

Submission from

| Current distance bands | Current fares | Draft distance bands | Draft fares from | | |
|------------------------|---------------|---|------------------|-----------|-----------|
| | | | July 2016 | July 2017 | July 2018 |
| Route distance (km) | 2015 | Longest straight-line distance between any tap on and tap off points (km) | | | |
| 0-10 | \$3.38 | 0 to less than 3 | 3.30 | 3.38 | 3.46 |
| | | 3 to less than 8 | 3.36 | 3.62 | 3.88 |
| 10-20 | \$4.20 | 8 to less than 15 | 4.16 | 4.33 | 4.50 |
| 20-35 | \$4.82 | 15 to less than 25 | 4.74 | 5.06 | 5.39 |
| 35-65 | \$6.46 | 25 to less than 35 | 5.70 | 6.06 | 6.43 |
| 65+ | \$8.30 | 35 to less than 45 | 6.24 | 6.86 | 7.47 |
| | | 45 to less than 65 | 7.55 | 8.29 | 9.03 |
| | | 65 to less than 85 | 8.87 | 9.99 | 11.12 |
| | | 85 to less than 100 | 9.96 | 11.45 | 12.94 |
| | | 100+ | 10.86 | 12.55 | 14.24 |

If you look at the new bands and analyse who is being benefited and the amount of benefit

| Band | Current Fare | New Fare | Difference | |
|--------|--------------|----------|------------|--|
| 0-3Km | 3.38 | 3.30 | -0.08 | |
| 3-8Km | 3.38 | 3.36 | -0.02 | |
| 8-15 | 4.20 | 4.16 | -0.04 | |
| 15-25 | 4.20 | 4.74 | 0.54 | |
| | 4.82 | 4.74 | -0.08 | |
| 25-35 | 4.82 | 5.70 | 0.88 | |
| 35-45 | 6.46 | 6.24 | -0.22 | |
| 45-65 | 6.46 | 7.55 | 1.09 | |
| 65-85 | 8.30 | 8.87 | 0.47 | |
| 85-100 | 8.30 | 9.96 | 1.66 | |
| 100+ | 8.30 | 10.86 | 2.56 | |

Analysis:

1. The Maximum decrease in fare is 22c(for 35-45 band) whereas the most of the decrease in fares are less than 10c.
2. The Increase in Fares is in the range of 47c to \$2.56. The increase in fares outweigh the decrease in fares which in most cases is less than 10c.

3. In case we give equal weightage to all the new bands, the net effect of fares is as follows:

$(-0.08-0.02-0.04+0.54-0.08+0.88-0.22+1.09+0.47+1.66+2.56) / 11 = 0.61$ which means a net increase of 61c for everyone of the rail users.

4. Considering an average current fare of \$4.82, it amounts to an average increase of 13% for everyone.

5. The decrease in fares are less than 10c whereas the minimum increase is 0.47. It is not understood how the report claims "Around 60% of single mode customers would pay less than they currently pay".

6. Most people will be paying more as clear from above table whereas the report only claims "Around 10% of single mode customers would face cost increases that are greater than 20%"

7. Most affected group will be the "working class" who travel everyday of the week at peak hours. In current structure they only pay for 8 trips and in the new structure will be paying for 10 trips. Even if you consider those paying less in the range 2c -22c less for each trip will end up paying more when paying for 10 trips instead of 8 trips. It wonders how the report claims that "More than 40% of rail customers would be paying less than they are paying now"

8. The fares are being increase by more than the CPI index (upto 11% more by 2018) which is not justified.

It is very clear from the above analysis that the savings offered are peanuts (2c to 22c) whereas the others are being slugged with extensive increases (47c - \$2.56) for each trip. On top of that the individual tax paying person who is working full time is going to be charged for TWO EXTRA TRIPS every week.

The FARE Structure being offered is not FAIR for an average tax paying person working full time.