

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

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Prévention des risques liés aux cancérogènes au travail

Colloque SPF Emploi

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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 particules from vehicles and aircrafts
- ❑ Diesel engine exhaust emissions (IARC carcinogen group 1)
- ❑ Ultrafine particles

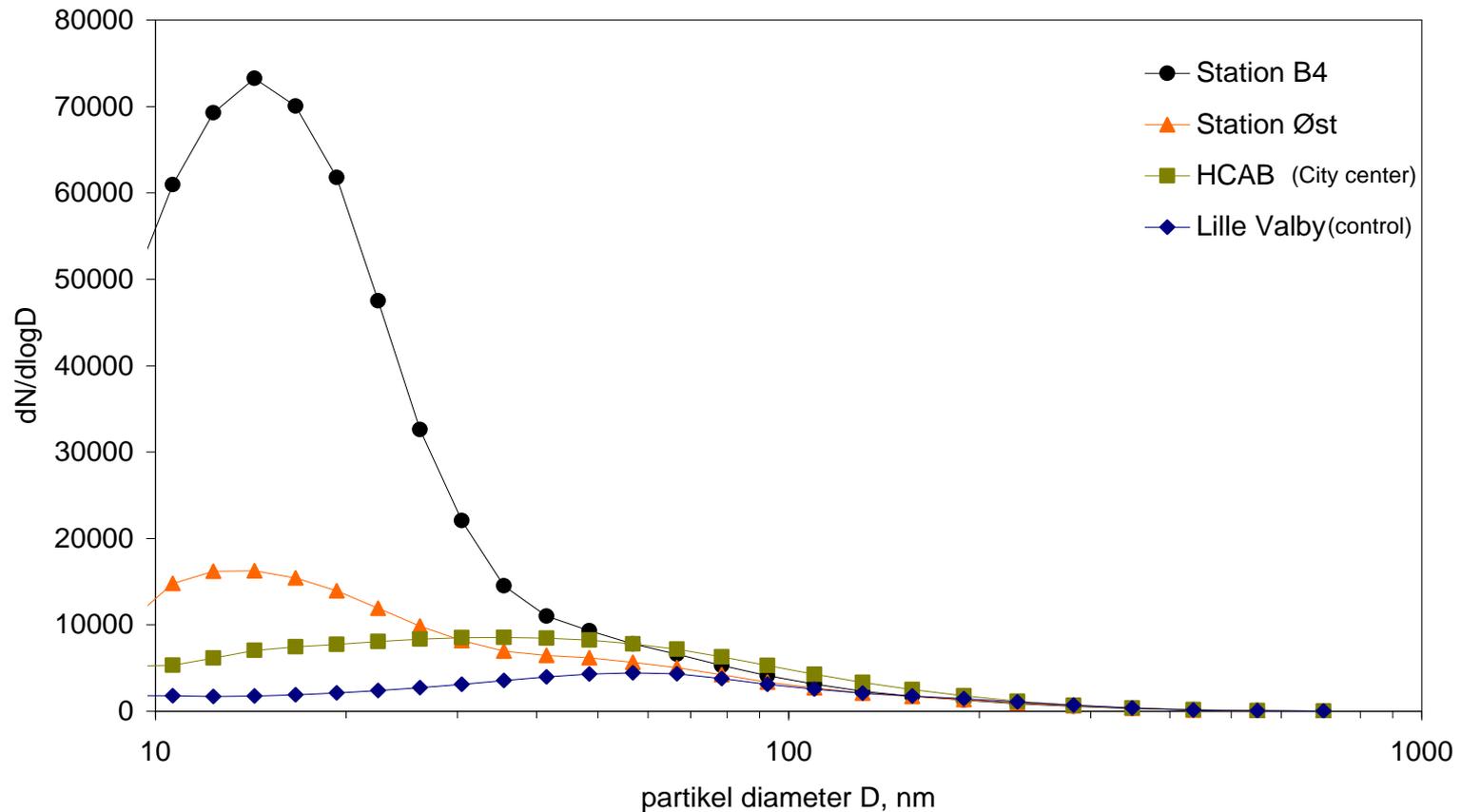


Occupational diseases recognized* from air pollution at CPH airport

Year	Bladder cancer	Chronic Obstructive Pulmonary Disease
2008	1	
2011	2	1
2014	2	

*by the Danish National Board of Industrial Injuries

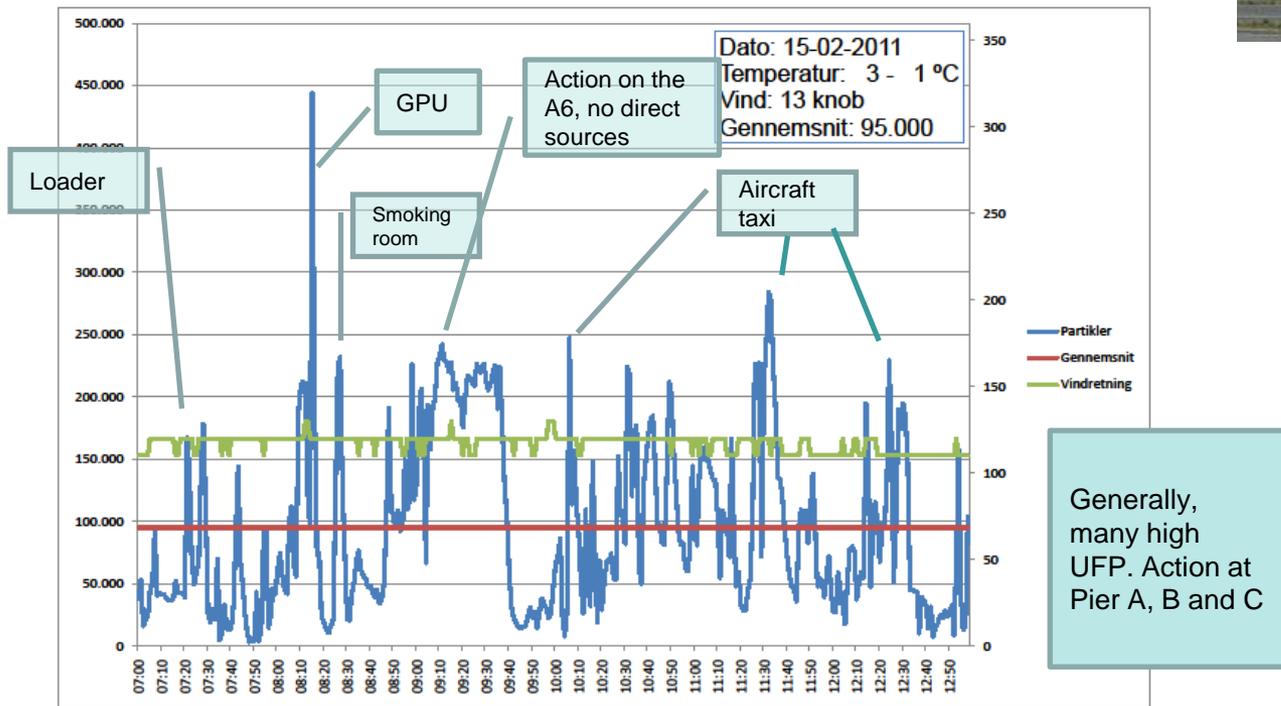
Average particle-size distribution at CPH airport (2-month monitoring)



Results from survey



Baggagehandler



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

Implemented solutions :



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"

Copenhagen Airports **CPH**



Implemented solutions :

- Engines of vehicle and auxilliary aeroplane engines must be switched off and vehicles must no longer drive empty
- Replacement of equipement 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>

