

## **Submission from Alex Sims**

### **To The Rural & Regional & Transport Committee**

#### **On the inquiry into The Investment of Commonwealth & State funds in Public Passenger Transport Infrastructure & Services.**

In regard to (d) measures by which the Commonwealth Government could facilitate improvement in public passenger transport services and infrastructure;

The Commonwealth should encourage the public of timetable information by all operators on the Internet in a common electronic data interchange format (such as the British TransXChange) to provide the base information for third parties to:

- publish national or local timetables in new formats
- develop innovative presentations such as on mobile phones
- develop route finding services
- etc

The Commonwealth should encourage the development of tools and adoption of traffic signal phasing that considers the delays to people and goods moved through an intersection rather than individual motor vehicles. Current tools such as SIDRA are used considering a driver only car as the same priority as a bus filled with 44 passengers. This would remove some of the economic inefficiency associated with delays to buses.

In regard to (e) the role of Commonwealth Government legislation, taxation, subsidies, policies and other mechanisms that either discourage or encourage public passenger transport; and

The Commonwealth should encourage the salary packaging of public transport fares by offering the same FBT concessions as private motor cars enjoy with regards to parking and use of motor vehicles. This should help move public transport from being a “transport of last resort” dominated by people unable to drive or afford a private car to “transport of choice”.

In regard to (f) best practice international examples of public passenger transport services and infrastructure.

The committee should examine the provision of public transport in Tokyo, Japan in particular the function of the East Japan Railway

Company (JR East). This would show

- the importance of horizontal integration of transport enterprises to include the exploitation of station real estate for retail and office, and additionally in the case of private railway companies development of housing in conjunction with railway development.
- The benefits of cashless ticketing (Suica) which can be used for shopping as well paying for train, bus, subway and airfares.

Thankyou for the opportunity to input to this inquiry.