

Author name: Anonymous

Date of submission: Friday, 5 February 2016

Submission: Seniors Public Transport Fares in Sydney and Surrounds

I don't know what IPART's brief was but it appears that it included "what do the fares need to be to make the government run public transport network attractive for a sale to a private company?"

A proposal for more than trebling fares for one part of the community, seniors who are not pensioners, is outrageous, nasty and politically stupid. The \$2.50 fare that rose from \$1.10 in 2004 at least provided an expanded service for the extra cost. That \$2.50 daily maximum fare for seniors and pensioners should have been indexed to the CPI from 2004 and today would have been \$3.30 had that been done. The new seniors fare should be somewhere around that level and indexed annually.

If a union made an ambit claim for more than trebling their members pay, they would be laughed at.

Many self-funded retirees have assets not much above the pension cut-off amount. With very low interest rates and some companies reducing or not increasing their share dividends, self-funded retirees travel more in public transport when the fares are lower. There is a social benefit to this extra travel and there is a risk that private car travel becomes more attractive as the fares rise.

Seniors travel by normal scheduled services and no extra services are provided for them.

Privatisation of public transport nearly always leads to higher fares and a reduction in service. Even big cities in the USA such as New York, Los Angeles, Washington DC and San Francisco have state owned well run public transport.

The proposed \$9.00 fare for non-pension seniors should be abandoned.