



17 April 2012

Mr Stephen Palethorpe
Committee Secretary
Senate Rural and Regional Affairs and Transport Legislation Committee
PO Box 6100
Parliament House
Canberra ACT 2600
Australia

Dear Mr Palethorpe

Inquiry into the Aviation Transport Security Amendment (Screening) Bill 2012

The Australian Airports Association (AAA) is a non-profit organisation founded in 1982 which represents the interests of over 185 airports Australia-wide, from local country community landing strips to major international gateway airports. There are a further 85 corporate members representing aviation stakeholder companies and organisations providing goods and services to airports.

The Charter of the AAA is to facilitate co-operation among all member airports and their many and varied partners in Australian aviation, whilst maintaining an air transport system that is safe, secure, environmentally responsible and efficient for the benefit of all Australians.

The AAA would like to thank you for your letter dated 8 March 2012 to Mr Stephen Goodwin regarding the Aviation Transport Security Amendment (Screening) Bill 2012 (the Bill). The AAA and its members noted the contents of the Bill and are supportive in general of the amendments envisioned to the Aviation Transport Act 2004 and the Regulations.

Should the Bill not be passed, the AAA would be obliged to seek changes to the current frisk search guidance that ensured that frisk searches were more thorough in order to ensure the same outcome were achieved. Such a move would need to be supported by a higher level of training to ensure national consistency across all screening authorities.

If this proposed amendment Bill was unsuccessful and the frisk search was not improved then we would be diluting the security outcome being delivered by the technology and encouraging more people to take the frisk search alternative.

On behalf of its members the AAA would like to offer the following comments regarding its content and implementation.

Implications of the Bill on infrastructure

In the main, Airports represent large investments in functional infrastructure. Changes in processes and procedures, hardware and function impact on the infrastructure in use. The AAA and its members are concerned that the implication of the changes in operating procedure and hardware has not been considered at each location. In addition to the cost of machinery, knock-on effects that the Bill may have on airports are not considered. The AAA requests that government consult with each impacted Airport prior to accepting the Bill in order to understand the implications of the Bill formally.

Implications of the Bill in costs

The AAA notes the funds that have been set aside to support the introduction of the Bill. It is uncertain if this amount will be sufficient to cover the cost of the implementation of the Bill fully. The costs of implementing some of the provisions of the Bill include more than merely purchasing the relevant machinery. The full cost of implementing the Bill will differ from one Airport to another based on physical space and services available in those locations amongst other factors. Keeping Australians safe is a Commonwealth responsibility. The AAA requests that funding be set aside to assist all Airports with the implementation of the Bill to the extent that costs are incurred at that particular location.

If you have any further questions on the above, please contact Salomon Kloppers at the AAA on 02 6230 1110 or at SKloppers@airports.asn.au

Regards

Caroline Wilkie
Executive Director
Australian Airports Association