

1 Should we base our determination of fares on the costs and benefits of providing bus services in the 4 largest contract regions (STA regions)?

Yes.

2 Should the length of the determination period be 3, 4 or 5 years?

No comment.

3 We propose to use a building block approach to establish the efficient costs of providing bus services in the 4 largest contract regions. Do stakeholders agree with this approach?

Yes. Otherwise it would be unfair to the majority.

4 Have there been any changes in the 4 largest regions (STA regions) that would warrant a revaluation of existing assets that make up the RAB?

No comment.

5 We propose to allocate the efficient costs to be recovered from passengers and taxpayers on the basis of the external benefits of bus services in the 4 largest contract regions. Do stakeholders agree with this approach?

Seems reasonable. However, the MyBus fare structure is highly unfair to people travelling less than 10 sections who must subsidise people travelling longer distances. The 10-14 section ticket and longer tickets should be brought back into service.

6 Should we determine the average change in fares rather than determine maximum individual fares for bus services?

No comment.

7 Should we allow a "catch up" factor so that if fares increase by less than the maximum allowed amount in one year, the foregone revenue can be recovered in subsequent years?

Yes.

8 Should we apply additional price limits to any individual fare type(s)?

Yes. In particular the special event buses to Moore Park which should have fares no higher than the MyBus1 fare which is also valid on the services now. I submit that the combination rail and Moore Park bus fares should be no higher than the rail fares. This would promote using public transport to Moore Park events and also be fair and equitable. The rail fare would generally be higher than the cost of providing the buses and getting more people on the trains will squeeze out air on them.

Similarly the Bondi Beach combination fares should be no higher than the rail fare to prevent people needing to pay two consecutive flag falls. The present system is that they are given a significant financial incentive to ignore the train line and crowd out the bus services.

9 Should we consider the merits of introducing peak and off-peak fares for buses?

Yes. But a lower discount than rail is appropriate due to far higher variable costs per service than for rail. No higher than 20%, I would think. Such fares should only be on Opal rather than adding additional ticket types to the existing system.

10 Are our proposed pricing principles relevant to determining fares for buses?

Are there any other factors that we should take into account?

See answer to Q8 above.

11 Are there any other factors we should consider when determining forecast patronage growth over the next 3 to 5 years?
No comment.