The clean air campaign in Copenhagen airport, a practical example of trade union action to prevent occupational cancer.

Tony Musu, ETUI/ETUC
with Janne Hanse and Lars Brogaard, 3F (DK)
Prévention des risques liés aux cancérogènes au travail
Colloque SPF Emploi
Brussels, 30 May 2017
Copenhagen airport (Kastrup)

- 80,000 passengers per day (94% international)
- 726 departures and arrivals per day
- Future capacity for 40 million passengers per year
- 700+ businesses at the airport
- 23,000 workers at the airport
- ~3,000 workers who work on the tarmac (luggage handler, maintenance and aircraft refuelling personnel, security staff..)
Starting point of the trade union action

- Since 2004 health & safety advisors suspected that air pollution was putting airport workers’ health at risk

- In 2008, first case of bladder cancer of a baggage handler

- Recognized as an occupational disease due to air pollution at the Copenhagen airport from the Danish Board of Industrial Injuries

- This cancer case was widely reported across Danish media and spurred media interest in air pollution at the airport

- Dialogue initiated between airport employers and trade unions

- 1st action: program of air pollution measurement within the airport (external experts)
Particle pollution at Copenhagen airport

- Mixture of particles from vehicles and aircrafts

- Diesel engine exhaust emissions (IARC carcinogen group 1)

- Ultrafine particles
### Occupational diseases recognized* from air pollution at CPH airport

<table>
<thead>
<tr>
<th>Year</th>
<th>Bladder cancer</th>
<th>Chronic Obstructive Pulmonary Disease</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>2014</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

*by the Danish National Board of Industrial Injuries
Average particle-size distribution at CPH airport (2-month monitoring)
Results from survey

Baggagehandler

Generally, many high UFP. Action at Pier A, B and C

Dato: 15-02-2011
Temperatur: 3 - 1 °C
Vind: 13 knob
Gennemsnit: 95.000
The Clean Air campaign

- Launched by the Danish Metal Workers (3F Kastrup), Guard and Security Employees Trade Union + airport employer

- Aim: reduce air pollution in Copenhagen airport

- Different working groups set up with trade unionists and management representatives:
  - Working group on behaviour
  - Working group technical solutions
  - Working group on changes on work organisation
  - Measurements and analysis
Welcome to CPH

TAKE CARE OF YOURSELF AND YOUR GROUND-SERVICING CREW
- APU MUST ONLY BE USED:

5 min after “on block”
5 min before expected “off-block”
Implemented solutions:

- Engines of vehicle and auxiliary aeroplane engines must be switched off and vehicles must no longer drive empty.
- Replacement of equipment with diesel engines by equipment with electrical engines.
- More aeroplanes are towed to the takeoff runways.
- Personal protective equipment (masks) in situations where workers are most exposed (during takeoff and peak activities).

Results: level of particles has been reduced by nearly half.
Ongoing work / Prospect (1)

- Further work to reduce the level of particles (as low as technically feasible)

- Awareness raising about air pollution in other European airports through trade union networks (i.e. Gatwick Airport)

- Large scale study on other pathologies affecting runway personnel (in particular cardiovascular diseases)

- Studies on the exact composition of the constituents of exhaust emissions from aircraft

- Setting up of Occupational Exposure Limit Values (OEL) for Diesel Engine Exhaust Emissions
Ongoing work / Prospect (2)

- Carcinogens & Mutagens Directive currently under revision with new/updated Binding OELs
  - 1st batch with 13 carcinogens (2016/0130 COD)
  - 2nd batch with 5 carcinogens (2017/0004 COD)

- Diesel engine exhaust emissions were supposed to be included in the 2nd batch (supported by unanimous tripartite opinion from the EU Advisory Cttee on Health and Safety)

- Commission wrong reasons to exclude DEEE:
  - emissions from new diesel engines might not be carcinogenic
  - legal definition of DEEE is problematic

- European Trade Unions are calling on the EU Parliament and Council to include DEEE in the revised Carcinogens & Mutagens Directive (entry in Annex I + BOEL in Annex III)
Conclusions

- Trade unions were at the initiative of the Clean Air Campaign at Copenhagen airport

- The long tradition of social dialogue in Denmark was an important element for the success of the Campaign

- External and independent expertise was extremely useful

- Involvement of safety reps and shop stewards is key for success

- Clean Air Campaigns are being developed in other European airports
Thank you for your attention!

Further information:

Clean air campaign website: www.projektcleanair.dk

BBC on Air Pollution: http://youtube/3ri4WGC7MeM