



TAKING BACK OUR TRAINS & TRAMS

STOPPING PRIVATISATION



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LABOR'S PLAN TO TAKE BACK OUR TRAINS AND TRAMS

Steven Marshall's Liberal Government is **privatising** Adelaide's train and tram network.

This is a blatant broken promise.

Steven Marshall repeatedly ruled out privatisation in the lead up to last year's State Election, stating "we don't have a privatisation agenda".

Labor believes public transport should be for people, not for profit.

That is why the 2022 State Election will be a referendum on privatisation.

A Malinauskas Labor Government will reverse the Marshall Liberal Government's privatisation of our trains and trams.

We will bring our trains and trams back into public ownership and control.

In our first 100 days, we will establish an Independent Commission of Inquiry into the Return of Public Transport Services.

It will investigate the method to achieve the reversal of Steven Marshall's privatisation of our rail network, reviewing clauses in the contract to end the deal, including failure to meet specified performance standards, breaches of the contract or review clauses.

The Commission will also examine the feasibility of returning metropolitan bus services, privatised by the Liberals in 2000, back into Government control.

Only Labor will stand up and fight for public transport users and the services they rely on for their everyday lives.



A MALINAUSKAS LABOR GOVERNMENT WILL:

- ✓ Reverse the Marshall Liberal Government's privatisation of our trains and trams, bringing them back into public hands as soon as possible.
- ✓ Establish an Independent Commission of Inquiry to establish the method for the return of public transport services into public ownership and control, including examining the feasibility of returning bus services back into Government control.
- ✓ Ensure the return of a trained and competent workforce back into the public sector, including train and tram drivers and maintenance workers.
- ✓ Ensure a smooth transition of our trains and trams back into public ownership.





CASE STUDY

When Labor reversed the Liberals' privatisation of Modbury Hospital

Labor has reversed Liberal privatisations before.

In 2006, Labor announced it would reverse the Liberals' 1995 privatisation of the Modbury Hospital and take it back into State Government control.

Modbury was the first on a Liberal Party hospital privatisation hit list, which also included the Queen Elizabeth, but Labor forced the Liberals to back down.

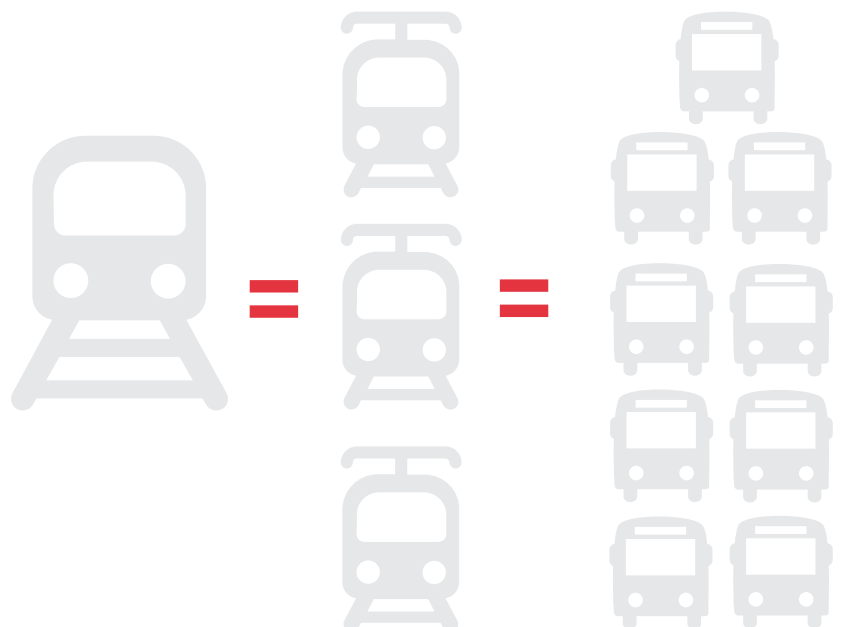
The cost of bringing Modbury back into public hands, before the contract had ended, was approximately \$240,000.

Employees had the option of transferring their annual leave and long service leave entitlements back to Government or having them paid out by the private operator, Healthscope, as part of the agreement.

INDEPENDENT COMMISSION OF INQUIRY INTO THE RETURN OF PUBLIC TRANSPORT SERVICES

The Commission will consider:

- The most efficient and cost-effective method of ending or exiting any contract for the privatised operation of train and tram services, either by negotiation, with contract provisions, legislative means or any other manner.
- The separation costs of exiting the contract, if required.
- The appropriate way to return a trained and competent workforce to the public sector to manage and operate our public transport services in a cost-efficient manner.
- An analysis of the privatisation process and the contracts to ensure no extraordinary, inappropriate or improper concessions or penalties have been inserted or created for political or other purposes, to bind or frustrate, a future Labor Government.
- The feasibility of the return of bus operations and services to the Department of Planning, Transport and Infrastructure (DPTI).



PUBLIC TRANSPORT AND THE ENVIRONMENT

Public transport in public hands ensures governments can invest in cleaner, greener and safer rail networks to reduce greenhouse gas emissions and help combat climate change.

In turn, investing in a more modern rail network encourages more people to catch public transport and leave their car at home.

With cars contributing about half of all transport-related emissions, fewer vehicles on our roads lead to environmental and health benefits such as lower emissions, improved air quality and increased road safety.

Each train or tram in South Australia could take up to 540 cars off the road. They are also some of the most energy efficient modes of transport, with greenhouse gas emissions per passenger kilometre up to five times less than that of cars.

It's why Labor made record investments in a cleaner, greener and safer rail network while in government. We extended and modernised the tram network, commenced the Gawler Line electrification, extended and electrified the train

line to Seaford and purchased modern, electric rail cars – leading to a significant increase in patronage.

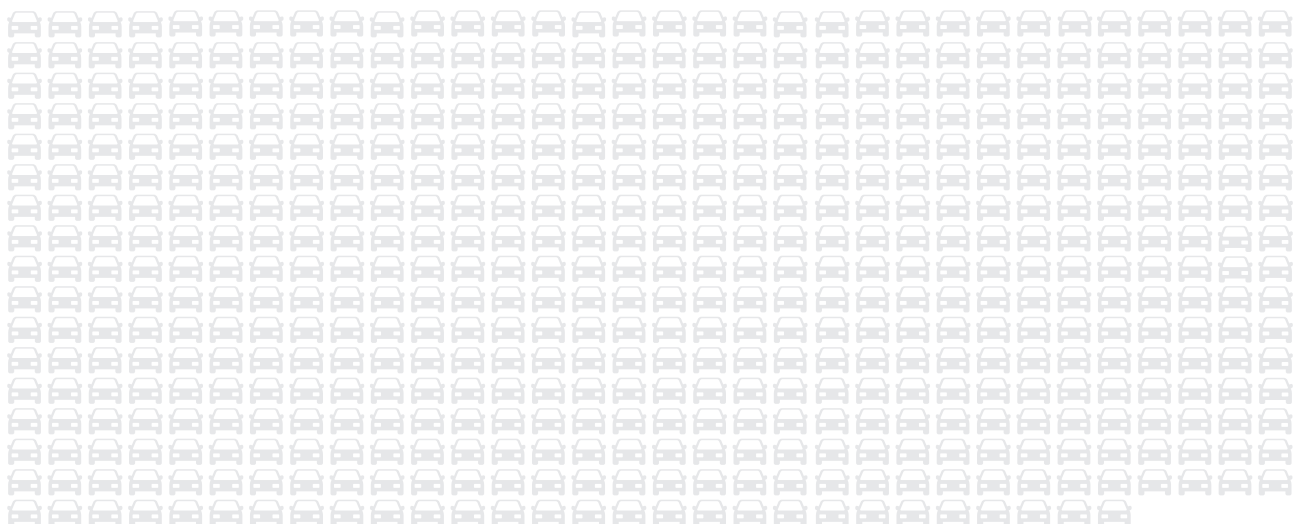
Providing free public transport to major events is also an important step towards reducing Adelaide's carbon footprint and improving accessibility and public safety.

But Steven Marshall's Liberal Government has scrapped free public transport to the Christmas Pageant and for the Footy Express - and it's highly unlikely a private operator will step in.

This will lead to more people driving their cars to major events and AFL games, leading to increased congestion, rising greenhouse gas emissions and car parking headaches in the CBD and local streets.

PUBLIC TRANSPORT REDUCES CONGESTION ON OUR ROADS

For instance this is what is required to transport 540 people to work.



WHY PUBLIC? WHY NOT PRIVATE?

Passenger transport services operated by the private sector are driven by profits and returns to shareholders based on outlays and investor expectations. Profits made at taxpayer expense.

Labor believes public transport is an essential service that should remain in public hands to deliver social and economic benefits to South Australians and our economy.

Many South Australians rely on public transport; whether they are workers, students, school children, those with mobility issues, or older South Australians no longer willing or able to drive.

Too often, privately-run public transport services are focused on getting more people to catch fewer services – this inflates patronage levels, but to achieve this, there are fewer buses, trains and trams available to the broadest number of people. Some people are served well, while others miss out completely.

Publicly-run transport services can be tailored to best meet the growing needs of our community. The Government has full control over what services are increased or expanded, without being subject to the requirements or contractual demands of private corporations.

Adelaide already has a public rail service that runs on time with greater customer satisfaction when compared to privatised services in Melbourne.

Comparing satisfaction ratings across the publicly-run Adelaide trains and the privatised Melbourne trains reveals a clear preference:

Adelaide trams	87%
Melbourne trams	74%

It's a similar story when comparing the trams:

Adelaide trams	91%
Melbourne trams	76%

We also know that a well run, publicly-owned rail system takes cars off the road bringing benefits to the State's economy by:

- Allowing better freight movement on our roads through less congestion.
- Reduced need to expand road network capacity.
- Improved commuting times and greater productivity.



LABOR'S RECORD IN PUBLIC TRANSPORT

Labor's investment in public transport was unprecedented during its period in government

- ✓ Extended and modernised Adelaide's tram network
- ✓ Extended the O-Bahn to Adelaide's CBD, improving travel times and reliability for thousands of public transport users and reduced road congestion and delays for motorists on the Inner Ring Route.
- ✓ Invested more than \$2 billion transforming Adelaide's rail network, with new sleepers, signalling, upgraded stations and modern electric rail cars.
- ✓ Electrified and extended the line to Seaford.
- ✓ Commenced Stage 1 of the electrification of the Gawler rail line, increasing capacity on one of Adelaide's busiest rail lines.
- ✓ Invested more than \$180 million in station upgrades, including the Gawler line's Parafield and Broadmeadows stations.
- ✓ Increased public transport patronage from 57 million in 2001-02 to 74 million in 2016-17.
- ✓ Doubled the availability of Park 'n' Rides for people catching public transport to almost 12,000 car spaces across Adelaide.
- ✓ Introduced security guards on train services after 7pm to help make trains safer.
- ✓ Announced plans to slash fares to reward regular public transport users and encourage more people to catch our buses, trains and trams.
- ✓ Re-opened Millswood train station.
- ✓ Removed level crossings at Park Terrace and South Road.

LIBERAL CUTS, CLOSURES AND PRIVATISATIONS

Since coming into Government, Steven Marshall's Liberal Government has treated public transport users with contempt with cuts, closures and privatisations.

In his first 18 months in Government, Steven Marshall slashed \$46 million from public transport, cut bus services, closed the Passenger Transport Information Centre in the CBD and removed security guards from train lines.

He also raised fares, imposed a \$5 charge to buy a MetroCard and scrapped two-section metrotickets – costing regular users an extra \$150 a year.

We now know that many of these cuts and fee hikes were part of Steven Marshall's secret plan to privatise the rail network. By increasing fees and stripping back the cost of running train and tram services, he has been attempting to make our rail network more attractive to private operators, so they can increase their profits.

Steven Marshall's Liberal Government has:

- ✗ Cut or shortened more than 1200 bus services
- ✗ Closed down the Passenger Transport Information Centre in the city
- ✗ Cut security guards from train lines
- ✗ Cut free public transport for the Christmas Pageant
- ✗ Cut funding for the Footy Express
- ✗ Scrapped two-section metrotickets
- ✗ Imposed a \$5 charge to buy a MetroCard
- ✗ Increased fares 2 per cent above the rate of inflation
- ✗ Scrapped plans for new Park 'n' Rides at Tea Tree Plaza and Klemzig
- ✗ Scrapped plans to return trains to the heart of Port Adelaide

THE LIBERALS ARE ADDICTED TO PRIVATISATION

The last time the Liberals were in government, they privatised ETSA, which was a disaster for our state and led to skyrocketing power prices. They also privatised Adelaide's bus services.

Last year, it was revealed Steven Marshall's Liberal Government had established a taskforce with the express purpose of finding government assets and services to privatise. Yet Steven Marshall stated before the election that "we don't have a privatisation agenda".

Steven Marshall's Liberal Government has since privatised a maximum-security prison, sold off our state-owned, back-up generators and announced its intention to privatise vital health services.

He is also privatising the management of metro traffic signals, rail crossings and traffic cameras – raising serious questions about security and privacy.

SOLD

Bus network
ETSA
Modbury Hospital
Adelaide Remand Centre
State-owned, back-up generators

FOR SALE

Trains and trams
Modbury hospital patient transport services
SA Pathology
Metro traffic signals, rail crossings and traffic cameras

AT RISK

Service SA | SA Water | Schools | Hospitals





PUBLIC TRANSPORT PRIVATISATION DISASTERS

The decision by Steven Marshall's Liberal Government to privatise our rail network will result in higher fares, reduced and unreliable services, packed trains and trams and daily inconvenience for more than 75,000 rail public transport users.

Fewer and less reliable services will lower the appeal of public transport and force more people back on the roads. This will drive up road congestion - meaning all South Australians will be stuck in traffic for longer and cause parking headaches in the CBD and other metropolitan centres.

It will also increase cost of living expenses for working families and the vulnerable.

History has shown that the privatisation of public transport networks have been a disaster.

Adelaide bus privatisation

When the Liberals privatised Adelaide's bus network in 2000, commuters faced delays, drivers didn't know the routes, people waited at bus stops no longer in use and disability access buses in the north-eastern suburbs weren't in service.

Fares increased, thousands of commuters waited in long queues at the Passenger Transport Information Centre in the city and new timetables weren't unavailable.

Patronage declined despite fares being frozen for the previous year - by 1.6 per cent or more than 1.2 million trips.

Of the 1200 TransAdelaide employees, only 400 got jobs with the new operators, about 500 were redeployed within the public service and 230 lost their jobs.



Loop lottery: Metro dumps hundreds of commuters at Flinders St after skipping city loop again. Timetable = false advertising. Should read "potentially/maybe/sometimes" a Loop service.

@BrendanDonohoe7 | Twitter, 29 Sept 2019

London Tube privatisation

In London, the privatisation of the Underground in 2003 was such a disaster it was brought back into public hands in 2010.

The privatisation of railways elsewhere in the UK saw fares increase at four times the rate of inflation, with privatisation described as "the worst thing to happen to British transport".

Melbourne train privatisation

Melbourne is currently the only capital city in Australia to have a privatised train network.

The first privatisation in 1999 was bungled from the beginning. The private operators suffered significant financial issues and one pulled out of the deal.

In 2006, a report found that the privatised rail system had cost taxpayers \$1.2 billion more than if had had remained in public hands.

In 2015, leaked documents showed more than 15 trains a day were being turned into "express" services, known as "station-skipping", to avoid paying millions of dollars in late-running fines.

This inconvenienced thousands of passengers a week, leaving them stranded on platforms as trains whizzed by or left them stuck on an "express" train that bypassed their station.

Just last month, hundreds of angry commuters were "dumped" at Flinders St station after a train bypassed the "City Loop" (*Melbourne's underground stations*) to avoid running late.



Adelaide Trains vs Melbourne Trains

The latest data reveals privatised trains and trams in Melbourne are notoriously late, while public trains and trams in Adelaide regularly run on time.

Steven Marshall's Liberal Government refuses to reveal what on-time running percentage will be written into its privatisation deal, raising concerns trains and trams will be allowed to run late with little or no consequences – reducing the reliability of the network.



Fare comparison

Commuters who travel regularly on Melbourne's privatised train network pay almost 50 per cent more than South Australian rail commuters.

Melbourne	Full fare	28-day pass	\$148.40	(Concession \$74.20)
Adelaide	Full fare	28-day pass	\$101.00	(Concession \$50.00)
Melbourne	Full fare	(2-hour limit)	\$4.40	(Concession \$2.20)
Adelaide	Full fare	(2-hour limit)	\$3.77	(Concession \$1.87)



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