

**Submission
No 19**

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

Name: Mr Graham Hoskin

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The Director
General Purpose Standing Committee no.3
PARLIAMENT HOUSE
Macquarie St.,
SYDNEY. 2000.

Submission- Inquiry into Removing or Reducing Station Access Fees at Sydney Airport

Dear sir/madam,

Please consider this submission on the Gatepass fees at the two Airport Railway Stations.

I believe the Access Fees (Gatepasses) should either be scrapped completely or reduced to a lower and fairer price, perhaps in line with the smaller gatepasses which used to be charged at the other two Airport Line stations at Mascot and Green Square. These fees were an inconvenience but not nearly as expensive as the Airport Gatepasses.

I have used the two Airport Stations for the following reasons:

1. My own flights.
2. Farewelling relatives and friends at the Airport and using Airport facilities like cafes, bookshops ec.
3. Most importantly as an occasional employee engaged in casual work, that is at stocktaking at the Duty Free International Airport Stores. This work was performed in the curfew hours when customers were not present and lasted either the whole night, or for shorter stocktakes, part of it. The two stocktaking companies I worked for were ASSS and Momentum Consulting.

I believe the Station Access Fees should be abolished or greatly reduced for the following reasons:

1. The fees have already been in place for too long, considering the Airport Stations were opened in 2000 shortly before the Sydney Olympics.
2. The fees discourage use of the railway stations, and especially for single visits are counter-productive and greatly encourage visitors to use other means, including taxis, but especially private cars to access the Airport.

3. This results in unnecessary road congestion. It should be a general policy of the Government to reduce road congestion around the Airport by encouraging passengers and other visitors such as casual workers to use the trains.

4. The fees are particularly unfair in comparison with the cost of road travel from my own area of south-west Sydney by means of the M5 Motorway which is minimal because it is covered by the Cashback system. This makes the railway which feeds directly into the Airport Line uncompetitive and uninviting especially for family travel where multiple gatepasses have to be paid, in contrast with the costs associated with a single private vehicle. This railway should contribute much more heavily towards Airport travel because no change of stations is required. Instead, because of gatepasses on the one hand and the Cashback system for motorists on the other hand, the railway stations are at a severe disadvantage.

5. The gatepass costs fall unfairly on the single trip user. The weekly gatepass is not much higher and represents a more reasonable cost for somebody who is using the Airport frequently, such as the business traveller.

6. For casual workers such as stocktakers at the Duty Free Stores where I worked many times during curfew hours, the gatepass fees were a particular inconvenience. We were working over two days from nighttime one day to the next morning, and because our pay was only moderate, workers went to extreme measures such as walking from and back to Wolli Creek Railway Station to avoid the gatepasses, which otherwise would take a substantial slice out of a night's wages.

7. For most commuters the gatepasses mean multiple tickets, and they do not fit in with the Travelpass system. The Government has correctly shifted towards systems like My Zone where commuters do not have to buy multiple tickets. The Airport gatepasses are part of the heritage of an outmoded system which is inconvenient and discourages usage of public transport.

For these reasons I believe it would be best if the Gatepass system was terminated.

If there are strong financial reasons against complete termination, a decrease in the cost to a level closer to the less expensive gatepasses which were once charged at Mascot and Green Square would be a reasonable compromise arrangement.

At the very least there should be a fairer cost for single gatepasses as against the slightly more expensive but more reasonable weekly gatepasses.

In general the Government should attempt to maximise commuter travel by rail rather than by private transport, and the gatepasses clearly discourage commuters from using the Airport Railway Stations.

Yours faithfully,

Graham Hoskin.