

To: IPART Mailbox

Subject: Draft Report – “ ... fares for metropolitan and outer metropolitan bus services from January 2010”

The following is a comment/ submission regarding “Draft Report and Draft Determinations - Review of fares for metropolitan and outer metropolitan bus services from January 2010”.

The statement “There is no evidence that any of the alternative price structures better encourages bus usage than others” is neither credible nor convincing. Of course there is no “evidence” if there is no experience. The statement does not disprove the hypothesis that a reduction of fares would increase patronage. For example, the hypothesis “If you halve bus fares, usage will increase” has not been tested.

IPART should recommend reducing bus fares, increasing the number of buses, and restricting lanes available to private cars. I believe that would have a positive environmental effect and is certainly a hypothesis worth testing.

We are certain to get devastating effects of the positive feedback processes already set in motion by the increase of carbon dioxide in the atmosphere (for example melting of polar ice, release of methane from clathrates). To reduce the impact we must pull out all stops. To knowingly avoid stringent measures to reduce carbon dioxide emissions by suggesting for example that it is not in IPART’s terms of reference is criminal negligence and will increase the catastrophic impact on our children and grandchildren.

Something must be done urgently to wean people off their false perception that cars are necessary. If government agencies are not doing anything it is unlikely that private organisations will.

Incidentally, the terms of reference are not stated in the draft report and should be.

Thank you

George Carrard