

Tuesday, 4 November 2008

Review of CityRail fares, 2009-2012 - Draft Report and Draft Determinations - October 2008

I object in the strongest possible terms to the findings of the Review of CityRail fares, 2009-2012 - Draft Report and Draft Determinations –

I am a daily commuter to the Sydney City Circle from Wollongong and have been so for a number of years. As I understand the report recommends that in my case;

“ For distances from 35 km up to 175 km, single tickets would increase by up to \$1.00 on 1 January 2009, and by between 20 cents and 90 cents a year plus inflation over the subsequent three years. Weekly tickets would increase by \$7.00 to \$9.00 per week on 1 January 2009, and by between \$1.50 and \$6.50 per week a year plus inflation over the three subsequent years”

Or more succinctly in as outlined in table 1.1 a **25 %** average real cumulative percentage increase in fares from 2008 to 2012 !!!

As an experienced commuter I recognise the need the need for passengers to each fund an appropriate proportion of the costs of providing CityRail services. And that this funding equation must reflect the level of benefits individual users and the wider community derive from these services.

However I can neither comprehend nor afford a 25% increase in fares. I find the audacity of such a proposed increase in the context of pitifully poor and declining service standards galling. By both national and international standards the service provided by CityRail is an embarrassment. I have not the time nor will to detail here the litany of disruptions and discomforts that I have endured during my commuting experience. However I assure you that If the proposed increases are implemented I will seek full compensation for every minute wasted by the incompetence of CityRail.

I understand the need for the government to urgently increasing the economic efficiency of CityRail by reducing costs. As a regular user rail services in NSW and internationally I can identify numerous areas where efficiencies can and must be generated by competent management before a fare increase of this magnitude is proposed. I contend that if there was more evidence of efficiencies being generated by the removal of out dated operational practices then the issue of fare increases would not be so contentious.

J Bell