

Re-introduce quarterly/annual TravelPasses or abolish the double dipping to gain more revenue by charging two fares for two separate journeys, that are not transfers, in one hour but by counting them as one trip.

I frequently conduct business in under an hour yet both the journey to and the return journey, which IS NOT a transfer, are charged separately but continue to be counted at one trip, thereby negating the free trip benefit.

Comparing OPAL to my former Yearly TravelPass, I need to achieve more than 10 free trips to break even in terms of the cost per week. I'm currently lucky to get more than 2 free trips because of the double dipping principle. The maximum payment of fares of \$65 per week on an OPAL is more than double the same cost as the Yearly/per week and significantly more than a former Weekly ticket cost.

To put it in perspective, my former TravelPass (2014) cost approx. \$6.00 per day to cover all my trips, including the essential transfer between train and bus to get to and from work. I now routinely pay \$15.00 per day using OPAL because of the double dipping and obtain extremely limited benefit from the free trips. In six seven months the OPAL has cost approximately 65-70% of the cost of my TravelPass..

The former Minister for Transport (now Treasurer) touted OPAL as being less expensive than old paper tickets fares. In asking everyone I know who uses public transport regularly, colleagues, family and friends, we have all found that we pay significantly more for public transport, regardless of the former ticket type used, while enduring even poorer service as a result of timetable changes that cut out trains from significant stations (eg Kogarah, Kingsgrove) on some lines or smaller stations on others, including the inter-urban trains (eg Blue Mountains).