

BUS EXPRESS

News and views from life in the bus lane



Special Newcastle Edition

RTBU NSW Tram and Bus Division



Government ambushes workers with privatisation

The Minister for Transport has announced the government has plans to privatise the buses, light rail, and ferry system in Newcastle from June 2016.

Selling off buses in Newcastle is an ambush from a government desperate to make the light rail project more attractive to buyers by packaging it with Newcastle Buses, and has nothing to do with making the service better for locals.



The RTBU will fight tooth and nail to protect the jobs of all workers, and we will not take this lying down.

This is a clear example of the government putting profits ahead of people.

We are seeking urgent meetings with the government to discuss the situation and will feed back all the information we get to the membership as soon as we can.

Services at risk under sell off

The State Government has a responsibility to provide reliable, safe and affordable public transport systems. It's out-sourcing its responsibility to the people of Newcastle.

But when it comes to private companies, their first responsibility is to their shareholders, not the people of Newcastle.

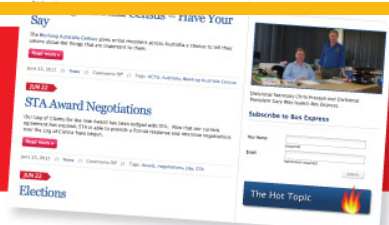
When your main aim is to make a profit, you start to cut costs wherever you can. Slashing unprofitable routes, cutting staff, delaying maintenance.

Newcastle has already been dealt a real blow by the State Government, with the world-class rail line into the city torn up. This is just the latest attack on the region.



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United We Stand – Sydney Depots move to support Newcastle Drivers

Newcastle Buses will not stand alone as bus drivers from across Sydney have come to the aid of their northern comrades after State Liberal Government threats to privatise the publicly owned Newcastle bus and ferry network, putting at risk the jobs of 350 staff.

Drivers at a dozen depots, representing thousands of union members, have moved motions authorising the RTBU Executive to take action to fight the privatisation.



Divisional Secretary Chris Preston and Divisional President Gary Way

A better view for Newcastle

Division Secretary Chris Preston has been holding the government to account for this devastating decision.

But the announcement was also a chance to create a customer-focused public transport system, in contrast with light rail as an election promise, which he said was creating more problems than it solved.



Newcastle Buses has a lot of expertise, and does a great job if it was given the ability to put buses in times and places when people want them.

A rapid bus service, that is flexible and changeable to shifting populations and needs would be much less intrusive, and provide a much better service than the proposed light rail.

Newcastle would be better off if the hundreds of millions of dollars promised for light rail were spent on modern, versatile buses, probably with articulated or “bendy” buses in the city.

In solidarity

Mona Vale

North Sydney

Brookvale

Tempe

Ryde

Burwood

Randwick

Kingsgrove

Waverley

Port Botany

Willoughby

Leichhardt