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Submission: Thanks for the opportunity to make an submission. My comments to some of your questions are:

3. I consider light rail and metro services should have their own mode-specific fares, considering several reasons such as: the different type of assets and investment models, distances traveled, environmental pollution profile, etc.

5. It can be improved. As user of train long distance user, I consider that long journeys should not be subject to a higher fare (proportionally to the distance traveled), because:

- Train is the only public transport option in these cases generally.

- The trade-off referred in page 10 in the IPART report should consider monopolies and transport options available to commuters.

- The amount of pollution avoided from long distance travellers using other transportation means (eg, car, motorbike, etc) should be considered.

6. Yes. I consider the peak fares should apply gradually. The fare should increase (and decrease) smoothly with the peak hours. It is unfair for instance if someone must pay full peak fare if for instance it took him/her 30 seconds longer finding a parking space, or arriving to the train station after work. I consider all modes of transport should have peak and off peak fares, as one of the purposes of that is getting less people congesting infrastructure during peak hours.

7. I support IPART reviewing current discounts.

8. Yes as they might imply avoided costs to the government (eg, paying with a FitBit instead of an OPAL card).