

Submission:

I would like to respond to the submission by Mr. Darryl J Mellish of the Bus & Coach Association.

I would like IPART to disregard the BCA submission, until key performance indicators are completed by the BCA. Specifically, the BCA should detail how each of its members are renewing old bus stock.

I would like IPART to take into account the fact that none of the Associations' members have bought new buses in regional areas.

They cry about getting more money from taxpayers, as compensation for concession card holders and small yields. But not once have they actually spent even \$1 in making their buses comfortable.

A case in point is Busways of Blacktown & Gosford. Unfortunate consumers of this poor excuse for a bus company are using buses from 1984, in both Blacktown & Gosford.

Someone needs to force these bus companies to make a investment in buses to make them more appealing to their customers.

Why does Sydney Buses renew their fleet every 5 years in the Eastern Suburbs, yet we are still suffering from old bus stock? Is it because we're poorer?

I ask that IPART do not allow the BCA to change anything in regards to the cost of bus travel. At least, not until they can show they are making a big investment in infrastructure.

Please acknowledge my Submission by postal mail, to:

Yours Sincerely,

Alex Portnoy