



SUBMISSION

Draft Economic Impact Statement and Draft Airport Plan Western Sydney Airport

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Western Sydney Airport – draft EIS & plan

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About the author

The Australian Tourism Export Council (ATEC) is the peak industry body representing the thousands of companies throughout Australia that provide tourism services to foreign visitors.

Our core functions are to:

- Represent the collective views of our membership to governments and other external stakeholders;
- Provide business-to-business opportunities for our members;
- Provide business development advice, opportunity and support to our members;
- Foster and promote excellence in service delivery and business best practice management;
- Liaise with industry and government to facilitate cohesion between commercial imperatives and policy development.
- Raise the profile of the tourism export sector to the broader community.

Foreword

ATEC welcomes this opportunity to comment on the proposed Western Sydney Airport draft EIS and airport plan.

The tourism industry is proud of its contribution to the Australian economy. With international expenditure now pegged at \$34.8 billion¹, it is clear that tourism is the single largest sectoral contributor, with clear increases in expenditure from key markets. Whilst Australia's export earnings from tourism is growing, we must ensure we keep pace with our competitors to maintain our proportion of the growing international travel market. Other competing destinations are investing and innovating in aviation policy, passenger access and processing, and it is critical that Australia takes a leading position to protect our growth opportunity.

Aviation is the mainstay of the tourism export industry. We cannot continue to grow international visitation from any market without progressive, relevant and commercially sustainable aviation policy. Likewise, we must ensure aviation policy is innovative and caters for future growth with a minimum impact on environmental or residential factors.

Sydney's aviation needs are growing rapidly. ATEC has long-supported the development of further aviation infrastructure to cater for both our current international and domestic traffic, as well as pipeline and growing traffic – particularly as we see unprecedented passenger movement from markets such as China and India – not to mention our traditional western markets which continue to grow year on year.

A second Sydney airport will be a critical factor in servicing the traveller, but also for the creation of jobs, secondary transport infrastructure and commercial development for Western Sydney. However, it is important to recognise the enormous contribution that Sydney Kingsford Smith Airport currently makes, and will continue to make to the economies of Sydney, NSW and Australia.

ATEC is of the view that the draft EIS, whilst comprehensive, should acknowledge that the second airport should not impact negatively on the operations at Sydney Kingsford Smith Airport.

Discussion

Sydney Kingsford Smith Airport plays a vitally important economic role in the Sydney and NSW. In 2015, a Deloitte study found in 2015 that Sydney Kingsford Smith Airport:

- Generates 307,000 jobs – including over 29,000 people working at 800 businesses across the airport
- Contributes \$30.8 billion a year or 6.4% of NSW economy
- The contribution is forecast to increase to \$54 billion and the number of jobs supported to 507,000 by 2034

Sydney Kingsford Smith Airport's economic contribution and these jobs need to be protected. Given Western Sydney Airport and Sydney Kingsford Smith Airport will interact with each other as both grow over time, it is not clear in the draft EIS how Sydney Kingsford Smith Airport's economic contribution and jobs will be protected, particularly in the long term. The interaction between the proposed Western Sydney Airport and Sydney Kingsford Smith Airport therefore needs to be better explained in the final EIS. This is important in the short term when Western Sydney Airport is operating with a single runway. However, it's also important in the medium to long term, when Western Sydney Airport will be operating with parallel runways.

ATEC is also opposed to any changes to the movement cap at Sydney Kingsford Smith Airport. This would cause significant damage to the Sydney economy and the broader tourism industry and cost hundreds of thousands of jobs.

The proposed Western Sydney Airport has always been planned to operate on a 24 hour basis. The EIS should make it clear that operations at Western Sydney Airport should be optimised through 24 hour operations (i.e. no curfew). Allowing Western Sydney Airport to operate 24 hours a day will optimise its operational capability and significantly boost Sydney as a destination for international airlines, significantly strengthening Western Sydney Airport's economic potential and creating more jobs in western and south-western Sydney than would otherwise be the case.

To allow Western Sydney Airport to reach its maximum capacity over the longer term, land and airspace around the airport site needs to be protected from inappropriate development. This can be achieved by ensuring the National Airport

¹ International Visitor Arrivals, Tourism Research Australia September 2015

Safeguarding Framework (NASF) is implemented in areas around the new airport.

It will be particularly important to ensure that the airspace around Western Sydney Airport is protected to allow for the future development of its second runway.

ATEC also supports the development of appropriate transport infrastructure to and around the proposed Western Sydney Airport. It is vital that the airport is supported by proper transport links, both for passenger facilitation, airport efficiency and employment opportunities for Western Sydney. To attract the industries that will create the jobs of the future in Western Sydney, we need to ensure the airport is properly served by supportive infrastructure, including roads, fibre optic broadband technology and, critically, a link to Sydney's passenger rail system. This exclusion will short-change Sydney by limiting the potential for the establishment of new businesses and jobs around the airport.

ATEC welcomes the draft EIS and airport plan and encourages government to ensure that the development of Sydney's second airport remains a **growth strategy**: the Western Sydney Airport must operate in harmony with our existing aviation infrastructure to allow for sustainable growth, rather than a transfer of economic activity and employment from one hub to another.

We thank you for the opportunity to make a submission.

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