



SAFE & SECURE
AUSTRALIAN SKIES

ASK YOUR AIRLINE – IS AEROCARE HANDLING MY FLIGHT TODAY?



**THIS IS WHAT IS HAPPENING
BEHIND THE SHINY FAÇADE OF
AIRLINES & AIRPORTS**

IT'S TIME FOR AIRLINES AND AIRPORTS TO TAKE RESPONSIBILITY FOR WORKERS AND SAFETY IN THEIR SUPPLY CHAINS

Workplace Union says staff work multiple shifts in 'Third World' conditions

Revealed: hidden squalor inside Sydney Airport

Mario Christodoulou, Anna Patty

Aviation workers are sleeping on makeshift beds amid squalid conditions in the bowels of Sydney International Airport while they wait for their next shift.

Footage obtained by the Transport Workers Union shows bed rolls behind a baggage carousel laid out on a gravelly concrete floor in what has been described as "Third World conditions".

Workers who sleep here are employed by one of Australia's biggest aviation services companies, Aerocare, which offers baggage handling, aircraft loading, towing and other aviation services for some of Australia's biggest airlines including Qantas, Jetstar and Virgin as well as Singapore Airlines.

The Transport Workers Union says workers are spending more than 14 hours per day at the airport, under a split-shift arrangement aimed at cutting costs. Under the system workers can be told to work more than one shift in a single day.

Split shifts are allowed under a 2012 agreement that unions challenged. Fair Work Commission vice-president Graeme Watson said the enterprise agreement in February 2013, saying it passed the so-called better-off overall test. The test ensures workers are better off overall under a proposed enterprise agreement than they would be under the relevant award.

One former worker, Jason, said sometimes there was a six-hour wait between shifts.

"The employees, on their split shifts, just made little nests with airline blankets and walked," he said. "All the other staff know that's where Aerocare go on their shifts. Really you shouldn't even be at the airport after your shift."

Jason said Aerocare workers were paid so poorly they "didn't care about their jobs" and safety standards had started to suffer.

"The pay and conditions were pretty bad, but my main issue was the safety issue, the fact that people are being so poorly remunerated they don't care about their jobs," he said. "They are budget providers and this is not an industry that you should employ people on a budget."

TWU national secretary Tony Sheldon said the footage showed "the reality of work behind the shiny facade of our airports".

"Workers are struggling on slave wages and sleeping on bed rolls because they have to spend long days at work to support their families," he said.

"This is being allowed to happen because airports and airlines are outsourcing work to low-cost companies and not giving a damn about the workers in their supply chains that it affects."

In February, Qantas posted a statutory net profit after tax of

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Airport ground handling company Aerocare has been exposed over low rates, illegal split shifts and staff forced to sleep at airports. Aerocare's understaffing and cost-cutting is affecting safety and security at our airports.

Airports and airlines are profiting from this exploitation in their supply chains. Australia's four main airports made \$1.8 billion profit last year. Qantas made \$1.6 billion profit.

- Airline passengers & their families deserve safe and secure air travel
- Aerocare and other aviation workers deserve safe, secure, and fair wages and conditions

Support the Transport Workers' Union campaign for a fair, safe and security aviation industry.

Sign the petition now:

<https://www.megaphone.org.au/petitions/third-world-conditions-exposed-at-australia-s-airports>



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