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Sent: Thursday, 14 March 2013 2:27 p.m.
To: regulation.branch
Cc: Ruth Nichols
Subject: Commerce Commission Questions from Conferenc
Importance: High

Hello

Please find attached the response from the Air Cargo Council concerning questions raised at the recent Auckland Airport Conference.

Kind Regards
Wayne

Does the New Zealand Air Cargo Council consider that the proposed review by Auckland Airport will address their current concerns and why? Does the Council have an idea of how much it would cost to secure access if access was to be secured at the current time and would air cargo operators be willing to pay the cost of doing so?

The main concern of the ACC is the lack of a secure route for transportation of Air Cargo to Checkpoint Charlie. The Council does not know the costs of securing this route and it is doubtful that our members would be willing to pay for this given that airlines spend thousands of dollars annually to cover security costs to meet current CAA Obligations. Security of cargo has been an issue for a long period of time and our members note that the airport chose to move checkpoint Charlie from its original location, (opposite the current Police Station) to its current location closer to the airfield, when AOC and cargo terminals were urging that the move be in the opposite direction to the intersection of George Bolt Dr and Cyril Kay Rd.

This was denied by the airport, and subsequent requests have also been denied on the basis that the passenger walkway between terminals would be made much longer. Cargo operators are of the view that security needs to take priority over passenger convenience in this situation. At present Auckland Airport does not provide this, and cargo operators have had to employ security staff, and install security cameras to monitor movement of cargo from cargo terminals to the airfield. The Council also observes that it would be a common sense decision to include the fuel farm in the secure area for very obvious reasons.

Please provide us with some specific examples of where the Council considers that Auckland Airport has not innovated appropriately or has not been receptive to innovations by the cargo terminal operators.

The Air Cargo Council can not think of any innovations or enhancements that Auckland Airport has undertaken with regards to Cargo Facilities. It is noted that the CTOs lease their premises from the Airport Company, and innovations or enhancements to these are the responsibility of the individual CTO.

Obviously a secure corridor for air cargo to travel from the CTOs to Checkpoint Charlie has been an issue for some time.

Are there particular innovation concerns around the whole location area as well?

We understand that Auckland Airport is reviewing the location of Cargo Facilities as part of their overall master plan. Secure airside access for the transportation of air cargo should be a key consideration of any future plans for the cargo precinct.

It is noted that the building now called Cargo Central is accommodating non-cargo activities, some of which create serious congestion - an example being a Rental Car Company. The rentals sought by Auckland Airport are so high as to deter smaller freight forwarders an opportunity to operate where they want to be. Rental rates on all cargo buildings are exorbitant, unfortunately some functions cannot be performed from elsewhere.

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