

1 October 2008

Subject: Submission for 2008 Review of Bus Fares.

Please see the following submission for the 2008 Review of Bus Fares.

Thanks

(a) the cost of providing the services

The consequences of discouraging the use of public transport are gridlock and increase in carbon emissions that lead to climate catastrophe. Private transport must be widely seen as a luxury and public transport must be seen as the norm. Fares should be as low as possible to get cars off the roads.

(b) the protection of consumers from abuses of monopoly power

Not relevant.

(c) the need for greater efficiency in the supply of services

Public transport is much more efficient than private car transport.

(d) the need to maintain ecologically sustainable development

Increasing fares is a step in the wrong direction if sustainability is the aim. The alternative to sustainability is accelerated extinction of human life (and other animal life) on earth.

(e) the social impact of the determination

Again the social impact is negative as fares increase.

(f) standards of quality, reliability and safety of the services concerned and any suggested or actual changes to those standards

It is in the interests of taxpayers health to have cleaner air and less gridlock on the roads.

(g) contractual arrangements prevailing in the industry

Irrelevant compared to the big issue of sustainability.

(h) such other matters as the Tribunal considers relevant.

The Tribunal must take a broad view.

George Carrard