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Submission: We wish to place on notice our total opposition to several key recommendations of the IPART review of public transport fares.

IPART has proposed “Setting the Gold Opal Card cap at 40% of the concession fare (\$3.60) in place of the current daily cap of \$2.50 ... Seniors without a Pensioner or War Widow/ers Card would have an Opal Concession Card (\$9 daily cap) rather than a Gold Opal Card.”

We are both holders of the OPAL Gold Card but, as self-funded retirees, do not receive a cent in pensions from the Federal Government, and thus do not hold a Pension Card. We worked for decades to become self-funded retirees. The Gold Card, with a daily limit of \$2.50, is one of the very few concessions we receive. We are totally opposed to any move to install a two-class system for holders of Seniors Cards. We find the idea of a \$9 cap, rather than the current cap of \$2.50, as offensive. This would represent a fare increase of 260 per cent. for self-funded retired seniors.

IPART is also proposing to reverse the way fares are calculated so that longer trips would be charged at a relatively higher rate than short trips. We oppose such a move. The proposed model would only serve to discourage people, who live in Western Sydney, from using public transport. It would also penalise them for being unable to afford to live closer to the city. Long distance trips make better use of the city-wide rail network than short trips, so the existing model fare structure is fairer and more logical.

Further, IPART proposes charging regular daily commuters for the first 10 trips, instead of the first eight that were charged under the old paper ticket system. The old system was designed to encourage daily commuters to use the public transport system five days a week. We see no reason for this to change simply because weekly paper tickets are no longer available. New technology should not be an excuse to increase the cost of a weekly commute.