

## EQUINE INFLUENZA INQUIRY

### STATEMENT OF ANDREW FRANCESCO BAUDILLE

I, **ANDREW FRANCESCO BAUDILLE** of 5 Clarence Street, Belfield NSW 2191, say -

1. I am employed by Aero-Care Flight Support Pty Ltd (**Aero-Care**) as an aircraft handler. I have been employed on a casual basis for approximately 1 year and 8 months.
2. Aero-Care provides ground handling services at Sydney Kingsford-Smith Airport (**SKSA**). I understand that Aero-Care has contracts with Sydney Airport Corporation Limited (**SACL**) and some of the major airlines that operate from SKSA. Aero-Care has offices at the domestic and international terminals.
3. Aero-care provides a number of services at SKSA including freight handling, airside and landside services and guest services. Aero-Care also operates the Livestock Transfer Facility (**LTF**) for SACL. As I understand it, the services that Aero-Care provides at the LTF are limited to opening and closing the gates during a live animal transfer of livestock and cleaning the facility.
4. The Aero-Care manager at SKSA is Darren McInerney. There is a team of about 10 supervisors. I work 3 hour shifts on a roster that is circulated 2-3 weeks in advance. Usually, I am allocated duties for the day at the start of my shift. I am not assigned to one particular team. I work with a different team under a different supervisor each shift. I am not responsible for supervising others.
5. I have worked at the LTF on approximately 15-20 occasions on both inbound and outbound transfers of live horses. I understand that SACL completes an Aero-Care Booking Request prior to the arrival of an aircraft carrying live horses. Aero-Care is notified about the flight details, the number of horses and the name of the importer. If there are more than 10 horses arriving on a flight, 2 Aero-Care employees are assigned to the LTF. However, usually only one Aero-Care person will be present during a live animal transfer.
6. On the first occasion that I worked at the LTF, I was accompanied by an Aero-Care trainer. I was trained in Aero-Care procedures for operations at the LTF. For example, I

was told about procedures for opening and closing the gates and shown how to clean the facility.

7. I have been shown the Aero-Care procedures manual called 'Sydney Livestock Transfer Facility', dated 12 August 2004. There is a copy of this document in a folder in the Aero-Care office. I understand that this document sets out the procedure for operations at the LTF. I recall scanning this document when I started at Aero-Care and I was aware of its content in August 2007.
8. I have been shown a copy of a Booking Request, dated 1 August 2007, for a consignment of 3 horses on flight number QF7558/02 on 3 August 2007. I am recorded as rostered to work on that flight. As I have said, I have worked at the LTF on many occasions. I have no specific recollection of working at the LTF on that day. Nor can I recall the last time I worked at the LTF. I can recall in general terms the process by which horses are transferred through the LTF and the duties that I am required to perform.
9. If I am rostered on at the LTF, I collect the keys to the facility from the Aero-Care office. I arrive at the LTF about 1-1.5 hours before the aircraft's estimated arrival time. I have to arrive first to let the horse transport vehicles through the gates. When I arrive at the LTF, I check that the unloading area is clean and tidy. I also unlock the small demountable Aero-Care office at the northern end of the LTF. I radio Gate 27, located landside behind the airport cargo terminal, where the transport vehicles are waiting. The transport vehicles are then escorted to the LTF by airport security. On one occasion, I escorted the transport vehicles from Gate 27 to the LTF myself because it was very early in the morning and no one else was around.
10. There are 3 gates at the LTF. I am not allowed to leave any gate opened and unmanned. This means that if I am the only person rostered on, only one gate can be opened at one time.
11. I usually let the transport vehicles in first through the northern gate adjacent to Qantas Drive. I recall the drivers sometimes being given overalls by AQIS but there is not always enough to go around.
12. I also let in people from the importers. They have Aviation Security Identification Cards (ASIC) and often arrive in private vehicles. I know their faces but I cannot recall their names. I cannot recall the importers ever wearing protective clothing such as overalls.

The only people I ever saw wearing overalls were the truck drivers which Yan Heesong (Yan) gave to them.

13. About 3 or 4 months ago, and before August 2007, I recall seeing a film crew at a transfer of live horses through LTF but I cannot recall the specifics of what happened.
14. I also let in an AQIS officer, usually through the western gate adjacent to the old Qantas Mail Handling Unit, about ½ an hour before an arrival of live horses. On most occasions that I have worked at the LTF, the AQIS officer has been Yan, who I now understand is a vet. Yan has papers and checks the horses as they are unloaded from the horse stalls and led to the waiting transport vehicles. Yan seals the truck and I open the western gate through which it departs.
15. I also open and close the southern gate, nearby the airport cargo terminal side, to allow the empty horse stalls to depart. I understand that these are taken to the Container Make-up Area. I have no involvement in the cleaning of the horse stalls. Nor do I touch the horses at any stage during a transfer.
16. During live animal transfers, I am very busy opening gates and clearing away waste from the unloading area while waiting for the next horse stalls to arrive. However, I cannot recall ever seeing any other AQIS officers in the LTF other than the vet who checks the horses. I have noticed baggage in the LTF but I have never seen AQIS officers carrying out inspections. I assume that the any baggage is inspected on the aircraft. I have never seen AQIS officers set up a cleaning station with buckets and brushes or cleaning shoes and equipment.
17. After all the transport vehicles have departed, I have to clean up the facility. The process for imports is that I sweep away any waste from the unloading area and place it in the lined yellow bins. I understand that a waste management company is responsible for emptying the bins. I use a high pressure hose to rinse the unloading area. There is no drain in the LTF and I have noticed the water draining out under the fence of the facility. Occasionally I also sanitise the unloading area with disinfectant following an import even though I am not required to do so.
18. The process for exports is slightly different because the horses are kept in the permanent stables prior to departure. I have to clean the walls and floors of the stables with disinfectant sprayed from a pump pack.

19. I am the last one to leave the LTF following a live animal transfer. I lock the gate and return the keys to the Aero-Care office. I complete an Aero-Care form that sets out the details of the transfer including the number of horses.

DATED: 6<sup>th</sup> NOVEMBER 2007.



ANDREW FRANCESCO BAUDILLE