



**BELL GULLY**

**Public Transport Management Bill –  
The Future of Public Transport**  
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Bell Gully

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# Public Transport Management Bill

- purpose is *“to contribute to the aim of achieving an integrated, safe, responsive, and sustainable land transport system”* (section 3)
- Bill also seeks to:
  - specify powers of Regional Councils to set standards for the public transport services provided in their region; and
  - regulate the registration of public transport services provided on a commercial basis.

## Key issue – how far should the Act go in terms of controls on private or public operators?

- Responds to concerns that:
  - current system discourages competition;
  - commercial operators “cherry pick” most profitable services;
  - difficult to implement integrated services such as integrated ticketing;
  - issues over standard of service;
- Overall difficult to make public transport more convenient for passengers.

# Broad definition of services caught by the Act

“Public transport service” includes the carriage of passengers for hire or reward by means of:

- (i) a large passenger service vehicle; or
- (ii) a small passenger service vehicle; or
- (iii) a harbour ferry; or
- (iv) a hovercraft; or
- (v) a passenger rail service vehicle; or
- (vi) a monorail; or
- (vii) a tramway; or
- (viii) a vehicle within the definition of rail vehicle in section 4(1) of the Railways Act 2005; or
- (ix) any other vehicle, boat, craft or other mode of transport available to the public generally; and

but does not include:

- (i) a taxi service;
- (ii) a dial-a-driver service;
- (iii) a shuttle service;
- (iv) an ambulance service;
- (v) a private hire service;
- (vi) a service that uses a large passenger service vehicle that is chartered; or
- (vii) a service that is not available to the public generally.

# Regional Public Transport Plan (RPTP)

- new tool for regulating public transport;
- purpose is to specify how Regional Councils give effect to the public transport components of RLTS's;
- not mandatory BUT – required if:
  - Regional Council intends to contract to pay for supply of public transport services;
  - impose controls on commercial services; or
  - provide financial assistance to taxi services or shuttle services.

## Regional Public Transport Plans continued ...

RPTP can also:

- include policies on quality and performance standards;
- establish an “integrated public transport system” including integrated ticketing; and
- incorporate quality standards e.g. vehicle age, cleanliness, disabled access.

# Commercial Public Services

- those not funded in whole or in part by the Government;
- Regional Councils can control such services if they have:
  - considered impact of such control on financial viability of commercial services;
  - satisfied themselves that control contributes to purpose of the relevant Regional Transport Plan; and
  - ensure the control complies with any relevant regulations.

# Potential controls on commercial public services

- impose minimum notice period for commencing, varying or withdrawing a commercial service;
- require a commercial service to operate according to frequency, capacity and times specified in the relevant RPTP;
- require a commercial service to be an integrated service;
- set, apportion and collect integrated fares; and
- require operator to provide detailed information to assist with public transport planning and monitoring.

## Other controls on commercial services

- all commercial services must be registered;
- a Regional Council can decline to register a commercial service or deregister a commercial service;
- any person who operates a commercial service that is not registered commits an offence – fine for first offence up to \$30,000 or \$60,000 on second or subsequent offence.

# Will the Bill achieve its objective?

- concerns raised by Regional Councils and commercial operators;
- commercial operators issues include:
  - Bill unnecessary;
  - not enough protections on commercially sensitive information;
  - requirement to “bundle” services (e.g. profitable or unprofitable) could discourage additional services during peak times;
  - may stifle new public transport solutions;
  - no appeal rights on plans
- Regional Councils seeking an option of a fully contracted network, because a two tier system will not provide funders with influence over a key portion of the network.
- others say Bill gives control to Regional Councils rather than Territorial Authorities;
- some say Bill does not go far enough in largely retaining the existing structure with few changes – why not use a new model e.g. centralised transport authority for each region.

## Where to from here?

- Transport and Industrial Relations Select Committee hearing submissions now;
- Select Committee report due on 30 June 2008.