

STATEMENT

2nd December 2011

European Express Association reacts to new Airport Package

Yesterday the European Commission published a new 'Airport Package', reviewing existing rules on slots, ground handling services, and aircraft noise. The express industry looks forward to contributing to the upcoming discussions to ensure that the Package fosters competitiveness for the aviation sector in the EU.

With regards to the **new provisions on aircraft noise**, the EEA appreciates the Commission's intention to enhance the application of the 'Balanced Approach' in Europe, as defined in ICAO. The EEA is however concerned that the proposal focuses on operating restrictions whereas it will be important for the economic success of European businesses to ensure that operating restrictions are not given priority over other noise mitigation measures.

As Oxford Economics found out in their recent study, next-day delivery services are critical to the competitiveness of European businesses. 16% of EU business revenues are dependent on express delivery services and 47% of businesses believe that their companies would be badly affected by constraints on the availability of express services. 43% also believe that orders could be lost in the case of next-day delivery services no longer being available, and 15% suggested they might have to relocate activities.

Emmanuelle Hocquard, Chair of the Transport and Environment Committee of the European Express Association (EEA) stated, *"At global level, ICAO member states have backed a 'Balanced Approach' to aircraft noise using a wide range of noise mitigation techniques. Priority must be given to the correct implementation of the Balanced Approach to ensure that the most effective measures are used if a noise issue is identified."*

The **revision of the ground handling directive** goes in the right direction by introducing greater liberalisation and increasing the minimum number of service providers at airports. The EEA would, however, support full liberalisation of the ground handling market in particular for cargo where there are less space constraints. Express service providers offer a door-to-door service where control over each segment of the service provision is a key element to satisfy customer requirements. Therefore, the right to handle all aircraft dedicated to the express network is very important to the members of the EEA. The EEA looks forward to working with the EU institutions to make this possible.

The proposed **revision of the slots regulation** clarifies the rules for slot trading between airlines, which is helpful. However, it does contain some issues of concern such as changes to the grand-fathering rule. As aviation is a global industry, the EEA calls on the EU to ensure that the EU rules remain in line with global practice and allow for much needed operational flexibility.

About EEA:

The European Express Association represents global and local express delivery companies. In the EU-27 alone, the express industry directly employs 272,000 people but supports 579,000 jobs in total across the EU27. It delivers more than 450 million packages each year, constituting almost half of the intra-European air cargo market. It has been forecast that, by 2020, the express industry will directly employ 300,000 people in the EU-27. The European, domestic and international markets for express services have significant scope for further expansion as companies increasingly adopt best international business practice with regard to time-definite, guaranteed delivery. Our Members provide guaranteed, fast, reliable, on-demand, world-wide, integrated, door-to-door movement of shipments which are tracked and controlled throughout the journey, both inside and outside the EU. The express industry is a fast-growing business sector which not only provides vital services for the European economy, but which also plays a large role in making the global marketplace a reality.