



# 20 FEDERAL 07 ELECTION

‘MOVING PEOPLE: A NATIONAL PRIORITY’

PUBLIC TRANSPORT: THE TICKET  
TO A HEALTHIER ECONOMY,  
ENVIRONMENT AND COMMUNITY.



The Bus Industry Confederation (BIC) is the peak national body representing the bus and coach industry in Australia, both operators and suppliers. BIC and the bus industry aim to make public transport a viable alternative to cars for the maximum number of Australians.

This Federal election, the bus industry and its passengers call on all candidates to acknowledge the importance of the Federal Government becoming involved in public transport policy and development.

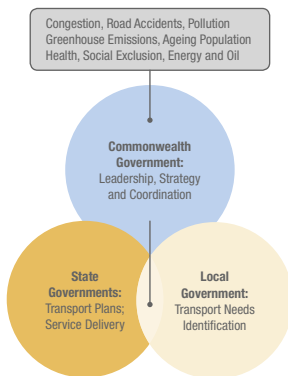




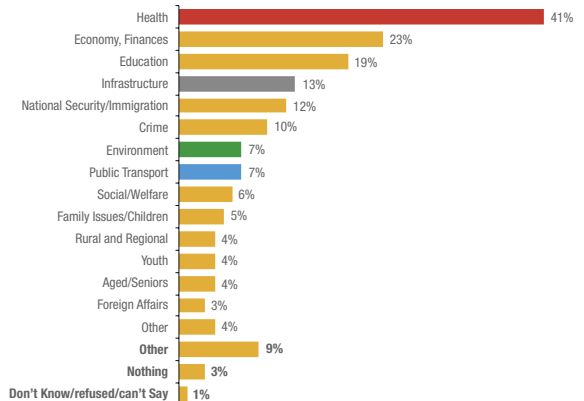
# Public Transport and the Federal Government

- Public transport is a national issue and the Commonwealth has an important strategic role to play.
- A significant majority of voters believe public transport is a national issue.
- Western countries, with the exception of Australia, typically obtain targeted financial support for public transport from their national government
- Service provision should remain the responsibility of the States, the Federal Government should have a responsibility to ensure Australians have adequate public transport planning, infrastructure and incentives to make public transport an attractive alternative to the car.
- Economic, environmental and social imperatives point to public transport being a combined effort between all levels of government.
- A National “Moving People” strategy is required and the Federal Government has a leadership and co-ordination role to make it a reality.

## Roles of Governments in Public Transport



## Most Important Issues for Voters\*



\* Figures based on a survey of marginal seats, commissioned by BIC. According to the survey; health, environment, infrastructure and public transport were four of the top 8 issues that Governments should be tackling.



# Why a National Approach is Needed Now

## ECONOMY

- Traffic congestion, caused mostly by cars, costs the Australian economy billions of dollars a year in lost productivity and has a negative impact on the community.
- According to the Bureau of Transport and Regional Economics, transport congestion will cost Australia as much as \$29.7 billion if we don't act now.
- A 3 per cent shift from motorised travel to public transport would bring savings of \$2.6 billion per year to the Australian economy including \$1.5 billion in congestion savings, \$920 million in direct user benefits and \$160 million in environmental benefits including a reduction in greenhouse gas emissions in our cities of between 800,000 and 900,000 tonnes.
- Efficient public transport systems can play a strong role in reducing urban congestion. Cities are important drivers of our economy and congestion reduces their liveability and effectiveness.
- Increased public transport availability can help ease the burden of rising fuel prices on household budgets.
- Public transport use will reduce Australians' over reliance on the car and provide increased efficiency and productivity for freight transport.

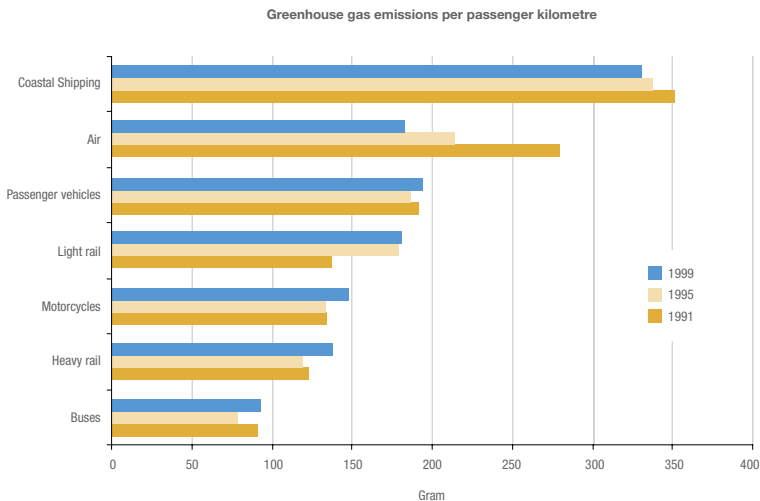
## INFRASTRUCTURE AND BUS RAPID TRANSIT

- Infrastructure funding is currently directed at building more roads for more cars. It is becoming increasingly apparent that this approach is unsustainable.
- Federal funding should be conditional on State and Local Governments meeting public transport planning and infrastructure needs.
- BRT is a modern high speed transit system operated with exclusive right-of-way granted to bus traffic that offers proven solutions to urban congestion and environmental outcomes.
- BRT combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, high occupancy vehicle (HOV) lanes, expressways, or ordinary streets.
- BRT is by far the most efficient form of mass transit both in terms of infrastructure costs and people-moving potential based on those costs.
- BRT systems currently exist in Australia, and operate at world's best practice levels in Brisbane (the Busway initiative) and Adelaide (the Obahn initiative), and to a lesser extent in other capital cities.

**For more information on BRT go to [www.ozebus.com.au](http://www.ozebus.com.au) or contact [isuru@bic.asn.au](mailto:isuru@bic.asn.au) for brochures.**

## ENVIRONMENT

- Public transport has a significant role to play in the Commonwealth Government's climate change strategy, through the reduction of greenhouse gas emissions, air pollution and noise pollution.
- Transport is Australia's third largest and fastest growing source of greenhouse gas emissions and unless the current trend is reversed, the Bureau of Transport and Regional Economics predicts total transport greenhouse levels will be more than double their 1990 levels by 2010.
- A 3 per cent shift from motorised travel to public transport would reduce greenhouse gas emissions in our cities by up to 900,000 tonnes per year.
- Buses have the lowest emissions of greenhouse gases per passenger kilometre.

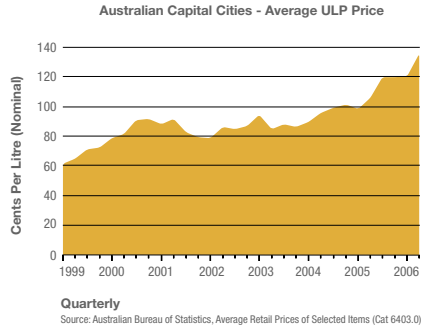


## COMMUNITY AND THE CAR

- Public transport, especially buses in outer-metropolitan, regional and remote areas is crucial in reducing the risk of social exclusion.
- 1 in 3 people do not have a motor vehicle license.
- 11 per cent of houses in Australia do not own motor vehicles.
- 14 per cent of outer metropolitan and 28 per cent of non metropolitan long term unemployed cite lack of access to transport as a major impediment to getting a job.

## COMMUNITY AND HOUSING AFFORDABILITY

- Lack of public transport planning in outer-metropolitan and regional areas has resulted in increased reliance on the car.
- With transport costs making up a significant proportion of household budgets, better public transport planning and increased public transport usage can help ease the burden of rising fuel prices and improve housing affordability.

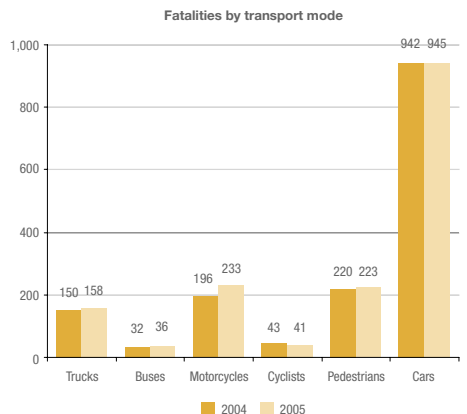


## COMMUNITY, HEALTH AND THE AGEING POPULATION

- Research shows people who drive to work have a higher risk of being overweight or obese than people who walk, cycle or use public transport.
- The health cost associated with ambient air pollution generated by motor vehicles is more than \$1.3 billion. Increased bus patronage has the twin benefit of increasing the amount of exercise undertaken by users and reducing the health costs of air pollution.
- The ageing population is creating a greater need for public transport. More than 40 per cent of single person households inhabited by over 65's do not have access to a motor vehicle.

## COMMUNITY AND SAFETY

- Buses are a safe mode of mass transit; Australian Transport Safety Bureau data shows that car travel has a fatality rate eight times higher than bus and rail transport.
- Increasing public transport patronage in metropolitan and regional areas will reduce the costs of traffic incidents.



Source: Australian Transport Safety Bureau 2006, Road Deaths Australia 2005 Statistical Summary



# What the Federal Government Can Do

- Tie public transport planning into funding arrangements for States under the AusLink, AusLink 2 and Roads to Recovery programs.
- Introduce a roads program focused on reducing urban congestion through the identification of urban congestion “Hot Spots” similar to the Black Spots Road Safety program
- Provide funding for Bus Rapid Transit (BRT) demonstration projects to assess the benefits of BRT. These trials could be conducted in partnership with state and local governments.
- Provide tax incentives through income tax arrangements to encourage greater public transport use.
- Provide tax incentives for employers through Fringe Benefits Tax arrangements to encourage employees to use public transport.
- Investigate opportunities to address congestion in urban areas through appropriate pricing mechanisms.
- Increase funding to the Travel Smart program. The Travel Smart program promotes walking, cycling and the use of public transport. The Travel Smart program should be expanded to include education programs and direct advertising about the cost of running a car and the alternative travel options available to the community.
- Provide investment/tax incentives to encourage bus operators to modernise their fleet and encourage the purchase of hybrid, low emission, and accessible vehicles.
- Undertake a demonstration project to trial diesel/electric hybrid buses as an interim measure to the introduction of hydrogen vehicles.
- Provide funding to Local Government/Councils to establish Accessibility, Planning and Transport Committees that will identify community passenger transport needs and assess the existing transport resources and services available against those needs to develop a mobility plan for their communities.
- Provide funding for operator assisted security implementation and adequate and appropriate training for the industry on security related matters.

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