

Vagone Pty Ltd t as Greens Northern Coaches

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The Independent Pricing and Regulatory Tribunal

To Whom It May Concern,

Our company Greens Northern Coaches operating within Ministry of transport bus contract region 9 would like to make the following address for submission in relation to any review of New South Wales passenger transport indexed price cost review.

Greens Northern Coaches operates a town bus service (Route15) in the Northern Suburbs of Wollongong City in the suburb of Helensburgh, the bus service is structured in that it's primary function is to offer passenger services to/from Helensburgh Railway Station and Helensburgh central business district and surrounding/outer lying areas.

The service operates these public transport services in excess of 15 hours per day on Weekdays and in excess of 7 hours on Weekends and Public Holidays with the overall impact of the public transport services and over outside influences having a demographic shift in the lifestyles of persons residing in the area and one would say the suburb of Helensburgh is now the make of a commuter belt for the city of Sydney.

In stating these facts passenger fares for public transport are unjust/unfair when considering overall distance travelled for passengers that make use of a City Rail service or are offered a transport mode change to decrease travel times when considering their origin/destination when examples of fares are used for an Adult Single

All across the City Rail network passengers travelling a distance of up to 45 Kilometres with the each way Adult fare being \$ 5.60 and then above a distance of 45 Kilometres with the each way Adult fare being \$ 6.60

All across the Private Bus Network passengers travelling a distance of up to 45 Kilometres (roughly 28 sections) with the each way Adult fare being \$ 6.10 and then above a distance of 45 Kilometres with the each way Adult fare still being \$ 6.10

In fact the passenger across the New South Wales bus network once it reaches a distance of 25.6 kilometres the bus fare for Adult Single will not exceed \$6.10 unlike the City Rail fare that just keeps increasing.

Passengers to/from Helensburgh if offered a direct bus service in Central Sydney would in fact have their fare capped at \$6.10 Adult Single, However to decrease their travel times and limit competing modes and to keep state infrastructure costs down by offering the opportunity to change transport modes the passenger must pay a higher fare component not just on the City Rail Network compared to the Bus Network but for changing/crossing between the networks because when a passenger travels between 4.8 kilometres and 6.4 kilometres before changing between the bus/rail networks they pay an additional Adult Single bus fare of \$3.20.

In summary a passenger may catch a bus on the New south Wales Bus Network and pay a maximum of \$6.10 for an Adult single fare, However if the same passenger was to make use of both New South Wales public transport passenger networks and travel a distance in excess of 25 kilometres they would pay between \$4.80 and \$ 6.60 just for the City Rail fare

component for Adult Single and then an additional fare of anywhere between \$1.90 and \$6.10 for their Bus Network fare component making the overall Adult Single fare range from \$6.70 and \$12.70

On behalf of our company personal and passengers I wish to thank the Tribunal in advance for anytime spent on our submission and that our submission may lead to fruitful outcomes.

Yours truly, Wayne Green