

Submission  
No 348

## INQUIRY INTO PRIVATISATION OF BUS SERVICES

**Name:** Name suppressed  
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Partially  
Confidential

There are many pitfalls left by the privatisation of the Sydney and Newcastle Buses.

1. Prior to privatisation many bus stops were removed leaving longer distances between remaining stops at times up to 400 meters. Considering that most of the old State Transit services were in the older parts of Sydney it follows that there is a greater proportion of older residents. This has left them with further to walk to a bus stop on top of the distance they originally had to walk from their residence.
2. In both Sydney and Newcastle many services were cancelled whilst others were shortened thus requiring commuters to transfer from one service to another. This had the effect of adding varying lengths of time, sometimes excessive, to a trip.
3. On occasions the new contractor has engaged driving staff on 2 separate industrial awards which resulted in many losing income whilst drivers on the lesser award were rostered to do the work. This has caused 2 different problems the first of which being that those who lost income found different employment thus leaving a staff shortage resulting in cancellation of services. The second was that it caused industrial unrest which resulted in strike action by those drivers in all depots in Sydney employed under the lesser award once again this resulted in service cancellations. The possibility of this happening still remains.
4. As part of the privatisation the drivers eventually lose their free public transport allowance thus adding transport costs to their weekly costs. For those travelling a long distance to work this added cost made it more financially viable for them to find employment closer to home, once again resulting in staffing shortages and service cancellations.
5. The problem of staff shortages is constant across all depots both those formally operated by State Transit and those that were not. This has become more critical since privatisation so ideally it would be more prudent for the committee to look at all aspects of pay rates and working conditions in order to provide a contented work force and the travelling public with the service to which they are entitled.