

# Alternate Dwellings

Designs with a Difference

Pty. Ltd.

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## **SUBMISSION TO:**

**The Secretary,  
Standing Committee on Transport and Regional Services,  
Parliament House,  
Canberra, ACT, 2600**

**THE ADEQUACY OF COMMERCIAL AIR SERVICES IN REGIONAL AND RURAL  
AUSTRALIA**

**This submission is in respect of a commercial air service between Gippsland,  
Victoria, and Sydney, NSW, via Albury, NSW.**

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This company is a manufacturer and builder of kit homes throughout Victoria and New South Wales. At present time we have projects under way at Bright, and in the north-east of Victoria, as well as projects in Sydney and its surrounds. These contracts are supervised by a member of staff from this company. If there was an air service to Albury, we could fly there, hire a car, supervise the work and return the same day. At present time the travel time alone is 12-14 hours. For us to drive to Tullamarine airport and fly to Sydney, necessitates an extra traveling time of 4 hours.

There are two major factors underlying the need for an air transport link between Gippsland and Sydney, via Albury:

- 1. The concentration of industry in the LaTrobe Valley**
- 2. The relative isolation of people in East Gippsland, from Sale to the NSW border, with accompanying lack of access to air services.**

## **LATROBE VALLEY**

The major concentration of electricity generation facilities in LaTrobe Valley which produces in excess of 80% of Victoria's electricity is well known. There is now an electricity grid arrangement between Victoria and NSW.

As a result of electricity generation in the LaTrobe Valley, there has developed a related network of secondary industry in towns such as Traralgon and Morwell. The combined population of these two Valley towns is approximately 40,000.

For industry representatives, and the community in general, to gain access to air travel it is currently necessary to travel to Tullamarine airport on the other side of Melbourne, involving travel time of approximately 2½ hours.

If there were a commercial air link between LaTrobe Valley and Sydney, it would be possible to fly to Sydney in less time than it takes to drive to Tullamarine airport.

A stop at Albury to set down and pick up passengers would add to the viability of such a service. There are historically strong business and family links between Gippsland, Albury and North-East Victoria. Past experience has shown that to include Albury as a stopping point between LaTrobe Valley and Sydney is popular with many people.

### **CONCLUSION**

It is understood that an air link between LaTrobe Valley and Sydney via Albury would have to be commercially viable. In the past there has been such a service available on most days of the week. If economic considerations indicated that a service, which operated on, say, three days each week could be viable and profitable, such a service would be of immeasurable value for ourselves and others with similar commercial interests.

It is suggested that the Committee give consideration to the desirability of introducing a commercial air link between LaTrobe Valley and Sydney, via Albury, on three days each week, to enable industry, business and the community to have access to a much more direct air link northwards. The existing availability of commercial flights from Tullamarine only is of great inconvenience to those who need to travel to Albury and Sydney, as it is for those travelling to Gippsland from Sydney, Albury and other places.

Submitted by:

Glenn Brooks  
Managing Director  
Alternate Dwellings Pty. Ltd.

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