

**Submission
No 5**

**INQUIRY INTO REMOVING OR REDUCING STATION
ACCESS FEES AT SYDNEY AIRPORT**

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It is a crazy that the airport train costs more than a taxi for 2 or more people to get to the city. The train should be cheaper for at least 4 people than catching a taxi to encourage greater use (say, no more than \$35 divided by 4 = \$8.75 each way to the CBD). The obvious benefits being a reduction in road traffic and also excessive congestion at the airport terminal kerbside for drop offs and pick ups.

Currently this is exacerbated by the fact it is cheaper to drive and park short term than catch the train for multiple occupants when meeting visitors at the airport or dropping off friends or family for a flight. That creates a 2 way road trip adding to further congestion on the roads.

Having just returned from a month in Italy and Spain I was interested to note that the airport trains for travelling much longer distances were on average in the region of 3-5 Euros to get to the city (and often that was on dedicated airport trains, not just suburban trains stopping at the airport).

It is also important to maintain the frequency of services (say no more than 10 minutes between trains off peak during airport operating hours) to avoid potential patrons deliberately avoiding using the train due to platform and carriage congestion when there is a long wait between services (as often happens on the Brisbane airport train with half hourly services) - especially as the Sydney airport train is a normal suburban service as well.

It would also create a real alternative to the cost of car parking at the airport which currently is very expensive but which can get away with it due to the high cost of the current station access fees making public transport not a viable option. Some competition for this natural monopoly in the form of more affordable public transport may help to drive down parking prices.

Reducing station access fees to more realistic and competitive levels would enhance Sydney's reputation as a tourist destination and help to resolve some of the excessive road congestion which currently plagues Sydney Airport (Domestic and International). We spent so much building this major infrastructure prior to the 2000 Olympic, and now it is grossly underutilised. Encouraging greater patronage with reduced access fees could possibly increase overall revenue collection to the State.