



VICTORIAN AIRFREIGHT COUNCIL
ABN 80 094 762 473

February 26 2009

Department of Infrastructure, Transport,
Regional Development and Local Government
GPO Box 594
CANBERRA ACT 2601

Re: Aviation Green Paper

Please find attached a submission by the Victorian Airfreight Council Ltd (VAC) on a number of the points addressed in the Aviation Green Paper published by Minister Albanese in December 2008.

Richard Pierse
Chair
Victorian Airfreight Council Ltd

Chapter 03: International Aviation

The VAC strongly supports the "open-skies" policy for dedicated freight services as described in the document.

The Green Paper also recognizes that most freight actually travels in the belly of passenger aircraft (page 111).

The VAC believes therefore that it is essential that this fact is taken into account when any negotiations take place around agreements for increased (or decreased) access for passenger airlines.

Chapter 06: Industry Skills and Productivity

The Green Paper addresses skills issues unique to aviation however the industry is also facing the same challenges as the rest of the Transport & Logistics (T&L) industry in the shortage of the more "generic" roles such as forklift drivers and warehouse operators.

Chapter 10: Noise Impacts

The VAC believes that it is essential that Melbourne Airport remains curfew free to ensure that economic development of 24 hour supply chain operations are supported and encouraged.

The VAC is also of the opinion that the current Curfews in place at Sydney and Adelaide airports must be reviewed and either removed or relaxed to remove current impediments to nation-wide transshipments of overnight Express Products for Businesses, Industry and Consumers ,and urgent Medical Supplies.

Whilst we recognise that exemptions have been granted with regard to Urgent Medical Supplies, it is far from an ideal situation.

There are also inconsistencies in the way in which curfews are defined at these two airports. An example of this is that specific aircraft are given permission to land in Sydney overnight whereas Adelaide curfew is "noise" based. If Sydney used the noise criteria then larger aircraft could be allowed to land which reduces the number of aircraft movements to carry the same quantity of cargo.

The VAC believes that it is essential that State and Local Governments continue to strongly maintain planning overlays to preserve and support long-term plans to develop Melbourne Airport.