

8 September 2011

Productivity Commission
Melbourne VIC

Economic Regulation of Airport Services — Draft Report August 2011

Dear Sir/Madam,

I wish to respond to the above draft report.

Firstly, the high cost of using the two airport rail stations discourages patronage from airport workers and travellers, and increases traffic congestion and pollution around the airport because it's cheaper to drive. Only 11% of airport users catch the train. (P.267). Airport Link charges an \$11.80 station access fee on top of the City Rail fare, pushing the price of a single ticket from the airport to the City to \$15. The NSW Government needs to change the contract with Airport Link to stop price discrimination against airport workers and increase patronage from travellers.

Secondly, there is only one (1) NSW Government bus service (Bus Route 400) servicing the airport terminals that handle 140,000 people per day. (P.270). The single bus service does not go to the city. The reason for this is restrictions in the Airport Link contract. This is unacceptable for a major Australian airport. The NSW Government needs to change the contract with Airport Link to allow adequate bus services to transit the airport terminals. This will encourage airport workers to leave their car at home and catch public transport, thus reducing traffic congestion and pollution around the airport.

Please contact me if you need more information,

Regards

Anthony Horneman