

The Bus Industry Confederation is the peak body representing the bus and coach industry in Australia and makes the following comments in relation to the proposed Carbon Pollution Reduction Scheme (CPRS) as part of the Climate Change Inquiry being undertaken by the Senate.

The BIC has also attached the Industry submission to the Garneaut Review which includes a range of policy options that the BIC believes should be considered as part of complementary measures within a CPRS.

The BIC believes that the CPRS should exempt permanently high capacity passenger vehicles, public transport and coaches, from any impact that a CPRS will have on fuel prices. The BIC seeks for the CPRS to recognise the positive emissions outcomes delivered by buses and coaches as compared to cars and permanently provide a cent for cent credit against any fuel price impact of the CPRS.

Not doing this, provides a disincentive to make an alternative travel choice from the car and keeps buses and coaches, public transport on the same price footing.

It is clear that real emissions savings can be made by reducing Australians reliance on the car by providing a price message in the CPRS that incentivises public transport and coach travel and not vice versa.

The concept of placing public transport and coach travel within a CPRS as part of the “on road heavy vehicles” CPRS credit regime for one year: i.e. in the same basket as trucks is incongruous to the outcome being sought by introducing a CPRS and needs to be addressed in a manner, which as outlined above, makes public transport and passenger transport travel by bus and coach more attractive and not less.

This permanent cent for cent credit for public transport and bus and coach passenger transport will provide a competitive pricing mechanism for individuals to make alternative travel choices and as importantly will provide a financial reward( savings) for State Government contracted route and school bus services in and could used as leverage to encourage State governments to increase the number and frequency of services. And fill any capacity shortfall that will result as people move from their car to public transport.

A percentage of the dollars raised through a CPRS and proposed complementary measures should also focus on Federal Government support for increased public transport investment for both Public Transport infrastructure and planning and for rolling stock in the form of hybrid/electric and gas driven buses on the condition that State governments identify public transport black spots in the system and increase the total number of services and their frequency.

I am happy to provide further information if required

Regards  
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