

Mr James P. Cox
Chief Executive Officer
Independent Pricing and Regulatory Tribunal of New South Wales
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Dear Mr. Cox,

REVIEW OF BUS AND FERRY FARES - 2006

This letter is in response to IPART's newspaper advertisement inviting public responses to the Ministry of Transport's (MOT) "Submission to the Independent Pricing and Regulatory Tribunal on Bus Fares for 2007".

I am a semi-retired engineer with an interest in city transport systems. I use Sydney Buses' services almost every day and Sydney Ferries Corporation services about once a month. I generally purchase a Pensioner Excursion Ticket (PET) from the bus driver at the commencement of each day's travel.

MOT provides a wealth of information to justify a fare increase. It may have overlooked data which would argue *against* a fare increase. One factor which comes to mind is the increase in patronage, and therefore revenue, for Sydney bus operators as a result of motorists moving to public transport to avoid expenditure on suddenly rising fuel prices. Some of this increased revenue would have been gained without any increase in operating cost. There are probably other revenue-positive cost-neutral factors. In order to reach an informed decision regarding any fare increase, IPART should seek to identify those factors.

The MOT submission provides a lot of information on the financial analysis of the Sydney bus network and the financial indicators which have been developed for it. However, it has not provided any justification for retaining or persevering with the nineteenth century section-based fares system which it uses as the foundation of all its analysis and assertions. I understand that this system does not lend itself to the passenger-friendly integrated fares and zone fares which are characteristic of the modern fares systems used in comparable cities. IPART may be interested in establishing why this is so.

I would appreciate it if IPART could comment on this in its report on this Review.

Yours sincerely,

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(signed) Kevin Eadie

29 September 2006.