

Dear Madam, Sir

Re: submission

You should allow increases in bus fares only under following conditions:

- (1) that service levels (inter connectivity, pulse time tabling, synchronization of train/bus time tables, density of network) are lifted to international standards of other global cities
- (2) that an integrated ticketing system is introduced for all trains and buses, including private bus operators

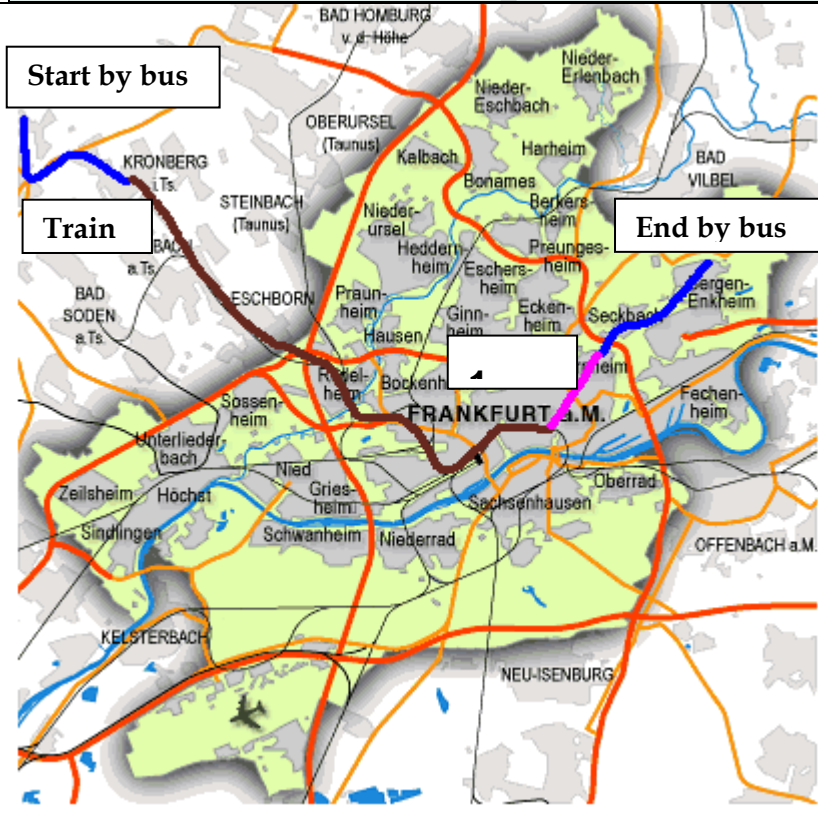
I have attached some information on how a proper public transport system works. A Sydney Mass Transit Authority has to be established ASAP. The time is running out as Australian oil production is going to fall off a cliff in the next years (graph attached) and no alternative fuels are in sight to fill the emerging gap. There is a big question from which countries Australia will be importing increasing quantities of oil at a time when global supplies also peak. Motorists will be forced to take public transport after they have exhausted the potential for car pooling.

Thanking you for your attention

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Example Integrated Ticketing in Frankfurt

Station/Stop	Route/Map	Date	Time	Duration	Changes	Services	Fare*
« earlier							
Königstein (Taunus)-Falkenstein Ehrenmal	Local area map Local area map	22.09.06	dep 08:10	1:28	3		3,35 €
Frankfurt (Main) Heimatmuseum Bergen-Enkheim			arr 09:38				2,00 €



We make a single trip by

- (1) Bus 917 - 20 min
- (2) S train – 28 min
- (3) U metro – 5 min
- (4) Bus 43 – 13 min

using one ticket for all 3 modes in 2 sectors for € 3,35 = AU\$ 5,60 (€2,00 for children)



Interior of ET423

Detailed view							
Station/Stop	Date	Arr.	Dep.	Platform	Services	Comments	
Königstein (Taunus)-Falkenstein Ehrenmal	22.09.06		08:40		Bus 917	Local bus Direction: Hornburg v.d.H. Bahnhof 4 alternative departure (with Local bus, all 30 - 33 minutes)	
Kronberg (Taunus) Bahnhof			09:00				
Kronberg (Taunus) Bahnhof			09:09	1	S 4	Commuter train Direction: Langen (Hessen) Bahnhof Number of bicycles conveyed limited	
Frankfurt (Main) Konstablerwache			09:37	2		5 alternative departure (with Commuter train, all 30 minutes)	



Bus at Kronberg station



S4 train (ET 423) to Frankfurt – 20 kms



S4 dives down into CBD tunnel under central station



Change from S4 to U4 at Konstable Square



U4 to Seckbach

Frankfurt (Main) Konstablerwache 🏠	09:45	U U4	Underground Direction: Frankfurt (Main) Seckbacher Landstraße
Frankfurt (Main) Seckbacher Landstraße	09:50		17 alternative departure (with Underground, all 7 - 8 minutes)
Frankfurt (Main) Seckbacher Landstraße	09:55	N Bus 43	Low floor bus Direction: Frankfurt (Main) Bergen Ost
Frankfurt (Main) Heimatmuseum Bergen-Enkheim 🇩🇪	10:08		9 alternative departure (with Low floor bus, all 15 minutes)

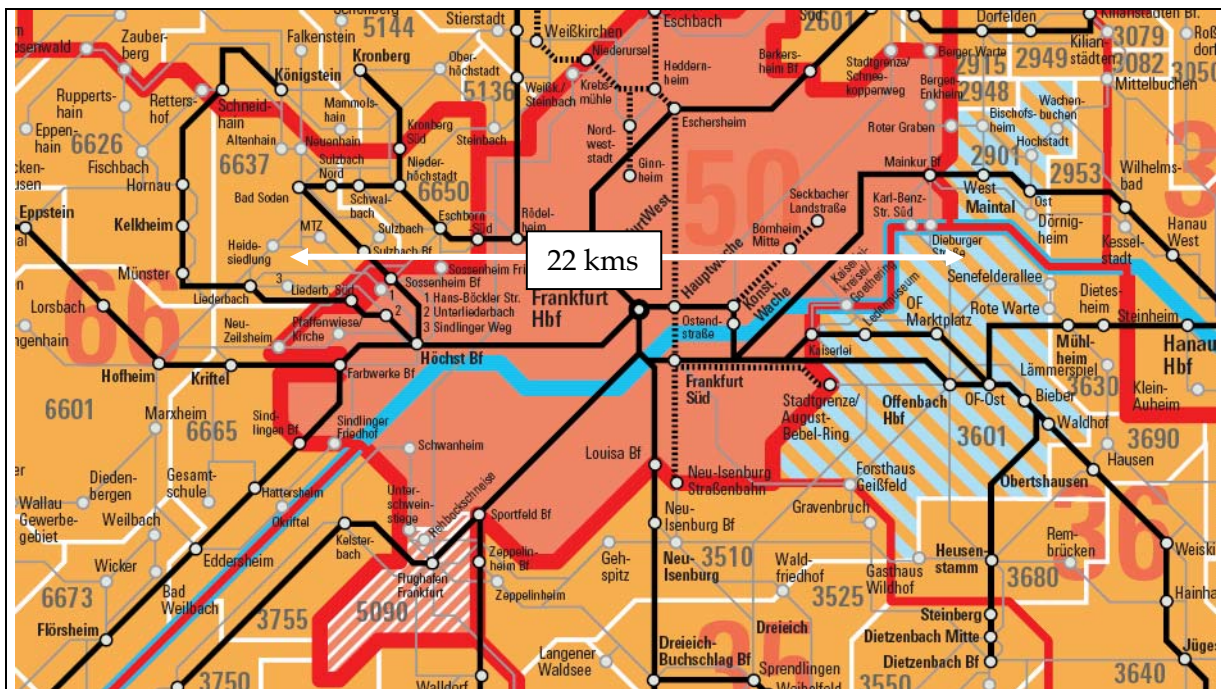


Change at U4 terminus



Route of bus 43

Transit Zones in Frankfurt






Fares are paid by transit zones. Frankfurt city is zone 50 (red). A standard single trip is \$3.40 (weekly \$31) within that zone and you may change train/metro/light rail/tram/bus as many times as is necessary to reach your destination. There are also tickets for shorter distances (from \$1.60 to \$2.60), including crossing adjoining zones (1 € = 1.7 AU\$)

During the Local Government Reform in the 70s (amalgamation of councils) becoming part of that Frankfurt zone was an important bargaining chip in negotiations.

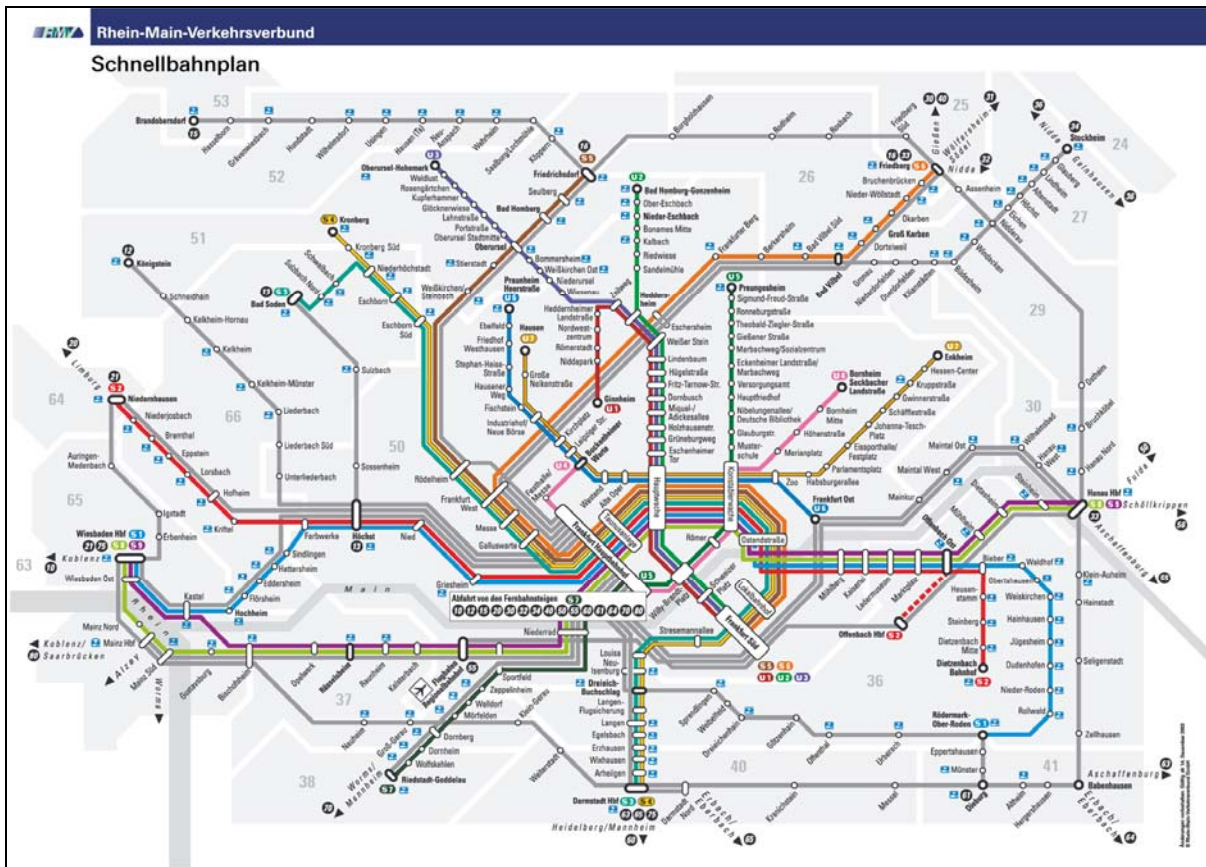
Zone 50 is surrounded by ring shaped zones. A trip from the 1st outer zone to the city zone is \$5.60 (weekly \$41). Outer zones are only paid once. So if you start your trip in an outer zone, cross the city and proceed to a destination in the same zone where you started, you do not pay again for the 2nd time you enter that zone. Many other special tickets have been designed for various groups of passengers and uses, for example off-peak monthly tickets or supplementary tickets to use intercity trains. There are no gates at stations and you do not have to show your ticket to bus drivers but fines are high for fare evasion.

By using a free internet service, you can download an individualized timetable - including connections - in PDF format, by entering your destination and other trip details.

Mass transit authority RMV 

The mass transit authority RMV now covers almost 2/3 of the whole State of Hessen but its focus is on Frankfurt and the surrounding region. It is responsible for strategic development, planning, timetabling and coordinating of all city and regional train, light rail, metro, tram and bus services. However, RMV does not operate services itself. This is being done by the privatized Federal Railways , the Frankfurt City Council (Public Works Corporation)  and other private bus and rail operators. Licenses to run services have now to be obtained in a Europe wide tender process. Financing of new projects is done on the basis of a priority list in 10 year transport plans with following contributions: Federal Government: 60%, State Government: 30%, Local Government (Town/City/Shire Council): 10%

Mass Transit Map



Rail, light rail and metro services in Frankfurt. Note that Frankfurt including surrounding towns is just 1/3 the size of Sydney by population. No special fares to Frankfurt airport.

Example of pulse timetabling (light rail)

				Time table U7 (Mon-Fri)													
04	35	55		15	02	10	17	25	32	40	47	55					
05	15	35	50	16	02	10	17	25	32	40	47	55					
06	00	10	20	30	40	50	17	02	10	17	25	32	40	47	55		
07	00	10	17	25	32	40	47	55	18	02	10	17	25	32	40	47	55
08	02	10	17	25	32	40	47	55	19	02	10	17	25	32	40	47	55
09	02	10	17	25	32	40	47	55	20	02	10	20	30	40	55		
10	02	10	20	30	40	50	21	15	35	55							
11	00	10	20	30	40	50	22	15	35	55							
12	00	10	20	30	40	50	23	15	35	55							
13	00	10	20	30	40	47	55	00	15	35	55						
14	02	10	17	25	32	40	47	55									



Prepared by Matt Mushalik (MIEAust, CPEng), September 2006