

12/06/1995	Committee referral announced in Parliament		
19/06/1995	Debate in Council		Summary
28/09/1995	Debate in Council		Summary
31/10/1995	Vote in committee		Summary
31/10/1995	Committee report tabled for plenary, 1st reading/single reading	A4-0272/1995	
16/11/1995	Debate in Parliament		Summary
12/03/1996	Modified legislative proposal published	COM(1996)0075 	Summary
28/03/1996	Council position published	04437/2/1996	Summary
18/04/1996	Committee referral announced in Parliament, 2nd reading		
02/07/1996	Vote in committee, 2nd reading		Summary
02/07/1996	Committee recommendation tabled for plenary, 2nd reading	A4-0229/1996	
15/07/1996	Debate in Parliament		Summary
16/08/1996	Modified legislative proposal published	COM(1996)0435 	Summary
15/10/1996	Act adopted by Council after consultation of Parliament		Summary
15/10/1996	End of procedure in Parliament		
25/10/1996	Final act published in Official Journal		

Technical information	
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Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0272/1995 OJ C 323 04.12.1995, p. 0005	31/10/1995	
Text adopted by Parliament, 1st reading/single reading		T4-0549/1995 OJ C 323 04.12.1995, p. 0075-0094	16/11/1995	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0229/1996 OJ C 261 09.09.1996, p. 0005	02/07/1996	
		T4-0392/1996		

Text adopted by Parliament, 2nd reading		OJ C 261 09.09.1996, p. 0018-0030	16/07/1996	Summary
Council of the EU				
Document type	Reference	Date	Summary	
Council position	04437/2/1996 OJ C 134 06.05.1996, p. 0030	28/03/1996	Summary	
European Commission				
Document type	Reference	Date	Summary	
Legislative proposal	COM(1994)0590  OJ C 142 08.06.1995, p. 0007	13/12/1994	Summary	
Modified legislative proposal	COM(1996)0075  OJ C 124 27.04.1996, p. 0019	12/03/1996	Summary	
Commission communication on Council's position	SEC(1996)0625 	15/04/1996	Summary	
Modified legislative proposal	COM(1996)0435 	16/08/1996	Summary	
Follow-up document	COM(2006)0821 	24/01/2007	Summary	
Other institutions and bodies				
Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0971/1995 OJ C 301 13.11.1995, p. 0028	13/09/1995	Summary
CofR	Committee of the Regions: opinion	CDR0015/1996 OJ C 129 02.05.1996, p. 0009	17/01/1996	Summary

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Final act
Directive 1996/0067 OJ L 272 25.10.1996, p. 0036 Summary

Access to the groundhandling market at Community airports

The Commission has published a report on the application of Council Directive 96/67/EC on access to the ground handling market at Community airports.

In 2002, following a Commission request, a study on "the quality and efficiency of ground handling services at EU airports as a result of the implementation of Council Directive 96/67/EC" was carried out. Based on the results of this study, the Commission finds that the Directive has led to:

- a) increased competition at many airports, which previously were either closed or static markets;
- b) better value for money spent on ground handling services;
- c) greater pressure on the prices for ground handling services;
- d) dilatory actions in some instances on the part of competent authorities when fully applying the Directive;
- e) some impact on employment conditions but no evidence of an overall reduction of jobs; and
- f) a modest shake-up in market shares in ground handling services amongst some of the EU's most important economic airports.

In March 2003 the Commission services published a Consultation paper on issues regarding a possible revision of the Directive. Member States, the accession countries and interested parties all added extensively to the consultation process. Those with a stake in the air transport industry recognise that there is room for improvement and have therefore called for greater simplification of current provisions. They also call for a clarification of the Directive's scope.

Following on from this report, the consultation process as well as taking account of Parliament's views on this matter, the Commission intends to examine, not only ways in which to simplify and clarify the Directive but also ways in which to open up the market further. It also intends to examine the possibility of regulating certain issues, which have come to the forefront in ground handling services since the application of the current Directive. Such issues concern: the definition of insurance requirements; quality standards applicable at an airport; and an improved procedure for the selection of service suppliers.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 13/12/1994 - Legislative proposal

The Commission proposes to open up competition of the groundhandling services at Community airports, i.e. all activities carried out in the airport to allow carriers to exercise their air transport activity (ramp handling, cleaning, refuelling, baggage handling etc.). Specifically the proposal: - introduces measures to support liberalisation by organising access to the provision of the various categories of groundhandling services and by giving carriers the right to self-handle; - determines the scope of the measures: as far as self-handling is concerned, they apply in all Community airports open to commercial traffic, and as far as groundhandling for third parties is concerned, they only apply to airports with annual traffic of at least 2 million movements of passengers or 50,000 tonnes of freight; - specifies how the rules of the directive apply to airport managing bodies; - establishes transparency of costs by unbundling groundhandling accounts and by banning all funding which might distort the competition; - defines certain framework measures designed to limit access to the market under a transparent, non-discriminatory selection procedure, due to the specific nature of airport zones and space, capacity, safety and security constraints on airport managing bodies; - makes provision for the creation in each airport of a Users' Committee made up of their representatives; - allows the Member States to make the groundhandling activity of a supplier of groundhandling services conditional upon obtaining the approval of a public authority independent of the airport in order to guarantee safety, security and environmental protection; - gives Member States the right to impose rules needed for the airport to operate properly on service providers and self-handling users; - lays down the principle of reciprocity between the Union and third countries; - requires Member States to organise an internal means of appeal before an independent public authority against decisions taken by their public authorities in the area covered by the directive.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 17/01/1996 - Committee of the Regions: opinion

The following concrete proposals could be put forward in terms of amendments to be made to the Commission proposal: - the scope of the directive should apply to airports situated within the territory of the Community that were open to commercial air traffic and that registered at least one million passenger movements or 25 000 tonnes of freight. Articles 4, 5, 6, 10, 11 and 12 should not apply to those airports registering at least 4.5 million passenger movements or 150 000 tonnes of freight (Article 2). - There was a need to set up a users' committee with the necessary powers of remit, which would also include representatives of the regions. The users' committee would act in a consultative and supporting role (Article 5). - It should be left up to Member States to decide whether or not they wished to limit the number of service providers offering certain stopover services, this applying both to groundhandling for third parties as well as to self-handling (Articles 6 and 7). - Decisions taken under Article 8, relating to exemptions, should be left to Member States. The Commission should only be allowed to verify or correct national decisions in those cases involving airports that were not fully coordinated under the terms of Regulation (EEC) No 95/93 relating to joint arrangements for the allocation of time slots at Community airports. Member states should be given the opportunity to refuse groundhandling for third parties as well as self-handling services. - As regards the shared use of general airport infrastructures by service providers and users wishing to self-handle, the airport operator should be entitled to an appropriate remuneration in the form of an infrastructure tax or leasing tax for the exploitation of an established commercial opportunity. - In order to take the necessary measures to ensure the free exercise of groundhandling by third parties and self-handling, a transition period of three years would be required after the entry into force of the directive (Articles 6, 7 and 14). - As well as deregulating airport stopover services, urgent action was required in

order to align security standards and achieve greater social harmonisation. An appropriate degree of social harmonisation was essential in order to ensure a high level of security in the European air transport sector.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 28/09/1995

The Council held a detailed policy debate on the proposal for a directive on access to the groundhandling market at Community airports. The proposal, which follows on from the Council Resolution of 24 October 1994 on the state of civil aviation in Europe, aims to liberalise groundhandling services at Community airports and sets out detailed rules. Ministers examined certain key aspects of the proposal and hoped to agree a common position at the Transport Council meeting in December, as soon as the European Parliament has delivered its opinion. The Permanent Representatives Committee will continue to examine the proposal.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 19/06/1995

The Council held an initial discussion on the proposal for a directive on access to the groundhandling market at Community airports, on the conclusion of which: - it stressed the importance of this proposal, which aimed at the liberalisation of the groundhandling market, to the competitiveness of European carriers; - it invited the Permanent Representatives Committee to report back to it with a view to the adoption of a common position at a forthcoming meeting.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 07/12/1995

The Council reached agreement by a qualified majority, the German and Austrian delegations opposing, on the essential aspects of its common position on the proposal for a directive on the arrangements for liberalising groundhandling services at Community airports. Groundhandling is an activity related to air transport that is indispensable to the activities of air transport operators. Its liberalisation forms part of the body of measures accompanying the achievement of the single market in air transport and follows the adoption of Community rules for the allocation of slots and the operation of computerised reservation systems. A further aim is to enable European airlines to control their operating costs more effectively and adapt their services more closely to their customers' needs. The arrangements for the liberalisation of groundhandling include a transitional period for market adjustment and may be summarised as follows: 1. Dates of entry into force and reference thresholds: - Self-handling = land-side self-handling from 1 January 1998 for every airport, regardless of its volume of traffic; air-side liberalisation will be introduced on 1 January 1998 for airports with a volume of traffic not less than 1 million passengers a year; - Handling for third parties = from 1 January 1999 for every airport with annual traffic of not less than 3 million passengers; = from 1 January 2001 for every airport with annual traffic of not less than 2 million passengers. 2. Limits on the number of suppliers. In the case of certain categories of services (baggage handling, ramp handling, fuelling, freight and mail handling) the draft common position provides for the possibility of limiting the number of authorised suppliers to two. Where the authorised suppliers are limited to two in number at least one of the two should be independent of both the airport authority and the dominant carrier after 1 January 2001. That obligation may, however, be postponed to 31 December 2002 at the request of a Member State after consideration by the Commission assisted by an advisory committee. 3. Exemptions. The Directive provides for a number of exemptions on account of constraints of space and capacity. Those exemptions will be granted by the Member States for renewable periods of three years. No exemption by a single supplier permitting the provision of air-side services may last more than two years. It will, however, be possible to extend such an exemption for a single further period of two years at the request of a Member State following a decision taken by the Commission assisted by the aforementioned advisory committee. All managing bodies of airports, user and suppliers of services must unbundle the accounts of their groundhandling activities from those of their other activities in accordance with current accounting practice. In addition, Member States may make the activity of a supplier of groundhandling services or a self-handling user at an airport conditional upon the grant of approval by a public authority independent of the managing body of the airport. The criteria for such approval must relate to the security and safety of installations, of aircraft, of equipment and of persons, as well as to the protection of the environment and the relevant social legislation. Appropriate provisions allow a Member State to take action against third country suppliers and self-handling users in the absence of reciprocity. The Council instructed the Permanent Representatives Committee to finalise the proceedings so that the common position could be adopted at the earliest opportunity. Once adopted formally it will be sent to the European Parliament under the cooperation procedure.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 15/04/1996 - Commission communication on Council's position

The Commission supported the common position because it reflected the aim of allowing gradual but genuine access to the groundhandling market. It also incorporated a large number of Parliament's amendments, especially those regarding transparency of accounts and social protection for workers. However, the Commission stood firm on the matter of its control of the actual separation of service providers' activities and the decision-making and coordinating role which it intends to play in relations with third countries (reciprocity).

Access to the groundhandling market at Community airports

1994/0325(SYN) - 15/10/1996 - Final act

OBJECTIVE: opening up to competition of the groundhandling services at Community airports **COMMUNITY MEASURE:** Council Directive 96/67/EC on access to the groundhandling market at Community airports. **SUBSTANCE:** the directive reflects the aim of organizing real access to the groundhandling market which will allow carriers to benefit from a real choice and services which are adapted to their needs, bearing in mind the specific problems of airports and the interests of air travellers. The arrangements and timetable for liberalization differ according to whether self-handling services or groundhandling for third parties is involved: a) for self-handling (the services which companies can operate themselves), the directive will apply with effect from 1 January 1998: - for all commercial airports in the EU, regardless of the volume of traffic, for all services provided within the airport; - for airports where annual traffic is not less than 1 million passenger movements or 25 000 tonnes of freight, with regard to baggage handling, ramp handling, fuel and oil handling and freight and mail handling. b) for groundhandling for third parties, the directive will apply with effect from 1 January 1999 to airports where annual traffic is not less than 3 million passenger movements or 75 000 tonnes of freight. c) with effect from 1 January 2001 the directive shall apply to any airport located in the territory of a Member State whose annual traffic is not less than 2 million passenger movements or 50 000 tonnes of freight. Other provisions of the directive deal with the following points: - Separation of activities: The managing body of an airport, the airport user or the supplier of groundhandling services must rigorously separate the accounts of their groundhandling activities from the accounts of their other activities. An independent examiner appointed by the Member State must check that this separation of accounts is carried out. - Groundhandling for third parties: Member States may require that suppliers of groundhandling services be established within the Community; they may limit to two the number of suppliers authorized to provide groundhandling services such as baggage handling, ramp handling, fuel and oil handling, freight and mail handling. In this case, from 1 January 2001 at least one of these two partners must be completely independent of the managing body of the airport and the dominant carrier. At the request of a Member State the Commission may grant a transitional period (until 31 December 2002) for reasons of security or lack of capacity; - Self-handling: Member States have the option of reducing to no fewer than two the number of users able to self-handle for services such as baggage handling, ramp handling, fuel and oil handling and freight and mail handling; - Exemptions: Member States may benefit from exemptions (over a limited period) where at an airport specific constraints of available space or capacity make it impossible to open up the market and/or implement self-handling; - Approval: Member States may make the groundhandling activity of a supplier of groundhandling services or a self-handling user at an airport conditional upon obtaining the approval of a public authority independent of the managing body of the airport. The grounds for withholding or withdrawal of approval must be communicated to the managing body of the airport; -Access to installations: Member States shall take the necessary measures to ensure that suppliers of groundhandling services and airport users wishing to self-handle have access to airport installations; where access to airport installations gives rise to the collection of a fee, the latter shall be determined according to relevant, objective, transparent and non-discriminatory criteria; - Social and environmental protection: Member States may take the necessary measures to ensure protection of the rights of workers and respect for the environment; - Reciprocity: Member States shall take their independent decisions on the action to be taken with regard to a third country which deals with their suppliers of services in a discriminatory manner. The Commission shall draw up a report on the application of the Directive together with any proposals by 31 December 2001 at the latest. **ENTRY INTO FORCE:** 14/11/1996 **DEADLINE FOR TRANSPOSITION:** 15/11/1997

Access to the groundhandling market at Community airports

1994/0325(SYN) - 16/08/1996 - Modified legislative proposal

The Commission's amended proposal incorporates, in full or in part, the European Parliament's amendments which: - make the text easier to understand by making provision for exemptions to be requested and granted for one or more types of activity on the ground for which the number of suppliers may be limited in all or part of the airport; - require Member States to take the action needed to set up the users' committee; - make the approval procedure compulsory; - relate to reference criteria for granting approval; - relate to the content of the Commission report and any proposals to revise certain aspects of the directive.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 12/03/1996 - Modified legislative proposal

The amended Commission proposal incorporates those EP amendments which bolster the social aspects of the directive, enable a better understanding to be gained of the scope for limitation concerning the number of users who may practice air-side self-handling, and alter the date for transposition of the Directive. The Commission also partially accepted the amendments seeking to: - clarify the process for setting up the users' committee; - include aircraft cleaning and air-side passenger, baggage and freight transport services among the categories whose numbers may be subject to limitation; - extend to the operational management of centralized infrastructures the right of Member States to confer the management of their structures solely on the airport or another entity; - enable air-side self-handling to be banned under the exemptions; - enable the management body to be informed of decisions taken by Member States regarding approval; - strengthen the obligation to obey the national safety and labour law rules; - strengthen the obligation to comply with existing social regulations at both national and Community level; - extend the scope of the transparency principle to all involved in providing assistance to third parties.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 16/07/1996 - Text adopted by Parliament, 2nd reading

In adopting the recommendation for second reading by Mr Barry SEAL (PSE, UK), Parliament approved the common position of the Council with a series of amendments and did not follow the lead of the above Member who recommended rejection of the Council text (because of the small number of amendments incorporated by the Council in its common position). The amendments concern the following points: - the Directive should not affect contracts concluded after 13 December 1994 provided that sufficient competition exists in the airport and that the expiry date of the contract is reasonably close; - where the number of groundhandling service suppliers is limited, Parliament proposed an exemption from the selection procedure to allow an airline which accounts for more than 25% of traffic at the airport or, in the case of island airports, more than 25% of the scheduled traffic at the airport either to enter the market at the airport in question or to continue to provide groundhandling services for third parties at this airport; - it also

hoped that the provisions of this Directive would not affect the rights and obligations of Member States to ensure protection of workers' rights; - with regard to the Users' Committee, Parliament called for the participation of airport workers' representatives, as well as representative organizations of passengers using the airport, where such organizations exist. It specified, in addition, that the Committee should be headed by an independent person, appointed by the Member State in which the airport is located; - with regard to approval, the criteria therefor must relate to the sound economic and financial situation of the supplier of groundhandling services, sufficient insurance cover, and personnel qualifications; - finally, Parliament called for the information report, accompanied by any proposals for revision of the Directive, to be drawn up by 31 December 2001 and to include a detailed description of the general safety rules in force at airports and of the Member States' regulations concerning approval of groundhandling activities and social protection.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 28/03/1996 - Council position

The Council's common position reflects the aim of organizing genuine access to the ground handling market and thus giving carriers a real choice of services suited to their needs, while at the same time taking account of the particular problems facing airports and the interests of workers in the sector. It includes a number of the EP amendments accepted by the Commission, which include: - the reference in the recitals to economic and social progress and to the Parliament's resolution of 14 February 1995 on European civil aviation; - the idea of ensuring an adequate level of social protection, as an option for the Member State, for the staff of undertakings providing ground handling services; - the reference to the notion of suppliers or users authorized by agreement to provide ground handling services or to self-handle; the Council included the option for Member States to introduce fees for access to facilities; - the idea of separate accounts for all suppliers of ground handling services to third parties, and of an independent examiner appointed by the Member State; - a provision making it impossible for Member States to restrict self-handling to fewer than two airport users in respect of services such as: baggage handling; ramp handling; fuel and oil handling; and freight and mail handling; the smallest airports (fewer than 1 million passengers or 25 000 tonnes of freight annually) may ban self-handling or restrict it to a single airport user; - the option for Member States to restrict access to centralized infrastructures to technical management only; - the option for Member States to ban self-handling or to restrict it to a single airport user in respect of the services referred to in Article 9 of the common position, together with a reference to the notion of available space or capacity; - the principle of notifying the managing body of the grounds for withholding approval; - a reference to national legislation on safety, security and conditions of employment; - the principle that Member States may introduce charges for access to ground handling facilities; - transposition of the Directive within the year following its publication in the Official Journal; - a reference to protection of the rights of workers in the sector. The Council also included new provisions in its common position, namely: - gradual opening up of the market between 1998 and 2001; in the medium term the threshold of 2 million passengers or 50 000 tonnes of freight is maintained; - extension of the scope of the term 'self-handling' to cover undertakings belonging to one and the same group (concept of majority holding); - abandonment of the principle of separate management for ground handling activities and other types of activities, while the principle of a simple unbundling of accounts is retained; - a ban on airport managing bodies using revenue from airport charges to subsidize any ground handling activities; - the option for Member States to require suppliers of ground handling services at their airports to be established within the Community; duopolies are authorized until 1 January 2001, with a possible extension until 1 January 2003; - exemptions enabling monopolies to remain in place may last no more than two years; - establishment of an advisory committee made up of representatives of the Member States, the role of which is to advise on the granting of exemptions and all matters concerning the Directive; - alteration of the procedure for selecting suppliers of services; - when selecting suppliers, Member States may require a supplier wishing to operate at a particular airport to provide services at other airports located on islands in the same geographical region; - the approval criteria and the rules of conduct which a Member State may draw up must be applied in a non-discriminatory manner, must relate to the intended objective and must not, in practice, reduce market access to a level below that provided for in the Directive; - removal of the Commission's right to monitor the decisions taken with regard to reciprocity; Member States alone will decide what action to take in dealing with a non-Community country which treats its suppliers in a discriminatory manner; - lastly, the Commission's report on implementation of the Directive must be drawn up by the year 2003.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 13/09/1995 - Economic and Social Committee: opinion, report

The ESC welcomed in principle the Commission's efforts to ensure rapid, functional handling at Community airports. However, it drew attention to: - the need to make a technical distinction between the land side and the air side, where the individual areas of activity should be listed in detail; - the fact that the proposal lacked clear definitions in many respects. Initially it would be necessary to establish business transparency before contemplating any further measures; - the danger that safety, environmental and employment concerns were not heeded, with users' and passengers' interests suffering as a result. With regard to security, the ESC felt that it would be necessary to make a detailed analysis of the effects on safety and security and ensure that the validity of national security provisions was binding. It also criticised the proposal's complete failure to consider the social consequences. In its comments on the articles of the directive, the ESC stated that it was important to: - reconsider the scope of the proposal by closely scrutinising the practical operations at airports; - ensure that all airport companies and other providers of groundhandling services were obliged to unbundle their accounting and management; - provide further details on the establishment and operation of the Users' Committee. The ESC thought that the exemption criteria should be very precise and legally binding so that Member States really were in a position to grant exemptions and that provision should be made for consultation between the Commission and the Member States concerned prior to initiating action before the Court of Justice. Finally, in view of the wealth of unanswered questions and objections to the Commission's approach, implementation of the directive by July 1996 in the interests of all parties did not make much sense. This was also true, in particular, of the Commission's basic idea that the proposal ought to improve economic efficiency.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 15/10/1996

The Council adopted the Directive.

Access to the groundhandling market at Community airports

1994/0325(SYN) - 16/11/1995 - Text adopted by Parliament, 1st reading/single reading

Adopting the report by Mr Barry SEAL (PSE, UK), the European Parliament approved the proposal for a directive with numerous substantive amendments: - concerned at the social repercussions of the directive, the European Parliament called for the Commission to study the impact of this directive and the air transport liberalization in general on employment and to publish the results of such studies. It also called in this context for the Member States to guarantee suitable levels of social protection for service providers' staff; - concerning the scope of the directive: the European Parliament wished it to apply to: . airports with a capacity of 1 million passengers a year or airports which handled 25,000 tonnes of freight a year, . as regards free access to the groundhandling services market: airports with annual traffic of 4.5 million passengers a year or 50,000 tonnes of freight a year which had recorded at least 2 million passenger movements or 50,000 tonnes of freight over the previous eighteen months; - the European Parliament redefined the concept of management body as the legal person wholly or partly responsible for managing one or more airports and for coordinating and supervising the activities of the different operators. Where several separate bodies were responsible in one airport, each body must comply with the directive; - concerning the provision of services: . an airport user cannot provide groundhandling services unless it has clearly unbundled the accounts of its transport activity and supply of groundhandling services to third parties, . where a groundhandling service provider carries out other commercial activities, the same obligation to unbundle the accounts applies; Reports must be sent to the Commission and to the competent authority in the Member State in question on any service providers which fail to unbundle their accounts; - concerning the social aspects: the European Parliament called for priority to be given to safeguarding jobs where staff restructuring problems arise from the implementation of this directive. Similarly, it has included a provision on the employee's rights, especially the right to be represented by a trade union; - concerning the committee: the European Parliament called for airport staff to be represented on the Users' Committee. The chairman of this committee should be independent. The Users' Committee should help the management body select groundhandling service providers; - concerning free access to the groundhandling service market: the European Parliament called for the directive to apply three (not two) years after its entry into force. Member States could limit the number of service providers for an additional category of services (aircraft cleaning and air-side passengers, baggage and freight transport services) and could also allow air-side self-handling by airport users for a maximum of two services per category (fuel handling, baggage handling etc.); - the European Parliament also provided for a payment of a fee by users providing handling services and using the airport infrastructure; - it limited derogations to a restricted and duly justified number of cases; - concerning the choice of service providers: the European Parliament simplified the selection procedure; - finally, the European Parliament provided for a groundhandler's qualification for all aircraft groundhandlers employed by the airport. It also included a provision relating to runway traffic (adherence to turnround times); - the Commission was called on to submit a report on general safety in airports, national regulations for the approval of groundhandling services and compliance with Community rules in this area to the European Parliament and the Council by 30 June 1996