



MEDIA RELEASE

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COMPETITION IN NSW BUS SERVICES GOOD FOR COMMUTERS

The announcement that NSW will move to competitively tender the STA monopoly over bus services in Sydney's inner west region 6 is a win for commuters and taxpayers, said [Infrastructure Partnerships Australia](#).

"The inner west is the poorest and most complained about bus region so private operators will bring relief to inner west commuters and relief to taxpayers who foot the bills," said IPA Chief Executive Brendan Lyon.

"Opponents claimed the sky would fall in when Sydney allowed new services on the Manly ferry route and again when Sydney Ferries was competitively tendered, but the reverse was true.

"Services and safety have been better and patronage has grown, all at much less cost to the taxpayer.

"Introducing competition into the worst part of the STA network is hardly a radical step, it's just the same as Sydney's Ferries and 80 per cent of bus services across the Sydney basin.

"Outsourcing services is not privatisation, no matter what opponents say.

"The bus depots and buses all remain public assets, bus fares are still set by IPART and the timetable is still set by the Transport department but with scope for new routes and new customer service innovations like WIFI.

"Contracted services mean there's a fine for operators when services are poor quality, at the moment there's not even an apology to commuters when the STA bus drives past and doesn't stop.

"The Victorian Labor Government is refranchising Melbourne's entire public railway and public tram system to private operators, because it's a better model for commuters and better for the budget."

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