

Dear Tribunal members:

Please consider my submission in which I register my strong objection to the proposed fare increases for rail travel between 2009-2012.

I live on the Central Coast and commute to Central Station five days a week and my weekly ticket is \$54. I am an MIX newspaper reader and not only do I personally experience the delays, problems and discomfitures of travelling on State Rail, I read about other passenger's experiences of overcrowding, cancelled services, and so on.

Surely we are not expected to pay more for services that time and time again fail to reach promised standards? In addition, Ralcorp's new Client Service Charter has not eventuated and the North West Metro Project has been dumped.

How are we to be expected to have confidence in Ralcorp's ability to provide fair and equitable pricing when it trials schemes such as the Smart Saver ticket, which was doomed to fail from the start and was abandoned on Friday at the end of its trial period. How can we feel confident that this new plan will be the answer to all the problems and issues recognised in the Draft Report of the Review of City Rail Fares. How can we feel confident that the additional revenue raised won't be spent on more expensive mistakes such as the Tantara not having the power to cope adequately with the steep gradients in the Epping Chatswood line? ( Ref Chess Industries Newsletter 2008)

Re: Transitioning towards a constant frequency discount

I refer particularly to page 126 of the Draft Report of the Review of City Rail Fares which states:

*"IMPART also recognises that some users of long-distance periodical tickets live in relatively low-income areas such as Wollongong, Newcastle and the Blue Mountains, and that some rail passengers have made decisions about where to live and work in part based on access to, and the price of public transport.*

*A sudden, significant increase in the price of periodical tickets would not be fair to these passengers. Taking these factors into account, Part's draft decision is that it is necessary to transition towards a constant frequency discount, rather than implementing such a discount in one move. A sudden, significant increase in the price of periodical tickets would not be fair to these passengers. Taking these factors into account, Part's draft decision is that it is necessary to transition towards a constant frequency discount, rather than implementing such a discount in one move."*

Surely this is simply the old story of the frog in the pot with the water slowly coming to the boil. The poor frog doesn't realise he's being gradually cooked alive. I argue that whether the frog is dropped into boiling water or cooked slowly it has the same end result. A dead frog.

Please do not allow this drastic commitment to three years of rising prices; and, if it within your delegation or mandate, instruct Ralcorp to look elsewhere for the answers to our rail service infrastructure problems.

"Please save the frog."

Your faithfully

Sue Spencer