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Bus & Coach Association SA

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Department of Planning, Transport & Infrastructure

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Moving People: The Future of Passenger Transport in SA

Public Transport
‘Regulations and Contracting’

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DPTI

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Public Transport in SA

DPTI currently undertaking major review and re-structure

Three new divisions

- Safety and Service
- Development
- Corporate

All about

- Sharpening our focus towards service to SA,
- Increased efficiency and effectiveness – integrating modes – removing ‘silo thinking’
- Reductions in costs
- Increased focus on asset management and safety for all

Public Transport in SA

The Safety and Services Division of DPTI oversees:-

- metropolitan and regional bus services,
- day to day planning of trains and trams,
- the regulation of taxi services in metropolitan and regional areas.

Public transport services regulated under the *Passenger Transport Act and Regulations*.

Key areas relevant to bus operations in SA include:

- Accreditation
- Service Contracts
- Exemptions to Holding a Service Contract

Passenger Transport Act and Regulations

Key definitions under the Passenger Transport Act and Regulations:

- ***Passenger transport service*** means a service consisting of the carriage of passengers for a fare or other consideration

- ***Regular passenger service*** means –
  (a) A passenger transport service conducted according to regular routes and timetables;
  (b) Any other passenger transport service of a class prescribed by the regulations

What does this mean for bus operators?

Any person who operates a passenger transport service for hire or reward must hold an appropriate accreditation. Operators of the business must hold Operator Accreditation while all drivers of a passenger transport service must hold Driver Accreditation

"Regular Passenger Services" are required to operate under a Service Contract unless an exemption is provided. This exemption process is commonly known as "Regulation 6 Exemptions"

Service Contract Models in SA

Different contract models operate across metropolitan and regional areas.

Metropolitan Adelaide

The Adelaide Metro bus network is operated by three bus providers under Service Contracts with the Minister for Transport.

These operate across six areas and provide exclusivity to contractors to operate regular passenger services in their area.

Service Contract Models in SA

Regional Areas

- Different contracts are in place in regional SA to reflect varying service models.

- Some include provision for an annual service subsidy and concession reimbursements, while others provide concession reimbursements only.

- DPTI currently has 33 service contracts for regional bus services, categorised into three main types:
  - 11 Area Contracts (Country Bus) connect regional areas with long distance routes
  - 7 Provincial City contracts serve higher populated regional centres of the State with weekday town services open to the general public to facilitate access to services, and focused services for students on school days;
  - 15 route contracts to connect regional communities, and use a variety of service models such as inter-town route services, Dial-A-Ride services and transport for passengers attending medical appointments in Adelaide.

- The 11 Area Contracts and 7 Provincial City Contracts provide contractors with exclusive “area” rights to operate regular passenger services in the relevant region

Service Contracts

Service Contracts are required to operate a ***"regular passenger service"***

> "a service that is recurring at fixed times (periodic) and operates to a fixed timetable"

A timetable :-

> "schedule of vehicle trips where the vehicle is available for use by passengers".

Some of the services that fall within this scope are

- public transport services operating along regular routes and timetables, ie Adelaide Metro services,
- regional route services
- school services

How are new Service Contracts Established?

Dependent on a number of factors :

- The identification of specific needs;
- The provision of additional funding;
- Agreement from other government agencies to fund concession reimbursements for concession fares.

New services can be introduced into an existing Service Contract or established as a new Contract.

Regions where Service Contracts Do Not Exist

In areas where existing contracts do not exist and where it has been agreed that new services are required and funded, an open Request for Tender will be called

A Request for Tender process - open to any interested parties - based on qualitative and quantitative analysis.

How are new Service Contracts Established?

Existing Contracts

In areas where existing contracts exist and operators have exclusive rights to a region, the contracted operator will be provided first right to deliver the service.

In the case of the Area Contracts, the service must be provided without any subsidy, based on the nature of the existing arrangements.

For Provincial City Contracts, services must be provided based on existing contract rates.

If operators cannot provide services on these terms, an open Request for Tender will be called to establish a new Service Contract

Service Contracts - Exemptions

There may be circumstances where a Service Contract is not appropriate. In these instances provisions exist for regular passenger services to be exempt from the requirement to operate under a Service Contract

This process is commonly referred to as “Regulation 6 exemptions”.

Services that could require Regulation 6 exemptions include:

- School Services
- Services for particular events
- Premium services
- Tourist services
- Services for recreational, social or amusement purposes
- Community type services
- Trial services

For areas where an existing Service Contract exists, the application for a Regulation 6 exemption will include assessment of whether the proposed new service will have an unfair or unreasonable impact on existing services provided under the Service Contract.

Regulation 6 approvals may include certain conditions (eg the provision of patronage and other information, restrictions on pick up and set down locations where existing contracted services operate etc).

The future ???

- Safety initiatives
- Legislative Review
- Review of Contracting and Procurement within DPTI
- Regional Access Committees
- Operation Moving Traffic - Adelaide
- O-Bahn project

To make this happen, requires :-

"Strong collaboration and partnerships with Government"

We look forward to a positive future!

- Thank you