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Submission: Dear IPART,

First of all, thank you for taking time to review my submission!

Regarding the proposed scheme, I do not consider the proposed change is fair.

Under the proposal, the weekly credit is reached by either '10 most expensive journeys' or the \$65 weekly cap. Yet because of the 'OR', people still can take advantage of the system by using the '10 most expensive journeys' rule.

My suggestion would be: Remove the number of journeys and leave only weekly cap at \$40 (or whichever amount that is more reasonable upon your judgement. \$65 is ridiculous though)

It means, regardless how many journeys you made, your week caps at \$40. You can reach it in a day or two (if you do intensive travel), or you may never reach it for the whole week. To support my opinion, I would like to use my own experience.

I used to live really close to work (a bit more than 2km). To go to work, I took a direct bus, which cost me only \$2.10. On my way of the journey, I would pass a major shopping centre. Hence, if I get off the bus, pick up my shopping and go home within an hour, it would still cost me \$2.10.

Under the current Opal system, I could use as little as \$16.8 to buy off the whole week.

Under the Draft, the most expensive 10 journeys for me is \$2.10 X 10. It comes to \$21 to buy off the whole week (\$19.8 under the new fare). That is still a good deal.

I got free week for only about \$20, whilst others may have to spend double or even triple than my fare to get the week free.

These are the reasons of considering the current and proposed changes on weekly travel reward/credit are unfair.

The weekly reward should be designed to reward the people who travels more and really contribute to the system (or you may say paying more money). Instead of people who travel little but share the same reward like others.

If we only use the weekly cap as the criteria of weekly travel credit entitlement, it would be fair that it is less than \$65 (even the previous Mymulti 3 weekly ticket was less than \$65). After all, the purpose of the travel credit is to reward and to encourage more people to use public transport. In a short term it eases the connection on normal roads. In the long run, it contributes to reduction of carbon emission and a greener future for ourselves and our decedents.

These are my opinions. For all other changes in the Draft, I basically have no major objections.

Thank you very much again for taking your time to read my submission!

Yours sincerely,

Xiaolu DENG