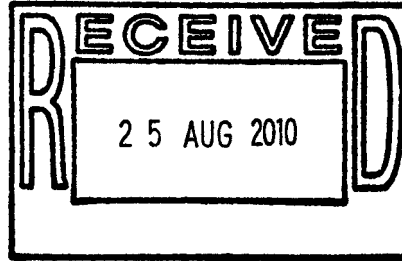




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Mr Richard Willis
Secretary, Council Committees
Legislative Council
Parliament House
EAST MELBOURNE VIC 3002

Richard

Dear Mr Willis

LEGISLATIVE COUNCIL SELECT COMMITTEE ON TRAIN SERVICES

I refer to your letter dated 26 July 2010 in which you set out questions on notice following the hearing on 22 July 2010.

As requested, I have coordinated a response to these questions with Bernie Carolan, Chief Executive Officer of the Transport Ticketing Authority (TTA).

1. Question from Mr Barber regarding whether the Department was on the panel dealing with the various tenders.

The Department of Infrastructure (which was later replaced by the Department of Transport) was represented on the TTA evaluation committee for the myki tender. A representative of the department's Public Transport Division was part of the evaluation committee.

2. Question from Mr Drum regarding whether regional bus operators have lodged any claims for compensation.

No bus operator has made a claim for revenue to be revised as a result of the introduction of myki.

3. Question from Mr Barber regarding when regular reports will be released about the performance and reliability of the myki system.

DOT and the TTA expect that ticket machine availability and vandalism statistics will be published in DOT's Track Record publication once the system is in a steady state of operations (ie post-transition from Metcard).

4. Question from Mr Atkinson regarding the difference between the anticipated and actual overlap of the Metcard and myki ticketing systems.

The original contract between the TTA and Kamco did not specify a transition period. The timing and period of transition was to have been determined as the scope of the transition was fully detailed during project delivery.

As announced on 22 July 2010, the overlap period in which both Metcard and myki will operate in the metropolitan area will run until at least Easter 2011.

5. Question from Mr Atkinson regarding the life expectancy of the myki system.

The myki system is contracted to run for ten years. Currently, myki represents the latest generation of ticketing technology, and there is therefore no system in place to supersede it yet. By way of a benchmark, Metcard has run for over 12 years.

6. Question from Mr O'Donohue regarding whether any infringement notices were issued in relation to myki use during the first quarter of 2010.

No, the Department of Transport has not issued any infringement notices in relation to myki use during the first quarter of 2010.

7. Question from Mr O'Donohue regarding the cost of production, storage and recycling or destroying the out of date manuals.

The wording of the question in your letter dated 26 July refers to "manuals". However, from the context of the question put by Mr O'Donohue at the hearing, I understand that Mr O'Donohue was asking about myki guides produced in conjunction with the Herald Sun that were not able to be used.

Under the TTA's contract with the Herald Sun, cost information relating to the guides is to be treated as confidential (for commercial reasons) and the TTA is not at liberty to reveal such information without the Herald Sun's permission. The Herald Sun has previously objected to the release of this information as part of a freedom of information request to the TTA.

8. Question from Mr Drum regarding the selection of regional centres for the introduction of myki.

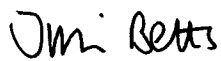
Geelong, Ballarat, Bendigo, Seymour and the Latrobe Valley form the regional "commuter belt". That is, these centres have frequent V/Line interurban services on weekdays. The rationale for introducing myki in these centres was for commuters in these areas to have consistency in ticketing between their V/Line travel and their local bus travel (e.g. from home to the train station each morning/afternoon) once myki is fully rolled out.

9. Question from Mr Atkinson regarding whether the Government has any intellectual property involved in the myki project.

The TTA owns intellectual property (IP) developed or created for myki and has exclusive rights to allow (or refuse) permission for this IP to be used in Australia or New Zealand, and can require a fee for use of this IP. Kamco is able to use IP developed for myki in other projects outside Australia and New Zealand. Kamco would have to pay the TTA a fee for such a use of the TTA's IP.

I hope that this information is of assistance to the committee.

Yours faithfully



JIM BETTS
Secretary

23 / 8 /2010