



Senate Rural and Regional Affairs and Transport Legislation Committee
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To the Committee Secretary,

LiveAir Incorporated (LiveAir) appreciates the opportunity to provide a submission to the Senate Rural and Regional Affairs and Transport Legislation Committee's *inquiry into the current state of Australia's general aviation industry, with particular reference to aviation in rural, regional and remote Australia*.

LiveAir is the exports of livestock by air industry body, representing livestock exporters, crate manufacturers, transporters, export depots and specialist freight forwarders involved in the export of livestock by air freight globally from Australia. LiveAir is a member of the Australian Livestock Exporters' Council, providing technical guidance specific to air freight issues.

The exports of livestock by air industry (the industry) delivers 250-300 individual consignments by air freight from Australia per year of goats, sheep, cattle (beef & dairy), buffalo, camels, deer, and alpacas around the world, contributing \$75-\$100m AUD per year to the Australian economy. The industry relies on and supports rural and regional communities of Australia through sourcing livestock, utilisation of isolation/ quarantine facilities and supporting a broad range of employment opportunities in these areas to allow quality Australian livestock to be exported by air.

Unfortunately, the industry is currently experiencing unprecedented restrictions to the availability and accessibility of aircraft routes. If not addressed, this issue will significantly impact the industry's viability and therefore the benefits it provides rural and regional communities.

Examples of aircraft routes that are inhibiting the export of livestock by air freight from Australia include:

1. Approved ports – currently all aircraft travelling to China must travel back into China via an approved port, increasing the number of stops/legs and therefore costs. For example, instead of travelling to Zhengzhou (CGO) then directly to Shanghai Pudong (PVG), the aircraft must travel back via Bangkok, Kuala Lumpur, Singapore or Hong Kong (approved ports) before regaining the agreed trade route. Japan routes are similarly affected with approved carriers having to re-route back to Australia or Singapore before regaining agreed flying right trade routes.
2. Reloading cargo – Some ports exported to, such as Jakarta and Surabaya currently, prohibit the loading of cargo from those ports. This means aircraft must leave these ports without charter (empty), increasing inefficiencies and therefore cost.
3. Inbound – we have seen pre COVID issues with slots e.g. In Sydney, new carriers could not enter. Other ports are allowing slots currently however a more structured plan on slot and carrier approval to allow livestock exports would result in more aircrafts considering Australian trade.
4. Domestic Cabotage rights – Currently, exporters must apply for allowance by other carriers to carry, for example, a load Sydney, Perth and then collect a charter load of animals. These impediments are unnecessary restrictions on trade and must be reduced.
5. Landing rights – Exporters have numerous issues with landing, parking, slot approvals, particularly in China via the Civil Aviation Administration of China (CAAC), that cause open ended risk to the exporter /airline.

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LiveAir would welcome the Senate Committee's consideration on how these issues affect the viability of the industry under the following terms of reference:

- b. the immediate and long-term social and economic impacts on small businesses, agricultural operations and individuals across regional, rural and remote Australia
- d. any related matters.

We also welcome engagement with Australian Government agencies to address this concern.

Yours sincerely

Simon Jackson
LiveAir Chairman