
Information for Submission to Legislative Assembly

1. Local Content

When smaller operators tender for long and short term contracts it is difficult to compete with multinationals or large transport operators with extensive vehicle fleets and resources. The local content clause in tenders is being applied to those large operators when they are not truly local. There are instances where these companies have one employee located in the area and this qualifies them as having a local business address and makes them eligible for local content concessions. The profits of these operations are not spent locally and often do not benefit the regional areas where the contract is located. There needs to be more stringent checks conducted to ensure that the tenderer is actually local and heavier grading should be applied to those with actual business premises and staff who are employed by local business owners or contractors. Genuine local operators need to be given higher weighting in the tender process versus local content.

2. Short Term Contracts – Bus Compliance

There are buses which are operating on short term contracts that do not comply with the minimum requirements detailed in those contract agreements.

3. Woodbury Boston – Student Numbers

Southern Bus Charters operate an ECM Contract between Denmark and Woodbury Boston Primary School. The school have raised concerns that they are having to turn away student enrolments because our bus is full. All complimentary students have been replaced with eligible students and School Bus Services was requested by the school to increase the size of the bus to enable them to accept more students. Southern Bus Charters also contacted School Bus Services to discuss the possibility of increasing the size of the bus. School Bus Services rejected the request.

4. Bin Alarms

Southern Bus Charters contacted School Bus Services seeking clarification on the required retrofitting of bin alarms. We questioned whether the bin alarms could be wired so that they would not sound when the vehicle was parked with the park brake applied. This was to avoid the constant sounding of the alarm while drivers were loading or unloading luggage. School Bus Services agreed that this would have been a common-sense approach but as it did not meet the



requirements as they were written in their specifications, our request to have them installed this way was denied.

5. Vehicle Inspections

Southern Bus Charters has had requests from other operators whose primary office is not in the local area, to borrow safety equipment such as window hammers to use in their vehicles in order to pass annual vehicle inspections.

6. Bus Quality

Smaller contractors are having to tender using cheaper and; therefore, lower quality vehicles, to compete with larger operators. These vehicles do not have the same longevity and inevitably lead to higher repair and maintenance costs for that contractor. Higher emphasis should be placed on the quality of the vehicle being provided in the tender.

7. Key Performance Indicators

Southern Bus Charters charter operations were shut down by the Covid 19 Pandemic in March 2020. During this very difficult time, when staff had been stood down and we were trying to save our business, we were late to submit a TDV. We were given a demerit on our contract with no consideration given to the circumstances.

