

**Submission  
No 33**

**CRITICAL TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN  
SYDNEY INTERNATIONAL AIRPORT AND WESTERN SYDNEY  
AEROTROPOLIS**

**Organisation:** The Qantas Group

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## **CRITICAL TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN SYDNEY INTERNATIONAL AIRPORT AND WESTERN SYDNEY AEROTROPOLIS**

Qantas Airways Limited (the **Qantas Group**) welcomes the opportunity to make a submission to the Legislative Assembly Committee on Transport and Infrastructure regarding the inquiry into critical transport infrastructure supporting Western Sydney International Airport (**WSI**).

WSI is a critical part of Australia's national infrastructure and represents a significant opportunity for New South Wales. The Qantas Group welcomes the significant pipeline of investment into infrastructure associated with the development of the Western Sydney Aerotropolis, including the construction of the Sydney Metro, and major arterial roads such as the M12 to connect the precinct with the broader region.

In June 2023, the Qantas Group announced plans to operate up to 15 narrowbody aircraft from WSI within the first year, flying domestic routes such as Melbourne, Brisbane, and the Gold Coast. Around four million passengers are expected to be carried per year, representing up to 700 additional operational jobs in the Qantas Group's first year of operation at WSI.<sup>1</sup> Many of these employees are likely to reside in West and Southwestern Sydney.

### **Affordable and convenient public transport: Learning from Kingsford Smith Airport (KSA)**

Convenient and affordable transport connections to and from WSI underpin the future success of the airport and the Western Sydney Aerotropolis.

In the Committee's consideration of transport infrastructure options, funding, integration and reducing road usage around WSI and surrounding regions, consideration should be given to ensuring public transport is attractive to commuters financially and from a convenience point of view. Affordable public transportation, including no station access fees, regular and reliable train services and an integrated bus network will encourage use of public transport and reduce road congestion and carbon emissions.

In February 2014, the Report of the General Purpose Standing Committee's inquiry into the removal or reduction of station access fees at KSA (the **Report**) identified that in the years following the opening

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<sup>1</sup> WSI Media Release, ['National carrier to land in Western Sydney'](#) (8 June 2023).



of the Airport Link for KSA in 2000, public transportation only had a 15-20 per cent mode share of all transport into and out of the airport. This figure is low in comparison to global international airports.<sup>2</sup>

The Report identified that a key cause of the low take up of public transportation related to the lack of suitable and direct bus services, and the excessive cost of the station access fee at both the Domestic and International terminal stations. Additionally, despite the increase in transportation options through the opening of Airport Link, the roads around KSA remained congested requiring significant government investment to improve road connectivity to reduce congestion.

There are more than 30,000 workers employed at the KSA precinct, of which over 7,000 are employees of the Qantas Group. It is estimated that less than 10 per cent of workers at KSA commute by train and other modes of public transport. Feedback from Qantas Group employees indicates that the cost of public transport, and in particular the station access fee applicable for the Domestic and International terminal stations at KSA, deter patronage. The removal of the station access fees at Green Square and Mascot stations in 2011 saw a significant increase in patronage.<sup>3</sup>

With the number of workers and passengers commuting to and from WSI to grow over time, the Qantas Group believes it is important to learn from the experience at KSA to avoid the barriers workers and passengers to and from KSA currently experience. To establish sustainable transport habits, it is important to address these issues from the outset rather than seeking to unwind these in future. Consideration should also be given to addressing these issues at KSA.

While public transport options are critical, it is also important barriers such as fees or tolls on road are minimised wherever possible.

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<sup>2</sup> Final Report, 'Removing or reducing station access fees at Sydney Airport', General Purpose Standing Committee No. 3 (28 February 2014), p.18.

<sup>3</sup> As above.