xogħol u għalhekk fuq l-istabbiltà tal-forza tax-xogħol. Intqal li dawk godda li daħlu, u magħhom indirettament daħlet il-kompetizzjoni, kienu l-każ tad-deterjorament fil-kwalifiki u t-taħriġ tal-persunal u l-kundizzjonijiet tax-xogħol tagħhom u li b'hekk il-kwalità tas-servizzi pprovduti tħassret. Madankollu, ma hemm ebda dejta disponibbli u din tagħmilha diffiċli biex dawn l-ipotesi jiġu ssostanzjati jew ivverifikati. L-*Anness H* jipprovdi tagħrif dwar liema tibdiliet fil-kundizzjonijiet soċjali sehhew mill-perspettiva ta' l-operaturi ta' l-ajruport, il-Kumitat ta' Dawk li Jużaw l-Ajruport u l-fornituri tas-servizzi rispettivament. Għandu jiġi nnotat li numru sinifikanti tal-partijiet interessati u li ġew intervistati ma reagixxewx għall-mistoqsijiet dwar din il-kwistjoni u dan jista' jindika li mhuwiex punt ta' diskussjoni jew ta' tħassib partikolari għalihom. L-*Annex I* jipprovdi harsa ġenerali dwar l-opinjoni tal-*unions* u tal-kunsilli tax-xogħol rigward l-impatt allegat negattiv tad-Direttiva.

23. Riżultati ġenerali tad-Direttiva

L-*Anness J* jirrifletti r-riżultati ġenerali tad-Direttiva mill-perspettiva ta' l-operaturi ta' l-ajruport, il-Kumitati ta' Dawk li Jużaw l-Ajruport - li jikkonsistu f'trasportaturi bl-ajru - , u l-fornituri tas-servizz tal-*groundhandling*.

⁸

Kaž C-363/01 Flughafen Hannover-Langenhagen GmbH vs Deutsche Lufthansa AG.

3. Applikazzjoni fl-ghaxar Stati Membri mill-adeżjoni tagħhom fl-1 ta' Mejju 2004

24. Bhala riżultat tal-limiti stabbiliti bid-Direttiva, din ta' l-ahhar tapplika għal tlettat-il ajruport⁹ f'disa' Stati Membri wara s-shubija tagħhom ma' l-UE fl-2004 għax it-traffiku annwali ta' daww l-ajruporti hija aktar minn miljun moviment ta' passigġieri. Abbażi tat-tagħrif mogħti mill-awtoritajiet pubbliċi fl-Istati Membri kkonċernati¹⁰, jidher li fil-maġġoranza ta' dawn l-Istati Membri d-Direttiva għet applikata b'mod korrett u l-Kummissjoni ma rċeviet ebda indikazzjoni mill-atturi fis-suq li jmur kontra dan it-tagħrif. Fi Stat Membru wieħed, is-sitwazzjoni mhix sodisfaċenti u l-Kummissjoni indirizzat l-awtoritajiet pubbliċi ta' dak l-Istat Membru dwar din il-kwistjoni.

Il-Kummissjoni tishaq li f'kull każ fejn Stat Membru ma japplikax bis-shih u b'mod korrett id-Direttiva, il-Kummissjoni tibqa' tipprowa bla heda u permezz ta' l-azzjoni biex tikseb l-applikazzjoni shiha tad-dispożizzjonijiet kollha tad-Direttiva.

4. *Groundhandling* u sigurtà

25. Il-Kummissjoni bdiet l-ispezzjonijiet Kommunitarji fil-qasam tas-sigurtà ta' l-avjazzjoni biss wara d-dhul fis-sehh tad-Direttiva 96/67/KE. B'riżultat, ma setgħet issir ebda valutazzjoni ta' differenzi potenzjali fl-implimentazzjoni ta' miżuri ta' sigurtà fl-Ajruporti Kommunitarji qabel u wara l-ftuħ tas-suq tal-*groundhandling*.

Abbażi tar-riżultati ta' l-ispezzjonijiet tal-Kummissjoni li ilhom isiru minn Frar 2004, kif ukoll abbażi tal-kontenut fir-rapporti annwali ta' l-Istati Membri dwar il-kwalità nazzjonali fil-qasam tas-sigurtà ta' l-avjazzjoni, ma hemm ebda indikazzjoni li tissuggerixxi li l-ghadd ta' fornituri tas-servizzi tal-*ground handling* li huma attivi f'ajruport, u li n-numri tagħhom ivarja b'mod sinifikanti bejn l-Istati Membri, kellu impatt reali fuq il-kwalità tas-sigurtà u l-iżgurar ta' l-implimentazzjoni tar-rekwiżiti għas-sigurtà.

Aċċess għal ċerti attivitajiet ta' *ground handling* bħat-tindif ta' l-ajruplan u l-*catering* jistgħu jiġu kkunsidrati bħala sensittivi f'dak li għandu x'jaqsam mas-sigurtà għax dawn isiru fuq ir-rampa ta' ajruport u fl-ajruplan innifsu, u ma' ġiex ristrett fid-Direttiva. F'hafna mill-ajruporti kbar ta' l-UE, l-ghadd ta' fornituri ta' dawn is-servizzi huwa konsiderevolement oghla minn tnejn. Madankollu, il-preżenza tagħhom fuq ir-rampa ma tatx lok għal tħassib dwar sigurtà.

26. Rekwiżiti ddettaljati ta' sigurtà għal persunal u għal vetturi li jidhlu f'postijiet kritiċi fiż-żoni ta' l-ajruporti ristretti minhabba s-sigurtà huma stabbiliti fir-Regolament (KE) 2320/2002 li jistabbilixxi regoli komuni dwar il-qasam tas-sigurtà fl-avjazzjoni, kif ukoll fir-Regolamenti tal-Kummissjoni (KE) 622/2003 u 1138/2004. Dawn ir-rekwiżiti japplikaw għall-persunal kollu li jahdem f'tali żoni u jinkludu l-iċċekkjar obligatorju fl-isfond dwar l-identità ta' persuna u l-passat tagħha, inkluż rigward kwalunkwe passat kriminali, il-kontroll strett ta' identità u l-*iscreening* fiżiku tal-persunal mad-dhul f'dawk il-partijiet kritiċi taz-żona ristretta għas-sigurtà u t-twettiq ta' programm ta' taħriġ u għarfien tas-sigurtà għal kull membru tal-persunal ikkonċernat. Dawn ir-rekwiżiti komuni wrew li waslu għall-forniment ta' livell adegwat ta' sigurtà, ikun x'ikun l-ghadd ta' fornituri ta' *ground handling* f'ajruport.

⁹ Ara nota 6 supra.

¹⁰ Bl-eċċezzjoni ta' Ċipru.

5. It-triq 'il quddiem

27. F'Marzu 2003 is-servizzi tal-Kummissjoni ippubblikaw Karta ta' Konsultazzjoni dwar kwistjonijiet li għandhom jiġu indirizzati waqt reviżjoni tad-Direttiva. L-Istati Membri, il-pajjiżi ta' adeżjoni u dawk li huma involuti fl-industrija tat-trasport bl-ajru ġew mistiedna biex jagħtu l-opinjoni tagħhom u għamlu hekk b'mod estensiv. Waqt seduta li kienet saret fis-6 ta' April 2006, il-Kummissjoni għal darb'ohra ikkonsultat ruhha mal-partijiet interessati kollha dwar il-possibiltajiet varji għal tfassil ta' proposta għal reviżjoni tad-Direttiva.
28. Għadd kbir ta' partijiet interessati rrikonoxxew il-htieġa għat-titjib fid-Direttiva fis-sens li għandha tinkiseb simplifikazzjoni tad-Direttiva kif ukoll kjarifika tad-dispożizzjonijiet li fiż-żmien wara l-1996 it-tifsira u l-ambitu tagħhom ġew soġġetti għal interpretazzjonijiet differenti. Il-Kummissjoni għandha tiddefinixxi l-kors ta' azzjoni tagħha abbażi tad-diskussjoni ta' dan ir-rapport fil-Kunsill u fil-Parlament Ewropew. Minbarra s-simplifikazzjoni u l-kjarifika tad-Direttiva, proposta fil-gejjieni tista' timmira biex tipprowdi għal aktar ftuħ fis-suq u biex tirregola kwistjonijiet li saru rilevanti mill-applikazzjoni tad-Direttiva 'l hawn. Kwistjonijiet bħal dawn huma d-definizzjoni tar-rekwiżiti għall-*insurance* u l-istandards ta' kwalità applikabbli f'ajruport, u t-titjib fil-proċedura għall-għażla tal-fornituri ta' servizzi. Fi kwalunkwe każ, il-Kummissjoni tibqa' issegwi mill-qrib is-suq tal-*groundhandling* bl-iskop li tivvaluta aktar l-iżvilupp tiegħu.

6. Konkluzjonijiet

29. Id-Direttiva tal-Kunsill 96/67/KEE waslet għal:
- (a) l-introduzzjoni ta' kompetizzjoni f'hafna ajruporti li qabel kienu magħluqa jew li kienu swieq qiegħda;
 - (b) valur aħjar għall-flus li ntefqu għas-servizzi tal-*groundhandling*;
 - (c) aktar pressjoni fuq il-prezzijiet għas-servizzi tal-*groundhandling*;
 - (d) f'xi każijiet aġir ta' dewmien min-naħa ta' l-awtoritajiet kompetenti rigward l-applikazzjoni shiha tad-Direttiva;
 - (e) ċertu impatt fuq il-kundizzjonijiet ta' l-impjieg fl-industrija iżda ebda evidenza ta' tnaqqis ġenerali fl-impjiegi;
 - (f) rijorganizzazzjoni modesta fl-ishma tas-suq tal-*groundhandling* fl-ajruporti ta' l-UE l-aktar importanti f'sens ekonomiku.

ANNEX A

Capacity and space problems - (Source: SH&E Limited, October 2002)

Airport	Did new entrants have any capacity or space constraints?	Have there been problems with suppliers already operating at the airport?	Have you had problems allocating new handlers?	Are there any hindrances for the access of suppliers to the market?	Are you aware of any preferential treatment of handling customers of the airport?
Paris-Orly	Airport operator: Yes, the space allocated to each handler is proportional to its volume of activity. Cariane: No	Airport operator: No Cariane: No	Airport operator: Yes	Airport operator: No Cariane: No	Cariane: No
Marseille-Provence	Airport operator: No AUC: No	Airport operator: No AUC: No	Airport operator: No	Airport operator: No AUC: No	AUC: No
Bâle-Mulhouse	Swissport: No comment	Swissport: Yes, insufficient number of check-in counters		Swissport: No	Swissport: N/a
Bordeaux-Mérignac	Airport operator: Yes, space constraints	Airport operator: Yes	Airport operator: Yes	Airport operator: No	
Strasbourg-Entzheim	Airport operator: No	Airport operator: If new entrance, capacity or space constraints	Airport operator: If new entrance, capacity or space constraints	Airport operator: If new entrance, capacity or space constraints	
Berlin-Schönefeld	Airport operator: Yes	Airport operator: No	Airport operator: Yes	Airport operator: No	
Berlin-Tegel	Airport operator: Yes	Airport operator: No	Airport operator: Yes	Airport operator: No	
Hahn	Airport operator: No	Airport operator: No	Airport operator: No	Airport operator: No	
Dusseldorf	Airport operator: No, space allocation at the apron for ramp handling is limited even if only one third party handler is operating AUC: No Aviapartner: Yes, poor locations, sometimes obligation to take too much space at high cost	Airport operator: No AUC: No Aviapartner: No	Airport operator: No	Airport operator: No AUC: No Aviapartner: not really, concession contracts	AUC: No Aviapartner: No
Hannover-Langenhagen	Ground handler: Aviapartner: Yes, poor locations, sometimes obligation to take too much space at high cost Hannover Aviation Ground Service: Yes	Aviapartner: No Hannover Aviation Ground Service: Yes		Aviapartner: not really, concession contracts Hannover Aviation Ground Service: N/a.	Aviapartner: No Hannover Aviation Ground Service: No
Leipzig-Halle	Airport operator: Yes AUC: No PortGround: Yes, regulations on use of airport	Airport operator: No AUC: No PortGround: No	Airport operator: No	Airport operator: No AUC: No PortGround: No	AUC: No PortGround: No
Köln-Bonn	Airport operator: No AUC: No Aviapartner: Yes, poor locations, sometimes obligation to take too much space at high cost	Airport operator: No AUC: No Aviapartner: No	Airport operator: Yes, in 1998 the airport filed an exemption request caused by capacity constraints. The airport had to build up additional staging areas.	Airport operator: Yes, due to the limitations according to BADV AUC: No Aviapartner: Not really, concession contracts	AUC: No Aviapartner: No

Shannon	Airport operator: No	Airport operator: Yes, space for cargo handling limited- one supplier requires extension to premises.	Airport operator: Not yet	Airport operator: No	
Torino-Caselle	Sagat: No	Sagat: No		Sagat: No	Sagat: No
Porto-Sà Carneiro	Airport operator: Yes		Airport operator: Yes		
Alicante	Aena: No	Aena: Yes	Aena: No	Aena: No	Aena: No
Bilbao	Aena: No Iberia: No	Aena: No Iberia: No	Aena: No	Aena: No Iberia: No	Aena: No Iberia: N/a
Gran Canaria	Aena: Yes / subject to space availability	Aena: Yes	Aena: No	Aena: Yes / rules that handlers must comply with	Aena: N/a
Ibiza	Aena: No Ineuropa: Yes	Aena: No Ineuropa: Yes	Aena: No	Aena: No Ineuropa: No	Aena: No Ineuropa: N/a
Lanzarote	Aena: No	Aena: No	Aena: No	Aena: No	Aena: N/a
Malaga	Aena: No	Aena: No	Aena: No	Aena: Yes /minimum requirements	Aena: N/a
Sevilla	Aena: No	Aena: No	Aena: No	Aena: No	Aena: N/a
Göteborg-Landvetter	AUC: Yes, Servisair has insufficient premises	AUC: No		AUC: No	AUC: N/a
London-Gatwick	Airport operator: No AUC: Yes, capacity and space constraints demand management	Airport operator: Yes, reallocate facilities already used by existing handlers through the transition period. AUC: Yes, check-in and parking problems but have been resolved.	Airport operator: Yes, these were managed through the transition period of introducing another handler	Airport operator: No AUC: Yes, limitation on the number of airside handlers to 4.	AUC: N/a
London-Stansted	Airport operator: Yes, cargo space restriction due to no new construction of space for new entrants initially. ASIG: Yes, facilities to operate from are inadequate.	Airport operator: Pre-Directive – No Post-Directive – Yes, due to space constraints	Airport operator: Yes, in all areas with new handlers as initial entrants	Airport operator: No other than accommodation ASIG: Yes, if into-plane companies want to supply services to unhandle the into-wing price of fuel and will not supply fuel separately.	ASIG: No
Luton	Airport operator: Yes, shortage of space	Airport operator: No	Airport operator: No	Airport operator: No	
Newcastle	Airport operator: No Servisair: Yes			Servisair: Yes, a licence is required	Servisair: BA seems to get priority.
Aberdeen	Airport operator: No Servisair: No	Airport operator: No Servisair: No	Airport operator: No	Airport operator: No Servisair: Yes, apron congestion for additional GSE.	Servisair: N/a
Edinburgh	Airport operator: No AUC: No Aviance: No Servisair: No	Airport operator: No AUC: Yes Aviance: No Servisair: Yes, difficulties have been experienced with available property, equipment parking and staff car parking	Airport operator: Yes, airside accommodation	Airport operator: Yes, Space for equipment and accommodation airside AUC: No Aviance: No Servisair: No	AUC: N/a Aviance: No Servisair: No

Glasgow	Airport operator: No Airline Services: No Aviance: No Servisair: Not at start Execair: No	Airline Services: No Aviance: No Servisair: No	Airport operator: No	Airline Services: No Aviance: No Servisair: No	Airline Services: N/a Aviance: N/a Servisair: N/a
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ANNEX B

concerning the procedure laid down by Article 1, para 4 of Council Directive 96/67/EC

According to the provisions of Article 1(4) of Council Directive 96/67/EC of 15 October 1996 on access to the groundhandling market at Community airports¹¹, the Commission is required to publish, for information, a list of the airports referred to in the Directive.

	Airports whose annual traffic is more than 2 million passenger movements or 50.000 tonnes of freight	Airports whose annual traffic is more than 1 million passenger movements or 25.000 tons of freight	Other airports open to commercial traffic
Austria	Vienna	Salzburg	Graz, Innsbruck, Klagenfurt, Linz
Belgium	Brussels, Charleroi, Oostende, Liège-Bierset		Antwerpen
Cyprus	Larnaca	Paphos	
Czech Republic	Prague		Brno, Karlovy-Vary, Ostrava, Pardubice
Denmark	Copenhagen Kastrup	Billund	Aars, Anholt, Århus, Aalborg, Karup, Odense, Esbjerg, Bornholm, Sønderborg, Vojens, Thisted, Stauning, Skive, Roskilde, Hadsund, Herning, Kalundborg, Koster Vig, Laesoe, Lemvig, Lolland-Falster, Viborg, Tønder, Sydfyn, Sindal, Padborg, Ærø, Randers, Ringsted, Kolding, Spjald, Morso, Samsø
Estonia			Tallinn, Kärđla, Kuressaare, Pärnu, Tartu
Finland	Helsinki-Vantaa		Enontekiö, Helsinki-Malmi, Ivalo, Joensuu, Jyväskylä, Kajaani, Kemi-Tornio, Kittillä, Kruunupyy, Kuopio, Kuusamo, Lappeenranta, Maarianhamina, Mikkeli, Oulu, Pori, Rovaniemi, Savonlinna, Seinäjoki, Tampere-Pirkkala, Turku, Vaasa, Varkaus
France	Paris-CDG, Paris-Orly, Nice-Côte d'Azur, Marseille-Provence, Lyon-Saint Exupéry, Toulouse-Blagnac, Bâle-Mulhouse, Bordeaux-Mérignac	Pointe-à-Pitre-Le Raizet, Nantes-Atlantique, Montpellier-Méditerranée, Fort de France-Le Lamentin, Beauvais-Tille, Strasbourg	Agen-La-Garenne, Ajaccio-Campo dell'oro, Albi-Le-Sequestre, Angers-Marce, Angoulême-Brie-Champniers, Annécly-Meythet, Aubenas-Vals-Lanas, Aurillac, Auxerre-Branches, Avignon-Caumont, Bastia-Poretta, Beauvoir-cote-de-lumiere, Bergerac-Roumanière, Besancon-la Veze, Béziers-Vias, Biarritz-Bayonne-

¹¹ OJ L 272 of 25.10.1996, p. 36

			Anglet, Blois-le Breuil, Bourges, Brest-Guipavas, Brive-La Roche, Caen-Carpiquet, Cahors-Lalbenque, Calais-Dunkerque, Calvi-Ste Catherine, Cannes-Mandelieu, Cannes-Palmbeach, Carcassonne-Salvaza, Castres-Mazamet, Cayenne-Rochambeau, Chalon-Champforgeuil, Chalon-Vatry, Chambéry-Aix les Bains, Charleville-Mezières, Chateauroux-Deols, Cherbourg-Maupertus, Cholet-Le-Pontreau, Clermont-Ferrand-Aulnat, Cognac-Chateaubernard, Colmar-Houssen, Courchevel, Deauville-St Gatien, Dieppe-Saint Gatien, Dijon-Longvic, Dinnard-Pleurduit-St Malo, Dole-Tavaux, Epinal-Mirecourt, Figari-Sud Corse, Gap-Tallard, Granville, Grenoble-St Geoirs, Ile d'Yeu-le-Grand Phare, La Baule-Escoublac, La Mole, La Rochelle-Laleu, Lannion-Servel, La-Roche-sur-Yon-Les-Ajoncs, Lannion, Laval-Entrammes, Le Havre-Octeville, Le Mans-Arnage, Le Puy-Loudes, Le Touquet-Paris-Plage, Lille-Lesquin, Limoges-Bellegarde, Lorient Lann-Bihoue, Lyon Bron, Macon-Charnay, Metz-Nancy-Lorraine, Monbeliard-Courcelles, Montluçon-Gueret, Morlaix-Ploujean, Moulins-Montbeugny, Nancy-Essey, Nevers-Fourchambault, Nîmes-Garons, Niort-Souché, Ouessant, Pau-Pyrénées, Périgueux-Bassillac, Perpignan-Rivesaltes, Poitiers-Biard, Pontoise-Cormeilles, Port Grimaud, Quimper-Pluguffan, Reims-Champagne, Rennes-St Jacques, Roanne-Renaissance, Rochefort-St Agnant, Rodez-Marcillac, Rouen-Vallée de la Seine, St Brieux-Armor, St Denis-Gillot, St Etienne-Bouthéon, St Nazaire-Montoir, St Tropez La Mole, Saint Yan, Samur Saint Florent, Tarbes-Oussun-Lourdes, Toulon-Hyères-Le-Palyvestre, Tours-St. Symphorien, Troyes-Barbère, Valence-Chabeuil, Valenciennes-Denain, Vichy-Charmeil
Germany	Berlin-Tegel, Hamburg, Düsseldorf, Frankfurt/Main, Hahn, Hannover-Langenhagen, Leipzig-Halle, Stuttgart, München, Nürnberg, Köln-Bonn	Berlin-Schönefeld, Bremen, Dortmund, Dresden, Münster/Osnabrück, Paderborn-Lippstadt	Altenburg-Nobitz, Augsburg, Barth, Bayreuth, Berlin-Tempelhof, Bielefeld, Braunschweig, Chemnitz-Jahnsdorf, Cottbus-Drewitz, Cottbus-Neuhausen, Egelsbach, Eisenach-Kindel, Erfurt, Essen/Mühlheim, Friedrichshafen, Gera, Heringsdorf, Hof-Plauen, Jena-Schöngleina,

			Karlsruhe/Baden-Baden, Kassel, Kiel, Lahr, Lübeck-Blankensee, Magdeburg, Marl-Loemühle, Meschede, Mönchengladbach, Niederrhein, Neubrandenburg, Passau-Vilshofen, Porta-Westfalica, Rothenburg/Görlitz, Rostock-Laage, Saarbrücken-Ennsheim, Schönhagen, Schwerin-Parchim, Siegerland, Speyer-Ludwigshafen, Stendal-Borstel, Strausberg, Welzow, Zweibrücken
Greece	Athinai, Iraklion, Thessaloniki, Rodos	Chania, Kerkira, Kos	Alexandroupoulis, Araxos, Ioannina, Kalamata, Kastoria, Kavala, Kozani, Nea Anchialos, Preveza, Astypalaia, Chios, Ikaria, Karpathos, Kasos, Kastelorizo, Kefallonia, Kithira, Leros, Limnos, Mikonos, Milos, Mitilini, Naxos, Paros, Samos, Santorini, Siros, Sitia, Skiathos, Skiros, Zakynthos
Hungary	Budapest Ferihegy		Balaton-West, Debrecen, Győr-Pér, Szeged
Ireland	Dublin, Shannon, Cork		Knock, Kerry, Galway, Donegal, Sligo, Waterford
Italy	Roma-Fiumicino, Roma-Ciampino, Milano-Malpensa, Milano-Linate, Napoli, Bologna, Catania, Palermo, Bergamo, Venezia, Torino, Verona, Cagliari, Pisa	Olbia, Firenze, Bari, Lamezia, Genova	Albenga, Alghero-Fertilia, Ancona-Falconara, Aosta, Biella-Cerrione, Bolzano, Brescia, Brindisi-Papola Casale, Crotone, Cuneo-Levaldigi, Foggia-Gino Lisa, Forlì, Grosseto, Lampedusa, Marina di Campo, Padova, Pantelleria, Parma, Perugia-Sant'Egidio, Pescara, Reggio Calabria, Rimini-Miramare, Siena-Ampugnano, Taranto-Grottaglie, Tortoli, Trapani-Birgi, Treviso-Sant'Angelo, Trieste-Ronchi dei Legionari, Vicenza
Latvia		Riga	Daugavpils, Liepaja, Ventspils
Lithuania			Vilnius, Kaunas, Palanga, Siauliai
Luxembourg	Luxembourg		
Malta	Luqa-Malta		

Netherlands	Amsterdam-Schiphol	Maastricht-Aken , Rotterdam	Eindhoven, Groningen-Eelde, Twente-Enschede
Poland	Warszawa-Okecie		Bydgoszcz, Gdansk, Katowice-Pyrzowice, Krakow, Łódź-Lublinek, Poznan-Lawice, Rzeszów-Jasionka, Szczytno-Szymany, Szczecin-Goleniów, Wrocław-Strachowice, Zielona-Góra-Babimost
Portugal	Lisboa, Faro	Funchal, Porto	Braga, Chaves, Coimbra, Corvo, Evora, Flores, Horta, Lages, Porto Santo, Santa Maria, Pico, Saõ Jorge, Cascais/Tires, Graciosa, Vila Real, Covilhã, Viseu, Bragança, Ponta Delgada, Portimao, Sines, Vilar de Luz (Maia)
Slovakia			Bratislava, Kosice, Nitra, Piestany, Poprad-Tatry, Prievidza, Sliac, Zilina
Slovenia		Ljubljana	Ajdovscina, Bovec, Celje, Lesce, Maribor, Murska Sobota, NovoMesto, Portoroz, Postojna, Ptuj, Slovenjgrodec, Valenje
Spain	Alicante, Barcelona, Bilbao, Fuerteventura, Gran Canaria, Ibiza, Lanzarote, Madrid, Malaga, Menorca, Palma de Mallorca, Sevilla, Tenerife Norte, Tenerife Sur, Valencia	Jerez, Reus, Santiago, Vitoria	Albacete,Almeria, Asturias, Badajoz, Cordoba, El Hierro, Gomera, Granada, La Coruna, La Palma, Leon, Madrid-C.Vientos, Melilla, Murcia, Pamplona, Salamanca, San Sebastian, Santander, Valladolid, Vigo, Zaragoza
Sweden	Göteborg-Landvetter, Stockholm-Arlanda	Malmo-Sturup, Stockholm/Bromma, Stockholm/Skavsta	Ängelholm, Arvika, Arvidsjaur, Borlänge, Eskilstuna, Falköping, Gällivare, Gällivare/Vassare, Ljungby/Feringe, Ljungbyhed, Ludvika, Gävle-Sandviken, Gothenburg-Säve, Hagfors, Halmstad, Hemavan, Helsingborg/Hammen, Hultsfred, Jokkmokk, Jönköping, Kalmar, Karlskoga, Karlstad, Kiruna, Kiruna/Loussajärvi, Kramfors, Kristianstad, Lidköping; Linköping/Malmen, Linköping/SAAB, Luleå/Kallax, Lycksele, Mora/Siljan, Norrköping/Kungsängen, Oskarshamn, Pajala, Ronneby, Satenäs, Skellefteå, Skövde, Stockholm/Västeras, Storuman, Stromstadt/Nasinge, Sundsvall/Härnösand, Sveg, Söderhamn, Torsby/Fryklanda, Trollhättan-Vänersborg, Umeå, Uppsala, Uppsala/Viktoria, Vilhelmina, Visby, Växjö-

			Kronoberg, Örebro, Örnköldsvick, Östersund/Frösön
United Kingdom	Aberdeen, Belfast-International, Belfast-City, Birmingham, Bristol, Edinburgh, East-Midlands, Glasgow, Liverpool, London-Heathrow, London-Gatwick, London-Stansted, Luton, Manchester, Newcastle, Leeds-Bradford, Nottingham East Midlands, Prestwich.	Cardiff Wales, Kent International, London City, Southampton	Teesside, Inverness, Sumburgh, Humberside, Bournemouth, Norwich, Exeter, St Mary's (Scilly), Penzance, Plymouth, Scatsta, Stornway, Kirkwall, Blackpool, City of Derry, Sheffield, Benbecula, Tresco (Scilly), Wick, Cambridge, Islay, Isle of Man, Dundee, Campbeltown, Barra, Biggin Hill, Battersea, Tiree, Lerwick, Southend, Lydd, Hawarden, Coventry, Gloucester, Shoreham, Unst, Carlisle, Barrow, Newquay, Fermanagh

ANNEX C

Summary of price developments - (Source: SH&E Limited, October 2002)

Airport	Airport operator	Airline	AUC	AOC	Handler
Vienna	-15%	Austrian Airlines: -5%	-5%	-10%	VAS: no insight
Brussels	Increase	Lufthansa: increase	No change		BGS: no change Aviapartner: no change
Copenhagen	Decrease			-10 to -15%	Novia: decreased SAS: frozen ¹
Helsinki	No insight	British Airways: no change		Stable	GlobeGround: no major change Finnair: -30% to -40% Fortum: no change
Lyon	-50%	Brit Air: no change	Slight decrease		Aviapartner: -20% Servisair: -20%
Nice		Air France: no change			Swissport: lower
Paris-CDG	-20%	Lufthansa: +8%	Slight decrease		
Toulouse	Decrease		Slight decrease		Servisair: -20% Aviapartner: -20%
Frankfurt	-5% to -15%	British Airways: significant decrease	-10%	No change	Acciona Airport Services: decrease
Hamburg	-5% to -15%		No insight	No insight	Checkpoint B: -15% to -20% Swissport and Menzies: -10% to -15%
Munich	-15%	British Airways: 15% to -25%	Frozen		Aviapartner: -20%
Nuremberg	-10% to -20%	Eurowings: -15%	Frozen		Aviapartner: -20%
Stuttgart	Decrease	Alitalia: no change	-15% to -20%	Decreased	Servisair: airlines expected -25% Aerogate: decreased
Athens	-30% to -40%		Decrease		Swissport: -40% Goldair: large discounts
Heraklion			-15%		
Dublin	No insight	Ryanair: no insight Aer Lingus: +10%	No change		Servisair: -5% to -7.5% Avianca: no insight
Milan-MXP	-20%				
Naples	-25%		No change		
Rome-FCO	-10 to -25%	Alitalia: Decrease			EAS: -30%
Luxembourg	No change	Cargolux: increased	Increase	Decrease	CSLux: frozen Luxair: frozen
Amsterdam	-5% to -10%	KLM: Decrease ²		Decrease	GlobeGround: Decrease ²
Faro	Decrease	Charter airlines: -10%	Decrease	Decrease	Portway: -25% TAP Handling: -15%
Lisbon	Significant reductions up to 50%	Lufthansa: -20%	Decrease	Decrease	Portway: -10%
Barcelona	Decrease			Decrease	Iberia Handling: decrease
Fuerteventura	Decrease				
Madrid	Decrease		Decrease		Ineuropa and Iberia

					Handling: decrease
Palma de Mallorca	Decrease		Decrease		Ineuropa: -20%
Tenerife Sur	Decrease		-20%		
Stockholm	-20% to -30%	Skyways: -10 to -15%	No change	Decrease	Air Cargo Center: slight decrease Novia: -20% to -30% Servisair: decrease
Belfast	No insight	BMI: no insight	No insight	No insight	Servisair: -10% Aviance: -5%
Birmingham	Decrease	Aer Lingus: frozen British Airways: slight increase	Frozen		Groundstar: no change Servisair: no insight Aviance: frozen
London-LHR	No comment	American: -20% Malaysia Airlines: -10% to -40%	No comment	No comment	Swissport: -25% to -30%
Manchester	+10% ³	Monarch: no change			Aviance: -20% since 1992 Ringway: no change Servisair: -10% to -15%

- (1) But off-peak prices are estimated to have decreased up to 35%.
- (2) Price erosion started in 1993 with the entrance of Ogden.
- (3) Decrease in prices took place in 1992 when market was opened, but since the implementation of the Directive, Manchester Airport estimates the prices have increased.

Price developments - (Source: SH&E Limited, October 2002)

Airport	Airport operator	AUC	Ground handler
Paris-Orly	No comment		Cariane: Higher (Directive)
Marseille-Provence	-15% (Industry)	Lower (Industry)	
Bordeaux-Mérignac	Lower		
Strasbourg-Entzheim	Unknown		Swissport: -20% (Directive) Aviartner: -20% (Directive and industry)
Berlin-Schönefeld	Increase (Industry)		
Hahn	Decrease (Industry)		
Dusseldorf	-20% (Industry)	-5% (Directive)	Aviartner: -20% (fear of Directive)
Hannover-Langenhagen			Aviartner: -20% (fear of Directive) Hannover Ground Aviation Service: -20% to -30% (Industry)
Leipzig-Halle	-10% (Directive and industry)	No change	PortGround: decrease
Köln-Bonn	-7% (Directive and industry)	Decrease (Industry)	Aviartner: -20% (fear of Directive)
Shannon	No change		
Torino-Caselle			Sagat: -15% (Directive and industry)
Porto-Sà Carneiro	No comment		PGA: increase (Directive)
Alicante	-20% to -25% (Directive and industry)		

Bilbao	-20% to -25% (Directive and industry)		Iberia: -20% (Industry)
Gran Canaria	-20% to -25% (Directive)		
Ibiza	-20% to -25% (Directive and industry)		Ineuropa: -15% (Industry)
Lanzarote	-20% to -25% (Directive and industry)		Nordic: N/a
Malaga	-20% to -25% (Directive)		
Sevilla	-20% to -25% (Directive and industry)		
Göteborg-Landvetter		Decrease (Directive and industry)	
London-Gatwick	No insight	No change	Inflight Cleaning Services Ltd.: -10% (Directive)
London-Stansted			Stansted Airport Limited: -30% (Directive and industry) ASIG: -20% (Directive and industry)
Luton	-10% (Directive and industry)		
Newcastle	Decrease (Directive)		Servisair: -15% (Industry)
Aberdeen	No change		Servisair: decrease (Directive and industry)
Bristol	N/C		
Edinburgh	Decrease (Industry)		Aviance: -5% (Industry) Servisair: -20% (Directive and industry)
Glasgow	No change		Airline Services Ltd.: Anticipated changes due to progress in service standards. Avance; no change Execair: +10% (Industry) Servisair: -25% (Industry)

ANNEX D

Summary of quality developments - (Source: SH&E Limited, October 2002)

Airport	Airport operator	Airline	AUC	AOC	Handler
Vienna	No change	Austrian Airlines: increase			VAS: no insight
Brussels	Increase	Lufthansa: no change	No change		BGS: increase Aviapartner: no change
Copenhagen	Decrease				SAS: no change
Helsinki	No change	British Airways: no change		No change	GlobeGround: increase Finnair: no change Fortum: increase
Lyon	Decrease	Brit Air: increase	No change		Aviapartner: decrease Servisair: decrease Globeground: increase
Nice	Decrease				Swissport: increase
Paris-CDG	Unstable		No change		Globeground: increase
Toulouse	Decrease		No change		Aviapartner: decrease Servisair: decrease
Frankfurt	No change	British Airways: no change	No change	No change	Acciona Airport Services: no change
Hamburg	No change		No change	No change	Checkpoint B: no change AHS Handling: increase Swissport: no change
Munich	- 5%	British Airways: no change	Decrease/ no change		Aviapartner: no change
Nuremberg	No change		No change		Aviapartner: no change
Stuttgart	No change	Alitalia: increase	No change	No change	Servisair: no change Aerogate: decrease
Athens	Increase		Increase	Increase	Olympic Handling and Goldair: increase
Heraklion	Increase		Increase		
Dublin	Decrease	Aer Lingus: no change	No change		Servisair: no change Aviance: increase
Milan-MXP	No change		No change		
Naples	Increase		No change		
Rome-FCO	No change	Alitalia: increase	Increase		EAS: increase
Luxembourg	No change				CSLux: increase Luxair: increase
Amsterdam	Decrease	KLM: No change	SGUC: decrease	No change	GlobeGround: no insight
Faro	Increase	Charter airlines: increase		Increase during off peak	
Lisbon	No change	Lufthansa: increase		Increase	
Barcelona	Decrease			Decrease	
Fuerteventura	Increase				
Madrid	Increase				
Palma de Mallorca	Increase		Increase		Iberia Handling and Ineuropa: increase
Tenerife Sur	Increase				Ineuropa: increase
Stockholm	-10% to -20%	Skyways: decrease	No change		Novia: no change Servisair: increase
Belfast	No change	BMI: no change		No change	Servisair: +15% Aviance: no change

Birmingham	Decrease	Aer Lingus: increase	Increase		Groundstar: increase Servisair: increase
London-LHR	No comment	United: decrease Malaysian Airlines: -10% Singapore Airlines: increase	No comment	No comment	Swissport: no change
Manchester	Decrease		Decrease	Decrease	Aviance: increase Ringway: increase Servisair: decrease

Quality developments - (Source: SH&E Limited, October 2002)

Airport	Airport operator	AUC	Ground handler
Paris-Orly	No comment		Cariane: increase (Directive)
Marseille-Provence	No change	No change	
Bordeaux-Mérignac	Decrease		
Strasbourg-Entzheim	Increase (Industry)		Swissport: decrease (Directive) Aviapartner: decrease (Directive and industry)
Berlin-Schönefeld	No change		
Hahn	No change		
Dusseldorf	No change	+10% (Directive and industry)	Aviapartner: no change
Hannover-Langenhagen			Aviapartner: no change Hannover Ground Aviation Service: decrease (Industry)
Leipzig-Halle	No change	No change	Aviapartner: no change
Köln-Bonn	No change	No change	Aviapartner: no change
Shannon	Increase (Directive and industry)		
Torino-Caselle			Sagat: no change
Porto-Sà Carneiro	Increase (Directive)		PGA: no change
Alicante	Increase (Directive and industry)		
Bilbao	Increase (Directive and industry)		Iberia: +10% (Industry)
Gran Canaria	Increase (Directive)		
Ibiza	Increase (Directive and industry)		Ineuropa: Increase
Lanzarote	Increase (Directive and industry)		Nordic: N/a
Malaga	Increase (Directive)		
Sevilla	Increase (Directive and industry)		
Göteborg-Landvetter		Decrease (Industry)	
London-Gatwick	No change	No comment	Inflight Cleaning Services: -10% (Directive)
London-Stansted	Decrease (Directive and industry)		ASIG: no change
Luton	+10% (Industry)		
Newcastle	No change		Servisair: no change
Aberdeen	No change		Servisair: increase (Industry)
Bristol	No comment		

Edinburgh	No change		Aviance: -10% (Industry) Servisair: increase (Industry)
Glasgow	Increase (Industry)		Airline Services: increase (Industry) Aviance: +10% (Industry) Servisair: +25% (Industry)

ANNEX E

Number of handlers - (Source: SH&E Limited, October 2002)

		Number of third party handlers ¹									
		Passenger handling (2)		Baggage handling (3)		Freight and mail handling (4)		Ramp handling (5.4)		Fuel and oil handling (7)	
Country	Airport	Before	After	Before	After	Before	After	Before	After	Before	After
Austria	Vienna	2	8	1	2	3	6	1	2	3	3
Belgium	Brussels	3	5	2	2	5	5	2	2	2	2
Denmark	Copenhagen	2	3	2	3	2	3	2	3	1	1
Finland	Helsinki	3	3	2	2	3	5	3	3	3	3
France	Lyon	5	5	4	7	4	5	7	10	2	2
	Nice	2	3	2	3	2	3	2	3	6	7
	Paris-CDG	2	8	2	5	3	4	2	5	2	2
	Toulouse	2	6	2	7	3	4	2	7	1	1
Germany	Frankfurt	3	6	1	2	22	22	1	2	9	9
	Hamburg	N/a	5	1	2	1	2	1	2	2	2
	Munich	8	7	1	1	2	3	1	2	2	2
	Nuremberg	3	4	1	1	3	3	1	2	1	1
	Stuttgart	4	5	1	1	14	15	1	2	4	4
Greece	Athens ²	1	4	1	3	1	3	1	3	1	2
	Heraklion	1	3	1	3	1	2	1	3	1	1
Ireland	Dublin	4	7	2	5	3	6	3	5	4	2
Italy	Milan-MXP	3	4	1	2	3	2	2	2	3	3
	Naples	1	2	1	2	1	1	1	2	1	1
	Rome-FCO	1	4	1	3	1	3	1	3	3	3
Luxembourg	Luxembourg	1	1	1	1	1	2	1	2	1	1
Netherlands	Amsterdam	3	4	3	4	5	6	3	5	2	2
Portugal	Faro	1	2	1	2	1	2	1	2	4	3
	Lisbon	1	8	1	2	2	2	1	2	4	4
Spain	Barcelona	2	8	2	2	1	5	2	2	1	2
	Fuerteventura	2	6	2	2	2	2	2	2	1	1
	Madrid	N/a	11	2	2	2	8	2	2	N/a	2
	Palma de Mallorca	2	6	2	2	2	3	2	2	1	1
	Tenerife Sur	2	6	2	2	2	2	2	2	2	2
Sweden	Stockholm	3	4	3	5	2	3	3	4	2	2
UK	Belfast	1	2	1	2	1	2	1	2	1	1
	Birmingham	4	5	2	4	2	4	5	5	3	3
	London-LHR	12	12	8	11	11	12	8	13	4	4
	Manchester	5	5	5	5	5	5	5	5	1	1

(1) 'N/a' means the airport operator has not been able to provide SH&E with the information.

(2) Before refers to Athens-Hellenikon airport, while after refers to the new Athens International Airport "Eleftherios Venizelos".

		Number of self handlers ¹									
		Passenger handling (2)		Baggage handling (3)		Freight and mail handling (4)		Ramp handling (5.4)		Fuel and oil handling (7)	
Country	Airport	Before	After	Before	After	Before	After	Before	After	Before	After
Austria	Vienna	5	4	0	0	7	1	0	0	0	0
Belgium	Brussels	5	5	1	1	2	2	2	2	0	0
Denmark	Copenhagen	2	2	2	2	2	2	2	2	0	0
Finland	Helsinki	2	2	1	1	3	3	1	1	0	0
France	Lyon	7	5	2	1	4	4	3	2	0	0
	Nice	3	2	2	1	1	1	2	1	0	0
	Paris-CDG	2	11	2	1	3	1	2	1	0	0
	Toulouse	2	2	2	2	5	5	2	2	0	0
Germany	Frankfurt	12	12	0	0	6	6	2	0	0	0
	Hamburg	N/a	3	0	0	0	1	0	0	0	0
	Munich	4	4	0	0	1	1	0	0	0	0
	Nuremberg	2	2	0	0	3	3	0	0	0	0
	Stuttgart	3	3	0	0	0	0	0	0	0	0

Greece	Athens ²	8	4	1	2	1	2	1	2	1	0
	Heraklion	1	2	1	2	1	1	1	2	1	1
Ireland	Dublin	4	2	3	2	7	3	6	8	0	8
Italy	Milan-MXP	5	3	1	0	1	1	1	1	0	0
	Naples	1	1	0	0	0	0	1	1	0	0
	Rome-FCO ³	6	6	0	2	1	2	0	2	0	0
Luxembourg	Luxembourg	1	1	1	1	1	1	1	1	0	0
Netherlands	Amsterdam	3	2	1	1	1	1	1	2	0	0
Portugal	Faro	9	3	1	1	1	1	1	1	0	0
	Lisbon	8	8	3	2	1	2	3	2	0	0
Spain	Barcelona	9	3	1	1	1	1	1	1	0	0
	Fuerteventura	8	8	3	2	1	2	3	2	0	0
	Madrid	10	7	4	2	8	6	4	2	0	0
	Palma de Mallorca	1	2	1	2	1	1	1	2	0	0
	Tenerife Sur	N/a	9	5	4	N/a	8	5	4	0	0
Sweden	Stockholm	7	3	4	4	4	8	4	5	0	0
UK	Belfast	6	4	4	3	4	4	4	4	0	0
	Birmingham	1	1	1	1	1	1	1	1	0	0
	London-LHR	18	18	7	5	7	7	7	6	0	0
	Manchester	1	1	1	1	1	1	0	0	1	1

- (1) 'N/a' means the airport operator has not been able to provide SH&E with the information.
- (2) Before refers to Athens-Hellenikon airport, while after refers to the new Athens International Airport "Eleftherios Venizelos"
- (3) Self-handlers include service providers owned or controlled by the airline.

ANNEX F

Airport operator's involvement in groundhandling - (Source: SH&E Limited, October 2002)

Airport	Does the airport operator provide handling services?	Does this distort competition?	Is there a separate entity to offer handling services?	Do you think there is any form of cross subsidisation?	How is the separation of accounts safeguarded (according to airport operator)?
Paris-Orly	Yes		Yes		ADP separated its accounts before the Directive came into force. ADP accountants are responsible for the separation of accounts.
Marseille-Provence	No				
Bordeaux-Mérignac	No				
Strasbourg-Entzheim	Yes	Aviapartner: Yes	No		CAA responsible for checking the separation of accounts.
Berlin-Schönefeld	Yes		No		
Berlin-Tegel	Yes		Yes		Meeting of shareholders and board of directors
Hahn	Yes		Yes		Use of certified accountant
Dusseldorf	Yes	AUC: Yes, high market share and long term contracts	Yes	AUC: Yes, suggestion	Own profit centre and separation of revenue and costs. Safeguarded by finance department and controlling system, also checked by the AUC.
Hannover-Langenhagen	Yes	Hannover ground aviation service: No	Yes	Hannover Ground Aviation Service: No	By CAA
Leipzig-Halle	Yes	PortGround: No	Yes	ProtGround: No	Separate investment
Köln-Bonn	Yes	AUC: Yes	Yes	AUC: Unknown	Separate business unit (profit centre), checked by independent accountant
Shannon	Yes		Yes		Direct revenues and costs are allocated to the individual business area. Indirect costs are apportioned based on the outputs of a cost attribution model. Checked by external auditors.
Torino-Caselle	Yes	Sagat: No	Yes		Different companies
Porto-Sà Carneiro	Yes	PGA: Yes	Yes	PGA: Probably	
Alicante	No				
Bilbao	No				
Gran Canaria	No				
Ibiza	No				
Lanzarote	No				
Malaga	No				
Menorca	No				
Sevilla	No				
Göteborg-Landvetter	No				
London-Gatwick	No				
London-Stansted	No				
Luton	No				
Newcastle	No				
Aberdeen	No				
Bristol	No				
Edinburgh	No				
Glasgow	No				

ANNEX G

Centralised infrastructure - (Source: SH&E Limited, October 2002)

Airport	CI defined	Charging Base	Users consulted?	Problems
Paris-Orly	Yes	Cost related	Yes	No
Marseille-Provence	Yes	Number of passengers and usage	No	No
Bâle-Mulhouse	Yes	No separate charges	Yes	No
Strasbourg-Entzheim	Yes	Covered by passenger security charge	Yes	No
Berlin-Schönefeld	Yes	Based on number of passengers, MTOW or usage	Yes	No
Berlin-Tegel	Yes	Parts are covered by aeronautical charges and the access fee, other elements based on number of passengers and MTOW	Yes	Yes
Hahn	Yes	Cost related	Yes	No
Dusseldorf	Yes	Cost related	Yes	Yes, Aviapartner notes the airport has put as much price to CI (see Section 4)
Hannover-Langenhagen	Yes	Usage related	Yes	Yes, Aviapartner notes the airport has put as much price to CI (see Section 4) Hannover ground aviation service: No
Leipzig-Halle	Yes	Cost related	Yes	Yes, AUC noted there is insufficient information about CI
Köln-Bonn	Yes	Based on aircraft type	Yes	Yes, Aviapartner notes the airport has put as much price to CI (see Section 4)
Shannon	No	No charges		
Torino-Caselle	Yes	Based on number of passengers and ATMs	Yes	No
Porto-Sà Carneiro	No	No charges		
Alicante	Yes	Movement basis	No	
Bilbao	Yes	Movement basis	No	
Gran Canaria	Yes	Movement basis	No	
Ibiza	Yes	Movement basis	No	
Lanzarote	Yes	Movement basis	No	
Malaga	Yes	Movement basis	No	
Sevilla	Yes	Movement basis	No	
Göteborg-Landvetter	Yes	Based on number of passengers and ATMs	No	Yes, according to the AUC there were problems with regard to the definition of Ground Power Unit and remote parking
London-Gatwick	No	No charges		
London-Stansted	Yes	Parts are covered by aeronautical charges and other elements are cost related	Yes	Yes, according to ASIG at other airports where oil companies own the facilities, there is difficulty for other fuel suppliers to gain access to the final storage facility.
Luton	Yes	No set formula at present	Yes	No
Newcastle	Yes	Depending on usage	Yes	Yes
Aberdeen	No	No charges		
Edinburgh	No	No charges		
Glasgow	No	No charges		

ANNEX H

Changes in social aspects and training - (Source: SH&E Limited, October 2002)

Airport	Airport operator		AUC		Ground handler	
	Change in social aspects?	Change in training standards/ education level?	Change in social aspects?	Change in training standards/ education level?	Change in social aspects?	Change in training standards/ education level?
Paris-Orly	Yes	No			Cariane: No	Cariane: No
Marseille-Provence	No	No	Difficult to evaluate	No		
Bâle-Mulhouse					Swissport: Yes, very restrictive salary increases	Swissport: Yes, training reduced to minimum
Bordeaux-Mérignac	Yes, Strikes	Yes				
Strasbourg-Entzheim	No	No			Aviapartner: Yes, frozen salaries	Aviapartner: No
Berlin-Schönefeld	Yes	Yes				
Berlin-Tegel	N/a	N/a				
Hahn	No	No				
Dusseldorf	Yes, more flexible working time, lower wages	No	Yes	Yes	Aviapartner: Yes, gain in productivity	Aviapartner: No
Hannover-Langenhagen					Aviapartner: Yes, gain in productivity Hannover Aviation Ground Service: Yes	Aviapartner: No Hannover Aviation Ground Service: No
Leipzig-Halle	Yes, new labour contract	No	Yes	No	PortGround: Yes, new labour contract	PortGround: No
Köln-Bonn	Yes, fewer full time jobs, lower entrance salary	No	No	No	Aviapartner: Yes, gain in productivity	Aviapartner: No
Shannon	No	Yes, more input by airport authority in terms of audit/review of training				
Torino-Caselle					Sagat: Yes, increase of temporary and part-time contracts, decrease in salaries	Sagat: No
Porto-Sà Carneiro	No comment	Yes, more training			PGA: Unkonwn	PGA: Unkonwn
Alicante						
Bilbao					Iberia: No	Iberia: No
Gran Canaria						
Ibiza					Ineuropa: Yes, improved	Ineuropa: Yes, improved

Lanzarote					Nordic: N/A	Nordic: N/A
Göteborg-Landvetter			Yes, more staff on temporary contracts	Yes, due to external rules and regulations		
London-Gatwick	No evidence	No evidence	No	No		
London-Stansted	None	Yes, incorrect use of equipment			ASIG: No	ASIG: Yes, airport company showing greater focus and actively encouraging operators to work with them
Luton	Yes, movement of labour	Yes, continuity of standards				
Newcastle	No	No			Servisair: No	Servisair: Yes, better
Aberdeen	Yes, high employee turnover rate	Yes, improved due to joint training initiatives on the ramp			Servisair: Yes, lower salaries to compete in market	Servisair: Yes, market requirements
Bristol	Yes, job security					
Edinburgh	Yes, more temporary employee contracts	Yes, more structured training and manuals	Yes	Yes	Aviance: No Servisair: Yes, ability to attract calibre of staff required diminished against inability to pay appropriate salaries	Aviance: Yes, more demands of hasher training from airlines Servisair: Yes, NVQs to attract employees against competitive market – more multi-functional training to reduce cost
Glasgow		Yes, better			Airline Services: No Aviance: No Servisair: Yes, salaries kept low in order to compete in market Execair: No	Airline Services: No Aviance: Yes, setting up of a training department Servisair: Yes, more multi-functional training Execair: No

ANNEX I

Negative impact of Directive according to unions/work councils – (Source: SH&E Limited, October 2002)

Lower salaries.	Insufficient conditions for the take over of staff in German law.
Deteriorating work and security conditions for workers and customers.	No participation of work councils in AUC to get information from first hand (not from the workers) and to come up for social items.
Lower quality levels.	No social aspects in the tender process.
More safety and security issues; also as a result of higher turnover of employees due to lower salaries.	Increase in activity on the ramp can lead to congestion and thus longer working hours for employees (this will become worse with more handlers).
Deteriorating working conditions: more pressure on staff due to increases in productivity (e.g. the increase in workload / productivity is equivalent of 15% less salary in Germany).	With the contracts between handler and airlines becoming shorter, there is less job security as job contracts become shorter as well and increase of the prospective risk for losing a job; shift to more flexible contracts for employees.

ANNEX J

Results of Directive - (Source: SH&E Limited, October 2002)

	Positive results	Negative results
Airport operator	More competition	Space problems: too many handlers in limited space
	More choice for handlers	Management of the apron more inflexible, resource allocation is more restricted
	Stimulated new economic impetus	Dominance in AUC by national carrier
	Better customer orientation	
		Decrease of service level (not covered by the Directive)
	Cost-reducing pressures lead to lower prices	Dilution of profit and performance
	Quality programmes to ensure service levels	Obligation of airport operator to guarantee the running of operation restricts competition with third party handlers
	Formal procedures to be followed by handling companies have been beneficial in terms of safety and security	Tendencies toward uncontrolled market access, with no limitation, difficult to make a good evaluation of the suppliers
		Difficulties in case of separately ordered service parts to meet the logistic requirements
		Additional staff training and supervision needed
		Process to limit handlers is very stringent.
		Handlers have been disincentivised from making long-term investments or devising long-term strategies due to short-term airline contracts and commitments.
		Extra demand for access to airside has security and space implications as well as the allocation of scarce resources to satisfy all handlers.
		Additional administration and supervisory work load for managing body.
		Handlers are constantly seeking ways to reduce costs and sometimes these measures have an impact on service standards.
Airport Users' Committee	Better handling products	Limited capacity at airport
	Lower prices	Some handlers have bought market shares and then failed to deliver either a fully healthy product or a viable alternative.
	Higher productivity	
	More choice for handlers	
	Less monopolistic behaviour	
Groundhandlers	Efficiency improvement programmes	Market rates driven down by competition
	Lower prices for airlines	Lower profitability for both airports and handlers
	More choices for airlines	Less attractive employment conditions
	More choices for employees	Not one single handler has economies of scale
	Opened access to closed markets for third party handlers, removed airport monopoly activities	Strong competition may endanger the quality of services and create safety and security problems
	Approached market conditions within Europe standard of services.	High expenditure for tender procedure
	Started a focus on the abuses in the industry	Additional expenditure for separation of accounts
	Groundhandlers are being respected and consulted on airport procedures	In some countries the national legislation protects only airports and staff, not the new entrants.
	Have a sense of security in the industry and therefore being a better employer.	Airlines are able to undercut third party handlers by at least the level of the access fee, which airport companies are unable to resolve on level playing field.
		Directive open to too much interpretation, leading to inconsistent application of the intended principles of the directive.
		Airport operators still required to maintain their profit margins and therefore to increase ancillary charges to compensate