



Maximum Opal Fares 2025-2028

Final Determination

October 2024

Transport >>

Acknowledgment of Country

IPART acknowledges the Traditional Custodians of the lands where we work and live. We pay respect to Elders both past and present.

We recognise the unique cultural and spiritual relationship and celebrate the contributions of First Nations peoples.

Tribunal Members

The Tribunal members for this review are:

Carmel Donnelly PSM, Chair
Dr Darryl Biggar
Jonathan Coppel
Sharon Henrick

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Part 1 Preliminary

1 Application of this determination

1.1 This determination applies only to Opal Services paid for through Regulated Fares

- (1) This determination determines appropriate maximum fares for Opal Services paid for through Regulated Fares.
- (2) This determination does not preclude a customer being charged more than the applicable Regulated Fare for an Opal Service, provided that the customer:
 - (a) had the option of paying for that Opal Service through a Regulated Fare; and
 - (b) chose to pay for that Opal Service otherwise than through a Regulated Fare.

Note: The intent of clause 1.1(2) is that this determination does not inhibit flexibility in respect of how customers are charged for Opal Services. For example, it is not intended that this determination should prevent a customer buying an entitlement to use Opal Services on the basis that she or he pays more than the applicable Regulated Fare for a Trip during part of a day or week, but less during another part of the day or week. As another example, it is not intended that this determination should prevent a customer from paying for Opal Services by purchasing a pass.

1.2 Commencement and term of this determination

- (1) This determination commences on 1 January 2025.
- (2) Subject to clause 1.2(3), this determination applies from 1 January 2025 until the earlier of:
 - (a) 30 June 2028; and
 - (b) the date on which this determination is revoked or replaced.
- (3) Beyond 30 June 2028, if this determination has not been revoked or replaced, the appropriate maximum fares under this determination are the maximum fares applicable from 1 January 2025 to 30 June 2025 multiplied by CPI_x as applicable to the relevant financial year.

1.3 Exclusion from this determination

Despite any other provision in this determination, this determination does not apply to:

- (1) premium On-Demand Services; or
- (2) On-Demand Services provided on a trial basis during a trial period of up to 2 years.

2 Replacement of previous determination

This determination replaces the 2020 Opal Services Determination.

3 Appropriate maximum fares for Opal Services paid for through Regulated Fares

- (1) The appropriate maximum fares for all Opal Services paid for through Regulated Fares are as set out in Part 3, in circumstances where the Regulated Fare for one or more Opal Services is:
 - (a) calculated otherwise than using the Default Distance Bands; and
 - (b) higher than it would be if Part 2 applied.
- (2) Otherwise, the appropriate maximum fares for all Opal Services paid for through Regulated Fares is as set out in Part 2.

Note: The intent of clause 3 is that this determination does not inhibit flexibility in respect of which set of distance bands are used to charge customers for Opal Services. Part 2 provides for maximum fares where customers are charged using the Default Distance Bands. Part 3 allows for the use of a different set of distance bands by providing for a maximum average fare across all Opal Services. The maximum average fare is consistent with the average fare which IPART estimates would result from the use of the Default Distance Bands.

4 Appropriate maximum fares for service replacement buses

- (1) This clause applies when a Trip that would ordinarily be provided by way of a train, light rail vehicle or ferry is provided, either in full or in part, by a service replacement bus.
- (2) Where this clause applies:
 - (a) the customer is deemed to have taken only the Trip that would ordinarily have been provided; and
 - (b) the appropriate maximum fare is the fare for the Trip that would ordinarily have been provided.

Note: The intention of this clause 4 is to ensure that customers are financially no worse off when an Opal Service is provided, in full or in part, by a service replacement bus.

5 Parts 4, 5 and 6

- (1) Part 4 contains a statement of the reasons why IPART has made a determination that involves setting the methodology for fixing a maximum fare.
- (2) Part 5 contains two maps referred to in this determination.
- (3) Part 6 contains definitions and interpretation provisions used in this determination.

6 Legislative background

6.1 Passenger Transport Act

- (1) Under section 123(1) of the Passenger Transport Act, the Minister may refer to IPART, with the approval of the Minister administering the IPART Act, all or any of the services provided by one or more public passenger services for determination of, or a recommendation as to:
 - (a) appropriate maximum fares for the service or services;

-
- (b) appropriate maximum fares for specified fares or classes of fares for the service or services.
 - (2) Under section 124(1) of the Passenger Transport Act, IPART is to conduct investigations and report to the Minister on the appropriate maximum fares if a referral is made under section 123(1).
 - (3) The Minister, with the approval of the Minister administering the IPART Act, tasked IPART to investigate and report on the determination of appropriate maximum fares for Opal Services until 30 June 2028.
 - (4) In making this determination, IPART has had regard to a broad range of matters, including the matters:
 - (a) specified by the Minister in the referral pursuant to section 123(2)(b) of the Passenger Transport Act; and
 - (b) set out in section 124(3) of the Passenger Transport Act.
 - (5) Under section 125(2) of the Passenger Transport Act, TfNSW may not determine a fare that exceeds any maximum fare determined by IPART or that is determined otherwise than in accordance with a methodology determined by IPART.
 - (6) Under section 129 of the Passenger Transport Act, the Minister may approve a scheme for Government subsidised travel on public passenger services. Under section 130 of the Passenger Transport Act, TfNSW must give effect to a scheme for Government subsidised travel.

6.2 IPART Act

The following provisions of the IPART Act apply in making a determination under Part 7 of the Passenger Transport Act:

- (1) sections 13A-14A (in relation to the approaches to be applied in making pricing determinations); and
- (2) Divisions 6 and 7 of Part 3 (in relation to the publication of reports and conduct of investigations).

Part 2 Regulated Fares charged using the Default Distance Bands

7 Regulated Fares charged using the Default Distance Bands

If Part 2 applies,^a the appropriate maximum fare for an Opal Service paid for through a Regulated Fare is:

- (1) for a Trip using a Train Service, the fare for the relevant Distance of the Trip and relevant Period set out in Table 2.1;
- (2) for a Trip using a Light Rail Service, the fare for the relevant Distance of the Trip and relevant Period set out in Table 2.2;
- (3) for a Trip using a Bus Service, the fare for the relevant Distance of the Trip and relevant Period set out in Table 2.3;
- (4) for a Trip using a Ferry Service outside the Newcastle region, the fare for the relevant Distance of the Trip and relevant Period set out in Table 2.4; and
- (5) for a Trip using a Ferry Service within the Newcastle region, the fare for the relevant Period set out in Table 2.5.

Table 2.1 Train Services

Distance of the Trip (km)	2024-25 (\$)	2025-26 (\$)	2026-27 (\$)	2027-28 (\$)
0 to ≤10	\$4.17	\$4.17 x CPI ₁	\$4.17 x CPI ₂	\$4.17 x CPI ₃
>10 to ≤20	\$5.30	\$5.30 x CPI ₁	\$5.30 x CPI ₂	\$5.30 x CPI ₃
>20 to ≤35	\$6.09	\$6.09 x CPI ₁	\$6.09 x CPI ₂	\$6.09 x CPI ₃
>35 to ≤65	\$8.13	\$8.13 x CPI ₁	\$8.13 x CPI ₂	\$8.13 x CPI ₃
>65	\$10.45	\$10.45 x CPI ₁	\$10.45 x CPI ₂	\$10.45 x CPI ₃

Table 2.2 Light Rail Services

Distance of the Trip (km)	2024-25 (\$)	2025-26 (\$)	2026-27 (\$)	2027-28 (\$)
0 to ≤3	\$3.02	\$3.02 x CPI ₁	\$3.02 x CPI ₂	\$3.02 x CPI ₃
>3 to ≤8	\$4.40	\$4.40 x CPI ₁	\$4.40 x CPI ₂	\$4.40 x CPI ₃
>8 to ≤20	\$5.65	\$5.65 x CPI ₁	\$5.65 x CPI ₂	\$5.65 x CPI ₃
>20	\$6.03	\$6.03 x CPI ₁	\$6.03 x CPI ₂	\$6.03 x CPI ₃

^a Note: Clause 3 of Part 1 provides for the circumstances in which Part 2 applies.

Table 2.3 Bus Services

Distance of the Trip (km)	2024-25 (\$)	2025-26 (\$)	2026-27 (\$)	2027-28 (\$)
0 to ≤3	\$3.02	\$3.02 x CPI ₁	\$3.02 x CPI ₂	\$3.02 x CPI ₃
>3 to ≤8	\$4.40	\$4.40 x CPI ₁	\$4.40 x CPI ₂	\$4.40 x CPI ₃
>8 to ≤20	\$5.65	\$5.65 x CPI ₁	\$5.65 x CPI ₂	\$5.65 x CPI ₃
>20	\$6.03	\$6.03 x CPI ₁	\$6.03 x CPI ₂	\$6.03 x CPI ₃

Table 2.4 Ferry Services

Distance of the Trip (km)	2024-25 (\$)	2025-26 (\$)	2026-27 (\$)	2027-28 (\$)
0 to ≤9	\$7.19	\$7.19 x CPI ₁	\$7.19 x CPI ₂	\$7.19 x CPI ₃
>9	\$9.00	\$9.00 x CPI ₁	\$9.00 x CPI ₂	\$9.00 x CPI ₃

Table 2.5 Newcastle Ferry Service

Service	2024-25 (\$)	2025-26 (\$)	2026-27 (\$)	2027-28 (\$)
Newcastle Ferry Service	\$3.02	\$3.02 x CPI ₁	\$3.02 x CPI ₂	\$3.02 x CPI ₃

Part 3 Regulated Fares not charged using the Default Distance Bands

8 The Deemed Average Fare must be lower than the Maximum Average Fare

If Part 3 applies,^b all fares for Opal Services paid for through Regulated Fares are appropriate provided that the Deemed Average Fare is lower than the Maximum Average Fare.

9 What is the Maximum Average Fare?

The Maximum Average Fare is the maximum fare for the Relevant Period set out in Table 3.1.

Table 3.1 Maximum Average Fares

Service	2024-25 (\$)	2025-26 (\$)	2026-27 (\$)	2027-28 (\$)
Maximum Average Fare	\$4.76	\$4.76 x CPI ₁	\$4.76 x CPI ₂	\$4.76 x CPI ₃

10 How is the Deemed Average Fare to be calculated?

The Deemed Average Fare is to be calculated by:

- (1) multiplying each value in Table 3.2 for the Mode and the relevant Distance of the Trip by the highest Regulated Fare that applies to a Trip of the Mode and Distance of the Trip to which that value relates; and

Note: For example, if the Regulated Fare for a Trip by bus of >1km to ≤2km is \$0.50 on weekends and \$1.00 on weekdays, multiply the highest Regulated Fare (\$1.00) by 8.991172%, for a result of \$0.08991172.

- (2) adding together all of the results yielded under paragraph (1) above.

Table 3.2 Distribution Table

Distance of the Trip (km)	Train	Light Rail	Bus	Ferry outside Newcastle region	Ferry in Newcastle region
>0 to ≤1	0.370149%	1.411165%	3.228337%	0.079740%	0.078466%
>1 to ≤2	2.302542%	2.277295%	8.991172%	0.451012%	0.000000%
>2 to ≤3	2.335268%	0.492596%	7.216657%	0.197569%	0.000000%
>3 to ≤4	2.786404%	0.470465%	4.753574%	0.341259%	0.000000%
>4 to ≤5	2.391895%	0.763193%	3.756800%	0.162924%	0.000000%

^b Note: Clause 3 of Part 1 provides for the circumstances in which Part 3 applies.

Distance of the Trip (km)	Train	Light Rail	Bus	Ferry outside Newcastle region	Ferry in Newcastle region
>5 to ≤6	2.216069%	0.538800%	2.595261%	0.039866%	0.000000%
>6 to ≤7	2.094051%	0.309903%	2.005059%	0.133117%	0.000000%
>7 to ≤8	1.665452%	0.030740%	1.280888%	0.034783%	0.000000%
>8 to ≤9	1.868544%	0.000167%	0.988960%	0.045954%	0.000000%
>9 to ≤10	1.829110%	0.000101%	0.638785%	0.889990%	0.000000%
>10 to ≤11	1.692395%	0.000000%	0.569472%	0.008538%	0.000000%
>11 to ≤12	2.186876%	0.000000%	0.386451%	0.030534%	0.000000%
>12 to ≤13	1.745178%	0.000000%	0.410868%	0.061647%	0.000000%
>13 to ≤14	1.580017%	0.000000%	0.190489%	0.001273%	0.000000%
>14 to ≤15	1.303902%	0.000000%	0.331942%	0.000110%	0.000000%
>15 to ≤16	1.454065%	0.000000%	0.110124%	0.004902%	0.000000%
>16 to ≤17	1.444179%	0.000000%	0.103269%	0.014302%	0.000000%
>17 to ≤18	1.244184%	0.000000%	0.122553%	0.000021%	0.000000%
>18 to ≤19	1.238569%	0.000000%	0.078258%	0.003747%	0.000000%
>19 to ≤20	1.185705%	0.000000%	0.191941%	0.015693%	0.000000%
>20 to ≤21	1.178163%	0.000000%	0.125133%	0.000001%	0.000000%
>21 to ≤22	0.961366%	0.000000%	0.088033%	0.000041%	0.000000%
>22 to ≤23	0.936453%	0.000000%	0.216797%	0.000012%	0.000000%
>23 to ≤24	1.155141%	0.000000%	0.158259%	0.000000%	0.000000%
>24 to ≤25	1.142496%	0.000000%	0.088622%	0.000001%	0.000000%
>25 to ≤26	0.947332%	0.000000%	0.030147%	0.000004%	0.000000%
>26 to ≤27	0.636446%	0.000000%	0.031088%	0.000000%	0.000000%
>27 to ≤28	0.560054%	0.000000%	0.029438%	0.000000%	0.000000%
>28 to ≤29	0.616148%	0.000000%	0.115215%	0.000000%	0.000000%
>29 to ≤30	0.662319%	0.000000%	0.012907%	0.000000%	0.000000%
>30 to ≤31	0.554708%	0.000000%	0.017020%	0.000000%	0.000000%
>31 to ≤32	0.555449%	0.000000%	0.014008%	0.000000%	0.000000%
>32 to ≤33	0.387181%	0.000000%	0.004855%	0.000000%	0.000000%
>33 to ≤34	0.554128%	0.000000%	0.001568%	0.000000%	0.000000%
>34 to ≤35	0.450875%	0.000000%	0.002746%	0.000000%	0.000000%
>35 to ≤36	0.461882%	0.000000%	0.000524%	0.000000%	0.000000%
>36 to ≤37	0.376887%	0.000000%	0.001249%	0.000000%	0.000000%
>37 to ≤38	0.255907%	0.000000%	0.002414%	0.000000%	0.000000%
>38 to ≤39	0.250611%	0.000000%	0.006322%	0.000000%	0.000000%
>39 to ≤40	0.203506%	0.000000%	0.002451%	0.000000%	0.000000%
>40 to ≤41	0.239956%	0.000000%	0.004253%	0.000000%	0.000000%
>41 to ≤42	0.223787%	0.000000%	0.000766%	0.000000%	0.000000%
>42 to ≤43	0.298247%	0.000000%	0.001565%	0.000000%	0.000000%

Distance of the Trip (km)	Train	Light Rail	Bus	Ferry outside Newcastle region	Ferry in Newcastle region
>43 to ≤44	0.241641%	0.000000%	0.000989%	0.000000%	0.000000%
>44 to ≤45	0.268864%	0.000000%	0.000691%	0.000000%	0.000000%
>45 to ≤46	0.279316%	0.000000%	0.000389%	0.000000%	0.000000%
>46 to ≤47	0.183472%	0.000000%	0.000244%	0.000000%	0.000000%
>47 to ≤48	0.203424%	0.000000%	0.000021%	0.000000%	0.000000%
>48 to ≤49	0.124944%	0.000000%	0.000008%	0.000000%	0.000000%
>49 to ≤50	0.077678%	0.000000%	0.000168%	0.000000%	0.000000%
>50 to ≤51	0.070406%	0.000000%	0.000006%	0.000000%	0.000000%
>51 to ≤52	0.041610%	0.000000%	0.000011%	0.000000%	0.000000%
>52 to ≤53	0.063612%	0.000000%	0.000084%	0.000000%	0.000000%
>53 to ≤54	0.062708%	0.000000%	0.000000%	0.000000%	0.000000%
>54 to ≤55	0.045462%	0.000000%	0.000000%	0.000000%	0.000000%
>55 to ≤56	0.118283%	0.000000%	0.000000%	0.000000%	0.000000%
>56 to ≤57	0.115462%	0.000000%	0.000000%	0.000000%	0.000000%
>57 to ≤58	0.060055%	0.000000%	0.000000%	0.000000%	0.000000%
>58 to ≤59	0.040357%	0.000000%	0.000000%	0.000000%	0.000000%
>59 to ≤60	0.027936%	0.000000%	0.000000%	0.000000%	0.000000%
>60 to ≤61	0.039289%	0.000000%	0.000000%	0.000000%	0.000000%
>61 to ≤62	0.073886%	0.000000%	0.000000%	0.000000%	0.000000%
>62 to ≤63	0.038812%	0.000000%	0.000000%	0.000000%	0.000000%
>63 to ≤64	0.075755%	0.000000%	0.000000%	0.000000%	0.000000%
>64 to ≤65	0.031974%	0.000000%	0.000000%	0.000000%	0.000000%
>65 to ≤66	0.016840%	0.000000%	0.000000%	0.000000%	0.000000%
>66 to ≤67	0.022727%	0.000000%	0.000000%	0.000000%	0.000000%
>67 to ≤68	0.044633%	0.000000%	0.000000%	0.000000%	0.000000%
>68 to ≤69	0.027101%	0.000000%	0.000000%	0.000000%	0.000000%
>69 to ≤70	0.022271%	0.000000%	0.000000%	0.000000%	0.000000%
>70 to ≤71	0.055973%	0.000000%	0.000000%	0.000000%	0.000000%
>71 to ≤72	0.053810%	0.000000%	0.000000%	0.000000%	0.000000%
>72 to ≤73	0.090681%	0.000000%	0.000000%	0.000000%	0.000000%
>73 to ≤74	0.020504%	0.000000%	0.000000%	0.000000%	0.000000%
>74 to ≤75	0.021869%	0.000000%	0.000000%	0.000000%	0.000000%
>75 to ≤76	0.020448%	0.000000%	0.000000%	0.000000%	0.000000%
>76 to ≤77	0.023625%	0.000000%	0.000000%	0.000000%	0.000000%
>77 to ≤78	0.013751%	0.000000%	0.000000%	0.000000%	0.000000%
>78 to ≤79	0.018976%	0.000000%	0.000000%	0.000000%	0.000000%
>79 to ≤80	0.038190%	0.000000%	0.000000%	0.000000%	0.000000%
>80 to ≤81	0.027789%	0.000000%	0.000000%	0.000000%	0.000000%

Distance of the Trip (km)	Train	Light Rail	Bus	Ferry outside Newcastle region	Ferry in Newcastle region
>81 to ≤82	0.044960%	0.000000%	0.000000%	0.000000%	0.000000%
>82 to ≤83	0.044203%	0.000000%	0.000000%	0.000000%	0.000000%
>83 to ≤84	0.015814%	0.000000%	0.000000%	0.000000%	0.000000%
>84 to ≤85	0.042926%	0.000000%	0.000000%	0.000000%	0.000000%
>85 to ≤86	0.012398%	0.000000%	0.000000%	0.000000%	0.000000%
>86 to ≤87	0.020348%	0.000000%	0.000000%	0.000000%	0.000000%
>87 to ≤88	0.014144%	0.000000%	0.000000%	0.000000%	0.000000%
>88 to ≤89	0.015569%	0.000000%	0.000000%	0.000000%	0.000000%
>89 to ≤90	0.032748%	0.000000%	0.000000%	0.000000%	0.000000%
>90 to ≤91	0.018384%	0.000000%	0.000000%	0.000000%	0.000000%
>91 to ≤92	0.013108%	0.000000%	0.000000%	0.000000%	0.000000%
>92 to ≤93	0.026275%	0.000000%	0.000000%	0.000000%	0.000000%
>93 to ≤94	0.010684%	0.000000%	0.000000%	0.000000%	0.000000%
>94 to ≤95	0.008663%	0.000000%	0.000000%	0.000000%	0.000000%
>95 to ≤96	0.012247%	0.000000%	0.000000%	0.000000%	0.000000%
>96 to ≤97	0.012308%	0.000000%	0.000000%	0.000000%	0.000000%
>97 to ≤98	0.013449%	0.000000%	0.000000%	0.000000%	0.000000%
>98 to ≤99	0.009134%	0.000000%	0.000000%	0.000000%	0.000000%
>99 to ≤100	0.005166%	0.000000%	0.000000%	0.000000%	0.000000%
>100 to ≤101	0.009336%	0.000000%	0.000000%	0.000000%	0.000000%
>101 to ≤102	0.007120%	0.000000%	0.000000%	0.000000%	0.000000%
>102 to ≤103	0.008615%	0.000000%	0.000000%	0.000000%	0.000000%
>103 to ≤104	0.010571%	0.000000%	0.000000%	0.000000%	0.000000%
>104 to ≤105	0.008746%	0.000000%	0.000000%	0.000000%	0.000000%
>105 to ≤106	0.010324%	0.000000%	0.000000%	0.000000%	0.000000%
>106 to ≤107	0.009870%	0.000000%	0.000000%	0.000000%	0.000000%
>107 to ≤108	0.011530%	0.000000%	0.000000%	0.000000%	0.000000%
>108 to ≤109	0.006977%	0.000000%	0.000000%	0.000000%	0.000000%
>109 to ≤110	0.035167%	0.000000%	0.000000%	0.000000%	0.000000%
>110 to ≤111	0.005775%	0.000000%	0.000000%	0.000000%	0.000000%
>111 to ≤112	0.010558%	0.000000%	0.000000%	0.000000%	0.000000%
>112 to ≤113	0.007520%	0.000000%	0.000000%	0.000000%	0.000000%
>113 to ≤114	0.009313%	0.000000%	0.000000%	0.000000%	0.000000%
>114 to ≤115	0.015219%	0.000000%	0.000000%	0.000000%	0.000000%
>115 to ≤116	0.005342%	0.000000%	0.000000%	0.000000%	0.000000%
>116 to ≤117	0.004825%	0.000000%	0.000000%	0.000000%	0.000000%
>117 to ≤118	0.003850%	0.000000%	0.000000%	0.000000%	0.000000%
>118 to ≤119	0.002224%	0.000000%	0.000000%	0.000000%	0.000000%

Distance of the Trip (km)	Train	Light Rail	Bus	Ferry outside Newcastle region	Ferry in Newcastle region
>119 to ≤120	0.009273%	0.000000%	0.000000%	0.000000%	0.000000%
>120 to ≤121	0.008481%	0.000000%	0.000000%	0.000000%	0.000000%
>121 to ≤122	0.005958%	0.000000%	0.000000%	0.000000%	0.000000%
>122 to ≤123	0.004949%	0.000000%	0.000000%	0.000000%	0.000000%
>123 to ≤124	0.005255%	0.000000%	0.000000%	0.000000%	0.000000%
>124 to ≤125	0.003126%	0.000000%	0.000000%	0.000000%	0.000000%
>125 to ≤126	0.003360%	0.000000%	0.000000%	0.000000%	0.000000%
>126 to ≤127	0.003950%	0.000000%	0.000000%	0.000000%	0.000000%
>127 to ≤128	0.005030%	0.000000%	0.000000%	0.000000%	0.000000%
>128 to ≤129	0.003520%	0.000000%	0.000000%	0.000000%	0.000000%
>129 to ≤130	0.004156%	0.000000%	0.000000%	0.000000%	0.000000%
>130 to ≤131	0.003506%	0.000000%	0.000000%	0.000000%	0.000000%
>131 to ≤132	0.005453%	0.000000%	0.000000%	0.000000%	0.000000%
>132 to ≤133	0.003880%	0.000000%	0.000000%	0.000000%	0.000000%
>133 to ≤134	0.008953%	0.000000%	0.000000%	0.000000%	0.000000%
>134 to ≤135	0.002393%	0.000000%	0.000000%	0.000000%	0.000000%
>135 to ≤136	0.001967%	0.000000%	0.000000%	0.000000%	0.000000%
>136 to ≤137	0.001709%	0.000000%	0.000000%	0.000000%	0.000000%
>137 to ≤138	0.003456%	0.000000%	0.000000%	0.000000%	0.000000%
>138 to ≤139	0.003641%	0.000000%	0.000000%	0.000000%	0.000000%
>139 to ≤140	0.002889%	0.000000%	0.000000%	0.000000%	0.000000%
>140 to ≤141	0.002155%	0.000000%	0.000000%	0.000000%	0.000000%
>141 to ≤142	0.003101%	0.000000%	0.000000%	0.000000%	0.000000%
>142 to ≤143	0.004205%	0.000000%	0.000000%	0.000000%	0.000000%
>143 to ≤144	0.004606%	0.000000%	0.000000%	0.000000%	0.000000%
>144 to ≤145	0.003999%	0.000000%	0.000000%	0.000000%	0.000000%
>145 to ≤146	0.006570%	0.000000%	0.000000%	0.000000%	0.000000%
>146 to ≤147	0.020048%	0.000000%	0.000000%	0.000000%	0.000000%
>147 to ≤148	0.002388%	0.000000%	0.000000%	0.000000%	0.000000%
>148 to ≤149	0.003683%	0.000000%	0.000000%	0.000000%	0.000000%
>149 to ≤150	0.002124%	0.000000%	0.000000%	0.000000%	0.000000%
>150	0.150291%	0.000000%	0.000000%	0.000000%	0.000000%

Part 4 Statement of reasons for using a methodology

11 Legislative framework

- (1) Under section 13A of the IPART Act, IPART may not choose to make a determination that involves setting the methodology for fixing a maximum price, unless IPART is of the opinion that it is impractical to make a determination directly fixing the maximum price.
- (2) If IPART makes a determination that involves setting the methodology for fixing a maximum price then it must include a statement of reasons as to why it chose to set a methodology.

12 Statement of reasons

12.1 Distance bands

Part 3 of this determination uses a methodology to fix maximum fares for certain Opal Services. The policy objective behind Part 3 is to allow TfNSW flexibility to use distance bands other than the Default Distance Bands. This flexibility is in the interests of customers because it allows TfNSW to tailor product and fare offerings to meet customer preferences or operational requirements. It would have been impractical to achieve this objective by directly fixing maximum fares—that would require IPART to fix a fare for every conceivable set of distance bands. That is why IPART chose to use a methodology in Part 3.

The maximum fares set by Part 2 of the determination are one application of the methodology in Part 3 using the Default Distance Bands.

12.2 Inflation

The Regulated Fares charged using the Default Distance Bands set by Part 2 of this determination and the Maximum Average Fare set by Part 3 of this determination will increase by inflation on 1 July each year. The policy objective is for maximum fares to increase roughly in line with the cost of providing Opal Services. It would have been impractical to forecast inflation so instead IPART set a methodology that incorporates actual inflation to determine maximum fares beyond the 2024-25 financial year.

Part 5 Maps

Figure 1 Sydney Metropolitan Area

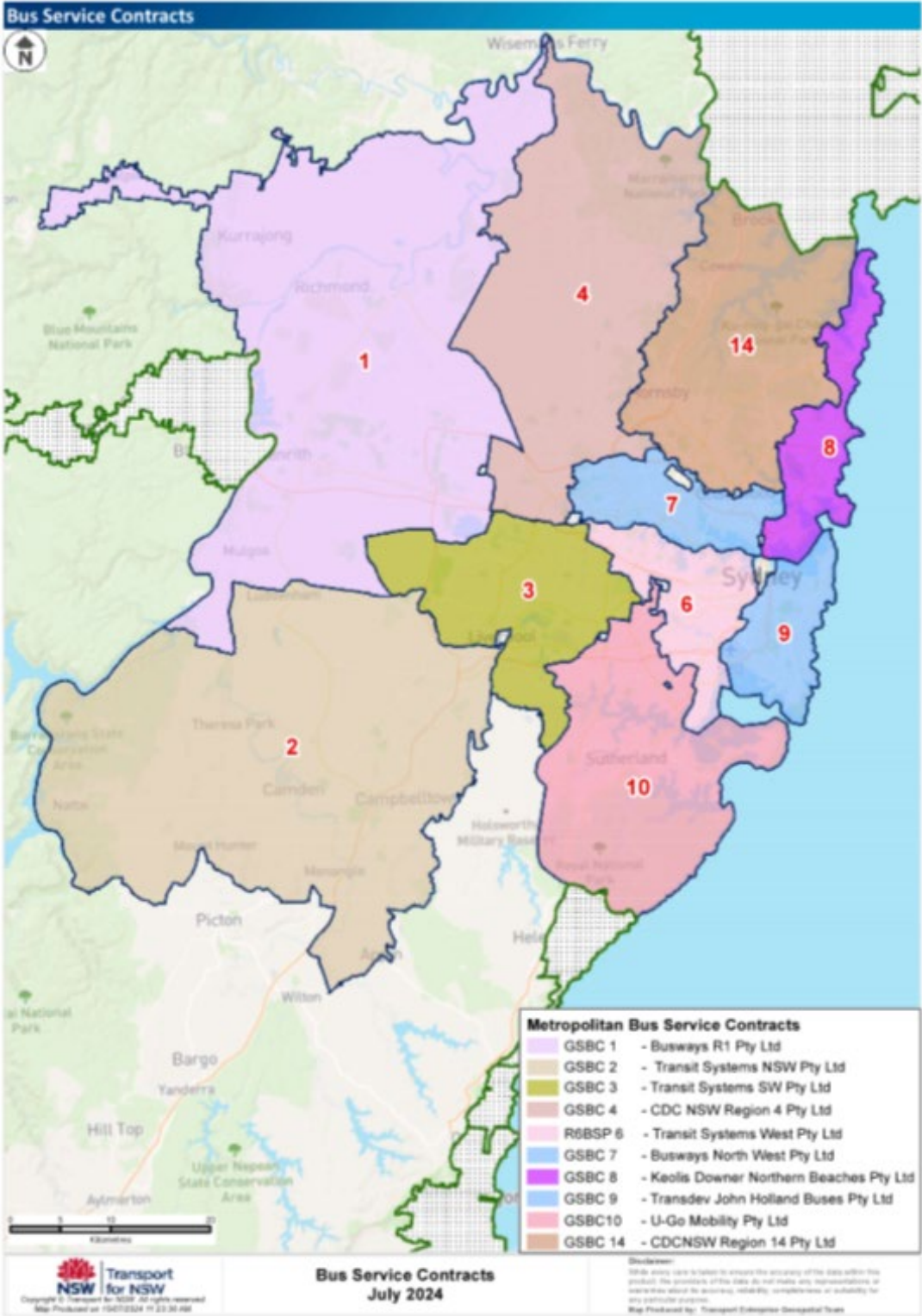
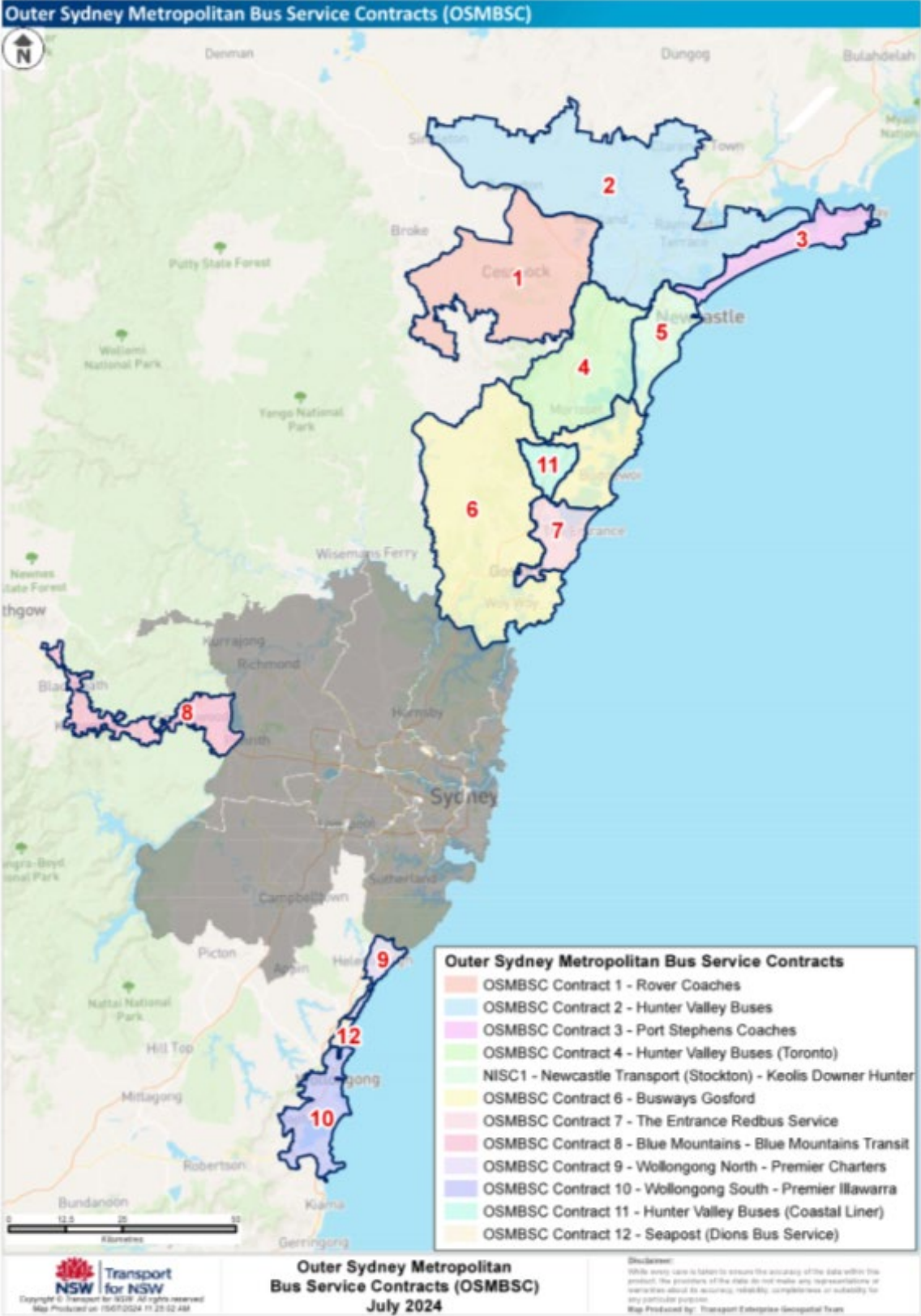


Figure 2 Outer Metropolitan Area



Part 6 Interpretation and definitions

13 Interpretation

13.1 General provisions

In this determination:

- (1) headings are for convenience only and do not affect the interpretation of this determination;
- (2) a reference to a part, clause, paragraph or table is a reference to a part of, clause of, paragraph in, or table in, this determination unless otherwise indicated;
- (3) a construction that would promote a purpose or object expressly or impliedly underlying the Passenger Transport Act is to be preferred to a construction that would not promote that purpose or object;
- (4) words or expressions importing the singular include the plural and vice versa;
- (5) a reference to a law or statute includes regulations, ordinances, by-laws, rules, codes and other instruments (including licences) under it and consolidations, amendments, reenactments or replacements of them or of the law or statute itself;
- (6) where a word or expression is defined, other grammatical forms of that word or expression have a corresponding meaning;
- (7) a reference to a month is to a calendar month;
- (8) a reference to a financial year is a reference to a period of 12 months beginning on 1 July and ending on the following 30 June;
- (9) a reference to a person includes a reference to the person's executors, administrators, successors, replacements (including, but not limited to, persons taking by novation), agents and assigns;
- (10) a reference to a body, whether statutory or not:
 - (a) which ceases to exist; or
 - (b) whose powers or functions are transferred to another body;is a reference to the body which replaces it or which substantially succeeds to its powers or functions; and
- (11) a reference to a business name which is replaced by a different business name is taken to be a reference to the replacement business name.

13.2 Explanatory notes and clarification notice

- (1) Explanatory notes and examples do not form part of this determination, but in the case of uncertainty may be relied on for interpretation purposes.

- (2) Under section 32 of the IPART Act, IPART may amend this determination to correct a minor, obvious, clerical or administrative error by publishing notice in the NSW Government Gazette.

13.3 Maximum fares exclusive of GST

- (1) Fares specified in this determination do not include GST.
- (2) For the avoidance of doubt, where GST is lawfully applied to fares under this determination, the resulting GST inclusive price is consistent with this determination.

13.4 Rounding Rule

- (1) Any maximum fare calculated in accordance with this determination is to be rounded to the nearest whole cent.
- (2) For the purposes of rounding a maximum fare under Part 2 and Part 3, any amount that is a multiple of 0.5 cents (but not a multiple of 1 cent), is to be rounded up to the nearest whole cent.
- (3) The CPI Multipliers calculated under clause 14.1 are to be rounded to three decimal places before adjusting a maximum price for inflation.
- (4) For the purposes of rounding the CPI Multipliers under clause 13.4(3), any amount that is a multiple of 0.0005 (but not a multiple of 0.001) is to be rounded up to three decimal places.

14 Definitions

14.1 Consumer Price Index

- (1) CPI means:
 - (a) the consumer price index, All Groups index number for Sydney as published by the Australian Bureau of Statistics; or
 - (b) if the Australian Bureau of Statistics does not or ceases to publish the index, then CPI will mean an index determined by IPART from time to time.
- (2) The maximum fares in this determination are to be adjusted for inflation by multiplying the specified price by the specified CPI Multiplier:
 - (a) CPI_1 ;
 - (b) CPI_2 ;
 - (c) CPI_3 ; or
 - (d) CPI_x
- (3) The CPI Multipliers are calculated using the applicable formula in Box 6.1.

Box 6.1 Calculation of CPI multipliers

$$CPI_1 = \frac{CPI_{December2024}}{CPI_{December2023}}$$

$$CPI_2 = \frac{CPI_{December2025}}{CPI_{December2023}}$$

$$CPI_3 = \frac{CPI_{December2026}}{CPI_{December2023}}$$

$$CPI_x = \frac{CPI_{Decemberx}}{CPI_{December2023}}$$

Where:

$CPI_{December2023}$ means CPI for the December quarter of 2023;

$CPI_{December2024}$ means CPI for the December quarter of 2024;

$CPI_{December2025}$ means CPI for the December quarter of 2025;

$CPI_{December2026}$ means CPI for the December quarter of 2026; and

$CPI_{Decemberx}$ means CPI for the December quarter immediately preceding the start of the financial year for which appropriate maximum fares are determined in accordance with clause 1.2(3).

Note: The CPI multipliers are rounded in accordance with clause 13.4.

14.2 Defined Terms

In this determination:

2020 Opal Services Determination means IPART's Final Determination, titled "Maximum fares for Opal Services – To apply until June 2024" dated February 2020.

Airport Station Access Fee is the fee imposed on behalf of Airport Link Company Pty Ltd (ACN 058 436 801) when a passenger commences or concludes their Trip at either the Domestic Airport train station in Mascot or the International Airport train station in Mascot.

Approved Payment Device has the meaning given in clause 69 of the *Passenger Transport (General) Regulation 2017* (NSW) but excludes a "Single Trip Ticket" of the type referred to in clause 1.12 of the terms of use published in New South Wales, *Gazette*, No 587, 15 December 2023, 2383 under clause 76 of the *Passenger Transport (General) Regulation 2017* (NSW) (or an amended or replacement terms of use in effect from time to time).

Bus Service means any Opal Service provided by bus, and includes an On-Demand Service provided using a bus.

Note: See clause 4 for service replacement buses.

CBD Increment means an additional distance specified by TfNSW by notice published on its website for the purposes of this definition from time to time.

CPI₁, CPI₂, CPI₃ and CPI_x have the meanings given in clause 14.1.

CPI Multiplier means, as the case may be, CPI₁, CPI₂, CPI₃ or CPI_x.

Deemed Average Fare means the fare calculated in accordance with clause 10.

Default Distance Bands means the series of ranges of Distances of the Trip set out in the left-most column of each of the tables in Part 2.

Departure Point means:

- (a) for Opal Services other than On-Demand Services – the train station, bus stop, light rail stop or ferry wharf where the customer Taps On; or
- (b) for a Trip by an On-Demand Vehicle – the location where the customer boards the On-Demand Vehicle,

unless a different location is specified by TfNSW by notice published on its website for the purposes of this definition from time to time.

Destination Point means:

- (a) for Opal Services other than On-Demand Services – the train station, bus stop, light rail stop, or subject to paragraph (b), ferry wharf, where the customer Taps Off;
- (b) for a Trip by ferry on the Manly to Circular Quay route – the ferry wharf where the customer disembarks the ferry; or
- (c) for a Trip by an On-Demand Vehicle – the location where the customer disembarks the On-Demand Vehicle,

unless a different location is specified by TfNSW by notice published on its website for the purposes of this definition from time to time.

Distance of the Trip means:

- (a) for any Trip using a train, excluding a light rail vehicle, taken on or before 30 June 2026, the distance of the trip that would have applied to that Trip under the 2020 Opal Services Determination including, if relevant, the CBD Increment;
- (b) for any Trip using a train, excluding a light rail vehicle taken after 30 June 2026:
 - (i) the distance specified by TfNSW for that Trip in a notice published on its website for the purpose of this definition from time to time; or
 - (ii) if TfNSW does not or ceases to publish a notice under paragraph (b)(i) above, the shortest distance by rail between the Departure Point and the Destination Point; and
- (c) for any Trip using any other Mode, the actual straight-line distance from the Departure Point to the Destination Point.

Ferry Service means any Opal Service provided by ferry, and includes an On-Demand Service provided using a ferry.

GST has the meaning given to that term in *A New Tax System (Goods and Services Tax) Act 1999* (Cth).

IPART means the Independent Pricing and Regulatory Tribunal of New South Wales established under the IPART Act.

IPART Act means the *Independent Pricing and Regulatory Tribunal Act 1992* (NSW).

Light Rail Service means any Opal Service provided by light rail vehicle, and includes an On-Demand Service provided using a light rail vehicle.

Maximum Average Fare has the meaning given in clause 9.

Metro has the meaning given in section 3 of the Transport Administration Act.

Metropolitan and Outer Metropolitan Areas means the aggregate of the Sydney Metropolitan Area and the Outer Metropolitan Area.

Minister means the Minister administering the Passenger Transport Act.

Mode means the form of public passenger service used for a Trip, being transport by one of the following:

- (a) train (including as part of an On-Demand Service);
- (b) bus (including as part of an On-Demand Service);
- (c) light rail vehicle (including as part of an On-Demand Service);
- (d) ferry within the Newcastle region (including as part of an On-Demand Service); or
- (e) ferry outside the Newcastle region (including as part of an On-Demand Service).

Newcastle Transport means the operator or operators who, from time to time, provide Bus, Light Rail or Ferry Services in respect of the Newcastle region, under a Passenger Service Contract with TfNSW.

NSW Trains means the agency described in section 37 of the Transport Administration Act.

On-Demand Service means a service of the type described in paragraph (j) of the definition of Opal Services, which:

- (a) is provided only if requested by one or more customers; and
- (b) lacks either or both of a regular:
 - (i) route; and
 - (ii) timetable.

Note: This determination does not apply to "passenger services" within the meaning of that term under the *Point to Point Transport (Taxis and Hire Vehicles) Act 2016* (NSW). That is because such services are excluded from the definition of Public Passenger Services under the Passenger Transport Act.

On-Demand Vehicle means, in respect of a Trip using an On-Demand Service, the vehicle used for that Trip.

Opal Card has the meaning given in clause 3(1) of the *Passenger Transport Regulation 2014* (NSW) for use on Opal Services.

Opal Services means the following services included in the referral to IPART under section 123(1)(a) of Passenger Transport Act dated 13 July 2023:

- (a) Train services operated by Sydney Trains under the authority of a Passenger Service Contract with TfNSW;
- (b) Train services operated by NSW Trains operated under the business name NSW TrainLink Intercity under the authority of a Passenger Service Contract with TfNSW;

Note: From 1 July 2024, Sydney Trains operates all non-booked rail services in NSW due to the implementation of recommendations from the NSW Government's Rail Infrastructure and Systems Review including the transfer of intercity services and related staff from NSW Trains to Sydney Trains.

- (c) Train services operated by Sydney Metro under the authority of a Passenger Service Contract with TfNSW;
 - (d) Sydney Ferries network services operating under the authority of a Passenger Service Contract with TfNSW and Ferry Services operating between Manly and Circular Quay under the authority of a Passenger Service Contract with TfNSW;
- Note: Opal Services does not include private ferry services. IPART has separately determined appropriate maximum fares for private ferry service: see IPART, *Maximum fares for private ferry services from 2022 to 2025 – Final Determination* (December 2021).
- (e) Bus, Light Rail and Ferry services operated by Newcastle Transport under the authority of a Passenger Service Contract with TfNSW;
 - (f) Bus services operated under the authority of a Sydney Metropolitan Bus Service Contract with TfNSW;
 - (g) Bus services operated under the authority of an Outer Sydney Metropolitan Bus Service Contract with TfNSW;
 - (h) Light rail services operated by Sydney Light Rail, including Inner West and CBD and South East light rail, under the authority of a Passenger Service Contract with TfNSW;
 - (i) Light rail services in Parramatta, under the authority of a Passenger Service Contract with TfNSW; and
 - (j) On-Demand Services in Metropolitan and Outer Metropolitan Areas operated under the authority of a Passenger Service Contract with TfNSW.

Opal Terms of Use means the terms and conditions published by TfNSW that apply to the use of the Opal Card and Opal Services, including any amendments or variations made from time to time.

Outer Metropolitan Area means the aggregate of the areas identified as Outer Sydney Metropolitan Bus Services Contracts in Figure 2 of Part 5.

Outer Sydney Metropolitan Bus Service Contract means a contract with TfNSW for the provision of Bus Services within the Outer Metropolitan Area.

Passenger Service Contract has the meaning given to that term in section 4(1) of the Passenger Transport Act.

Passenger Transport Act means the *Passenger Transport Act 2014* (NSW).

Period means, as the case may be:

- (a) 1 January 2025 to 30 June 2025;
- (b) 1 July 2025 to 30 June 2026;
- (c) 1 July 2026 to 30 June 2027; or
- (d) 1 July 2027 to 30 June 2028.

Regulated Fare:

- (a) means a payment using an Opal Card or any Approved Payment Device for a single Trip on an Opal Service; and
- (b) includes the whole amount payable for that Trip exclusive of GST (which includes all fees, surcharges and taxes (other than GST)) but not any Airport Station Access Fee and GST; but
- (c) excludes:
- (i) any discounted fare; and
- Note: For example, concessional fares such as child fares or pensioner fares are not Regulated Fares.
- (ii) (for the avoidance of any doubt) any fare for a Trip in respect of which a customer is required to Tap On and Tap Off, but neglects either to Tap On or to Tap Off.

Smartcard Reader has the meaning given to that term under clause 71 of the *Passenger Transport (General) Regulation 2017* (NSW).

Sydney Ferries means the agency described in section 35A of the Transport Administration Act.

Sydney Light Rail means the operator or operators who, from time to time, provide any light rail service within the meaning of section 104M of the Transport Administration Act, apart from any such service outside of the Sydney Metropolitan Area.

Sydney Metro means the agency described in section 38 of the Transport Administration Act.

Sydney Metropolitan Area means the aggregate of the areas identified as Sydney Metropolitan Bus Service Contracts in Figure 1 of Part 5.

Sydney Metropolitan Bus Service Contract means a contract with TfNSW for the provision of Bus Services within the Sydney Metropolitan Area.

Sydney Trains means the agency described in section 36 of the Transport Administration Act.

Tap Off means presents an Opal Card or Approved Payment Device to a Smartcard Reader at a Destination Point in order to end, and to be charged for, a Trip.

Tap On means presents an Opal Card or Approved Payment Device to a Smartcard Reader at a Departure Point in order to begin, and to be charged for, a Trip.

TfNSW means Transport for NSW as constituted under the Transport Administration Act.

Train Service means any Opal Service provided by train, and includes:

- (a) an On-Demand Service provided using a train; and
- (b) a Metro service provided using a train.

Transport Administration Act means the *Transport Administration Act 1988* (NSW).

Trip means travel using a single Mode between a Departure Point and a Destination Point.