

6 April 2023

The Hon. Anthony Albanese MP  
Prime Minister of Australia  
Parliament House  
PO Box 6022, Canberra ACT 2600

Via email: [phoebe.drake@pm.gov.au](mailto:phoebe.drake@pm.gov.au)

CC:

The Hon. Catherine King MP (Minister for Infrastructure, Transport, Regional Development)  
Senator the Hon. Don Farrell (Minister for Trade and Tourism)

### **Review of Sydney Airport's demand management scheme**

Dear Prime Minister,

Freight & Trade Alliance (FTA) and the Australian Peak Shippers Association (APSA) provide a holistic voice for the Australian freight logistics and international trade sectors, with an objective of establishing a global benchmark of efficiency in Australian logistics activities, as well as increasing profitability and business sustainability for Australian exporters, importers, and trade service providers.

As such, FTA supports reform of Sydney Airport's scheme that would help create more international capacity into Sydney Airport. This would demonstrably benefit our members and the broader freight and logistics sector through the creation of vital air freight capacity, noting 80% of international air cargo is transported in the belly of passenger planes.

Sydney Airport plays a central role in Australia's international air freight task due to the fact it acts as the primary gateway to Australia, accounting for 40% of all international passengers arriving in Australia. In turn, 45% of all air freight is moved through Sydney at a total of 530,000 tonnes pre-COVID worth \$53 billion.

At a briefing to major freight forwarding businesses on 4 April 2023, Sydney Airport representatives advised that the complex layers of its existing demand management scheme are impacting productivity and efficiency, preventing the limit of 80 flights per hour being achieved. As it stands the airport only ever facilitates around 73 flights per hour in peak times, leaving an opportunity for modest capacity growth within the existing curfew and hourly movement cap.

As outlined in the NSW Freight and Ports Plan, Sydney and NSW's freight task is predicted to grow 28% and 50% respectively through to 2036, however, without increased capacity, demand will outstrip supply making Australia less internationally competitive. Given that Sydney Airport will be the base for most international airlines for the foreseeable future, FTA sees merit in reform to its operating rules that could see the creation of important additional international air cargo capacity.

FTA looks forward to an opportunity to engage with you and your government on this and other vital supply chain reforms.



**Paul Zalai**

Director and Co-Founder | Freight & Trade Alliance (FTA)  
Secretariat | Australian Peak Shippers Association (APSA)  
Director | Global Shippers Forum (GSF)