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Submission: Submission - continued

The Draft Report refers to "the generous discount provided to seniors and pensioners" and that "Gold Opal cap should be linked to the level of other daily caps so the relativities are maintained over time. In our view, it would be appropriate to set the Gold Opal cap at 40% of the daily concession cap."

If we wish to maintain relativities, why are the seniors required to wear a 260% increase compared with 40% for everyone else?

The Draft Report seems to base this unfair increase on the argument that the senior card is not means tested and is available to persons over the age of 60 who work less than 20 hours per week.

Punishing the senior card holders is based on the assertion that "Means testing access to the Gold Opal card would more tightly target the deep discounts it provides to those for whom the cost of travel is a real barrier. The current system is unfair as it allows some customers on relatively high incomes to access concessions..."

No evidence is cited to support the assertion that senior card holders WHO USE PUBLIC TRANSPORT are on relatively high incomes. Just how many millionaires with senior cards are riding the bus? How do you know?

In practice - and this is an assertion - the seniors card eligibility criteria effectively limit the Gold Card (senior) concession card to retirees over 60 who are not eligible for the pension card. Since the pension card and Gold Card is available to part pensioners on incomes up to around \$50,000 per year, subject to the assets tests, then a self funded retiree would need to have a capital sum of around \$1.25 million to generate an effective income above that of a part pensioner. We know from data from the ATO and ASFA that median retirement superannuation balances are at around \$200,000 and that 1 million+ balances are rare.

So there is little evidence to support the assertion that millionaire seniors card holders are clogging public transport.

So give us a break.