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Submission: Dear members of IPART

Please act INDEPENDENTLY (the “I” in Ipart). Please implement good policy, not government media releases. My offerings:

1. Free rides after 8 and “you will save” are marketing nonsense which are proven fallacies. (Talk of a Million FREE RIDES or OTHER COMMUTERS PAYING for those is a nonsense, as those were paid for by the excess fee on the first 8 trips.)

OPAL is a prepaid ticket system that replaced Travel 10s and Weeklys/Periodicals. PREPYMENT saves the OPERATORS by reducing ticket purchase transactions (costs), also reduces cash handling costs & risks, creates pools of funds for investment, causes customers to make and abandon overpayments and commits users to regular use. Commuters were “rewarded” with a discount of around 20%.

RECOMMENDATION: Scrap talk of “Free Travel/Rides” and give an honest 20% discount on all trips to recognise benefits (to operators) of PREPAYMENT.

2. Your Draft Report suggests paper tickets be 40% more than Opal BUT you have a VERY SHORT MEMORY that OPAL has eliminated discounts of 20-30% on Travel 10s and Weeklys/Periodicals. However the users of paper tickets or cash are reasons for not using OPAL such as lacking the resources/education to pay in advance, or simply being an infrequent user. It is unfair to assume everyone can or should master the technology and submit themselves to the surveillance.

RECOMMENDATION: OPAL should be CHEAPER but so should paper tickets.

3. Liberal governments aspire to encourage a flexible workforce but OPAL penalises commuters who work part time. A Travel 10 was much cheaper if you work 3 days a week.

RECOMMENDATION: Give 20% discount on all trips to recognise benefits of prepayment TO OPERATORS.

4. Free rides after 8 and Daily limits mean that operators late in the day or week get no revenue for that service. \$2.50 Sundays also mean operators have less reason to provide Sunday services. Good 7 day a week services are essential to encourage more people to not own cars.

RECOMMENDATION: Scrap “Free Travel/Rides” and \$2.50 Sundays give a

50% Weekend discount on all Saturday and Sunday trips to encourage more people to use public transport on weekends and allocate more fair revenue to the weekend operators too.

5. OPAL wound back the concept of a Weekly all the way back to the 1970s as a printed piece of cardboard issued for a fixed period of Monday to Sunday. (With M or F printed on it too to indicate Male or Female commuter.) This is the most disappointing aspect that all the mega computing power behind OPAL is hobbled by such a limited view. Weeklies and other periodicals were priced on the zones the commuter selected – although “MyMulti Zones” those were city centric and unfair to users not travelling to the city

RECOMMENDATION: Allow commuters to choose starting date and duration and distance for periodicals pricing.

Alternatively base periodical pricing on point to point maximum distance travelled in that period.