

COMMERCIAL NEWS

AIR FRANCE AND AIRBUS UNDERTAKE COMMERCIAL FLIGHT ON COOKING OIL

Air France and Airbus have completed what they claim is the world's greenest commercial flight by combining the latest fuel and air traffic management technologies. The flight from Toulouse-Blagnac to Paris-Orly using an Airbus A321 has been able to demonstrate the cutting in half of CO₂ emitted compared to a regular flight.

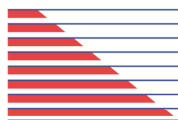
The AF6129 commercial flight combined for the first time the use of biofuels (50 per cent in each engine), optimised air traffic management (ATM) and efficient Continuous Descent Approach (CDA) to minimise CO₂ emissions.

Combining these technologies helped halve the overall CO₂ emissions to 54 grams per passenger-kilometre. This is equivalent to a fuel efficiency of 2.2 litres of fuel per passenger per 100 kilometres.

Biofuel is one solution for reducing overall CO₂ emissions. Airbus' alternative fuel strategy is to speed up its commercialisation through sustainable biofuel value chains. Thanks to several test flights and collaboration with the fuels standards bodies (ASTM and DefStan), today the use of 50 per cent biofuel blends are authorised in commercial flights.

A more efficient ATM system could also help reduce the amount of fuel burned by aircraft and therefore the CO₂ emitted. Airbus strongly supports the streamlining of ATM and has launched a new subsidiary company, called 'Airbus ProSky', dedicated to the development and support of modern air traffic management (ATM) systems to achieve the highest operational efficiencies with more direct routings resulting in around 10 percent less aircraft fuel consumption, as well as significant reductions in CO₂ and noise emissions.

CDA is becoming more widespread as a way to reduce fuel burn. During a CDA procedure, the aircraft descends continuously, avoiding level flight prior to the final approach and requires significantly less engine thrust and therefore less fuel burn.



GALILEO FINALLY SEES OUTER SPACE

Two satellites of the European Union's global navigation satellite system, Galileo, are now in space. Galileo's constellation of satellites is Europe's attempt to end its reliance on the US global positioning system (GPS), the basis for many navigation tools, including nearly all maritime electronic navigation.

Both GPS and Russia's GNSS, or Glonass, are primarily military tools and therefore come with no guarantee of unbroken service or continuous accuracy. As well as providing a number of commercial services, Galileo will contribute to the International Satellite System for Search and Rescue, which detects distress beacon signals and relays them to emergency services.

The idea of a single European satellite system began at the start of the millennium, and in 2008 the European Parliament freed up €3bn-€4bn (\$4.1bn-\$5.5bn) for Galileo and a European geostationary navigation overlay service. The total cost of the project, however, is forecast to escalate to more than \$20bn once all the satellites are in orbit.

The date for the full constellation to be in service has drifted back from 2012 to possibly 2019 while the first two units will be subject to in-orbit evaluation before the next instalment is launched. Galileo will be used for a wide variety of purposes, including maritime, aviation, military, public and other uses.

The first two Galileo satellites were launched from French Guiana on Friday on board a Russian Soyuz rocket. China, meanwhile, has its Compass system. This summer it launched the ninth of 20 satellites that will eventually wean Chinese aviation and ships off the GPS.

TRANSPORT MINISTERS GREEN LIGHT SINGLE REGULATOR

State transport ministers have now agreed to approve legislation which would make the Australian Maritime and Safety Authority (AMSA) the sole national maritime regulator.

A unanimous agreement was reached late last week by the ministers to approve three new bills: the National Maritime Law Bill, the Rail Safety National Law Bill and the Heavy Vehicle National Law Bill.

This will reduce the number of transport regulators across Australia from 23 to 3, federal minister for transport and infrastructure Anthony Albanese has announced. If the National Maritime Law Bill passes through parliament in 2012, the new laws will begin operating from January 2013.

They would make the Australian Maritime and Safety Authority (AMSA) the national maritime regulator, replacing seven state and territory regulators and 50 pieces of maritime legislation, according to Mr Albanese. Mr Albanese spoke further on the reforms at Tuesday's Infrastructure Australia conference in Sydney, saying "last Friday was a historic day for the transport sector."

"This is the most important microeconomic transport reform in our history," he said. "It signals the end to mounds of unnecessary red tape and costs, and will remove a massive bureaucratic load."

COMMERCIAL NEWS (cont.)

INFRASTRUCTURE ONUS IS ON PRIVATE ENTERPRISE

Government investment alone will not deliver the infrastructure solutions Australia needs, according to the minister for transport and infrastructure Anthony Albanese.

Private investment is required to continue Australia's infrastructure growth, says the minister. Mr Albanese delivered the opening address at Infrastructure Australia's "Financing Infrastructure: Meeting the Challenge" conference yesterday in Sydney.

He outlined the steps Infrastructure Australia is taking in an effort to improve the investment environment for major projects.

Several reforms were made in the 2011/12 Commonwealth Budget, he said, which directly addressed concerns raised by past potential infrastructure investors. These reforms included tax adjustments, as well as the announcement of a National Infrastructure Construction Schedule.

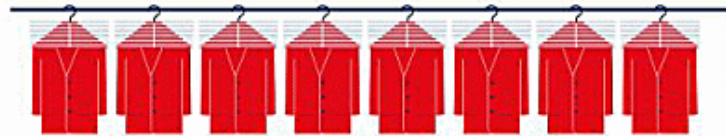
"I would have thought that should have happened in the first 111 years since Federation, but it hasn't," Mr Albanese said. He said the schedule will provide potential investors with detailed information on upcoming infrastructure projects "across all levels of government."

This would aim to indicate "the potential for private sector participation" in each. Infrastructure Australia is also looking into more accurate methods of judging investment risk, he said.

"Over-optimistic forecasts in the past have not helped investor confidence."

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- ◆ Effective and Efficient Sortation
- ◆ Reliable Performance
- ◆ Better and more Cost Effective Space Utilisation

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WORLD HOLIDAYS

<u>USA</u>		<u>CANADA</u>	
Dec 26	Christmas Day Holiday	Dec 26	Boxing Day
		Dec 27	Christmas Day Holiday
<u>ITALY</u>		<u>AUSTRALIA</u>	
Dec 8	Immaculate Conception	Dec 26	Christmas Day Holiday
Dec 26	St Stephen's Day	Dec 27	Boxing Day Holiday
<u>UK</u>		<u>NEW ZEALAND</u>	
Dec 26	Boxing Day	Dec 26	Boxing Day
Dec 27	Christmas Day Holiday	Dec 27	Christmas Day Holiday
<u>HONG KONG</u>			
Dec 26-27	Christmas Day Holidays		

STAFF MILESTONES

DECEMBER 2011

MELBOURNE

Bradley Alger 3 years

Freda Wight 6 years

SYDNEY

Romka Barczynski 12 years

Goranko Djukic 4 years

Bin Zhan 8 years

JANUARY 2012

MELBOURNE

Brendon Alger 4 years

Janine Courtney 4 years

Kirsty Delaney 3 years

Raff Ferraro 19 years

Reilko Georgiardinis 6 years

Adrian Lewis 9 years

Lino Lidestri 5 years

Belinda Morgan 15 years