



## Bus Association Victoria Inc.

Bus Association Victoria Inc. (BusVic) is the voluntary professional association for bus and coach operators and industry suppliers in Victoria. The Association's primary role is to encourage increased use of Public Transport as part of the development of more sustainable transport systems.

### Membership Information

For the information of new and prospective members the following is a summary of some of the products and services offered by BusVic.

### Constitution

Membership of the Association is available to bus operators accredited or registered under the Bus Safety Act 2009.

BusVic works through three Group Committees: the Country Group, the Metropolitan/Urban Group and the Charter and Tour Group. Each group aims to raise the level of professional and ethical behaviour of each sector and deal with matters unique to that sector. Each Group Committee is represented on the Board which ratifies the overall strategy and direction of BusVic as developed and delivered via its Executive.

### Vision

To ensure the perpetual resilience and relevance of Victoria's bus and coach operators.

### Mission

- To represent our members' best interests to Government in forging the world's best public transport culture.
- Work in partnership with Government and stakeholders for the increased use of buses and Public Transport as part of the development of more sustainable transport systems.
- Advocate the cost effectiveness and demand responsive capability of buses and how this capability benefits social inclusion, public health, energy conservation and urban congestion.

### BusVic Services

The following services, facilities and concessions are available to members:

- Develop and implement contract renewal strategy
- The Association's staff will act on behalf of members in all dealings with the Department of Environment, Water, Land & Planning (DEWLP), Public Transport Victoria (PTV), Department of Education & Early Childhood Development (DEECD), V/Line, VicRoads, Transport Safety Victoria, Taxi Services Commission and other agencies and Government departments as required. This includes:

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# Membership Benefits

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- the submission to PTV and DEECD of claims for increases in contract rates due to replacement of vehicles, additional mileage, fluctuations in operating cost, etc.
- assisting members with the interpretation of Government/bus operator contracts.
- working with PTV and operators to enable accurate fare, patronage and fare evasion recording and reporting, and providing input to PTV on marketing strategies to improve patronage and revenue growth.
- assisting members with school bus reviews.
- reviewing and responding to strategic transport and land use planning and policy initiatives.
- liaising with State and Local Government planning authorities in relation to development proposals potentially impacting on the operation of a member's services.
- advocating for improved operating conditions and access specifically for Tour and Charter operations with: Parks Victoria; Tourism Victoria; local governments; Melbourne Airport and destinations of interest for bus and coach passengers.
- Information is sent regularly to members associated with the employment of staff in the transport industry, including changes to wages and amendments to the Passenger Vehicle Transportation Act 2010.
- Information and initial assistance with industrial relations matters, and access to Australian Passenger Transport Industrial Association for more detailed matters.
- The development of industry Enterprise Agreement templates.
- A monthly "Bulletin" is issued containing items of importance and interest to members. This is the major communication between BusVic and members. Between Bulletins, regular updates and news bulletins are also emailed to operators as required.
- BusVic runs a Maintenance Conference and Trade Show annually and a Bus Expo every three years. The conference covers developments in maintenance, safety, policy and technological developments. This is the largest gathering of bus and coach owners and their staff in Australia.
- Annual branch meetings are held in regional areas throughout the State to allow country members the opportunity to participate in the Association's affairs, network with other members and to engage with our supplier Partners.
- Full use of the Association's administrative offices and staff is open to members to utilise on their behalf in negotiations with various public authorities, unions, and other organisations with which they normally come in contact.
- The Association has arranged a special insurance package for private bus operators who are members. This is an extremely attractive arrangement through **SURA Bus & Coach Australia**.
- Finance for new vehicles has been arranged at very attractive interest rates, particularly for smaller operators. BAV **Finance** has developed a secure relationship with financiers which will give you some protection if things go wrong during any stage of the lease or hire purchase term.

- **Bus Parts Plus** is owned by BAV, but operated on BAV's behalf by CMV Truck and Bus. CMV carries a large range of consumable spare parts and in addition handles a variety of other parts and accessories, particulars of which are set out in catalogues and price lists issued from time to time. Through bulk buying, CMV is able to purchase at special rates, the benefits from which are passed on to members.
- Efficient, cost effective annual bus inspections by **Road Safety Inspections Pty Ltd**. The Company employs only experienced bus testers with an average of 15 years involvement in this type of work. The equipment assists the inspectors in carrying out the most professional inspections of your vehicles.
- The **Bus Foundation** aims to: acknowledge and recognise an operator's involvement with their industry representative body and their contribution to the industry; raise awareness of significant bus industry social issues; create a lasting asset for the operator community; make it easy for operators to contribute and see the results of their donations and; provide an opportunity for the industry to plan for its own needs and aspirations. The overriding objective of the Foundation is to provide financial assistance to BusVic's members and past members who may be in need of assistance due to a variety of reasons.

## Association History

Victoria's private bus operators have long understood the need to work together to improve industry conditions and the level of service provide to their passengers.

The Bus Association Victoria Inc. began as part of a combined goods and passenger organisation formed in 1944 as a result of a merger of the Master Carriers' Association of Victoria and the Commercial Motor Users' Association.

The new organisation called the Victorian Road Transport Association comprised three passenger operator divisions: the Road Passenger Service Operators (long distance and country operators), Omnibus Operators (metropolitan and suburban) and Motor Coach Services (charter and tours).

Within three years however the RPSO division believed that the needs of passenger operators were "so entirely different from those of the vast majority of the members of the VRTA...that separate action became necessary". Separate action meant the creation of a new association and an umbrella body, which ultimately led, in 1953 to the Road Passenger Service Operators Association becoming the sole representative body for bus owners throughout Victoria.

By 1960 there were 443 member of the association operating 1842 vehicles; in 1965, there were 582 members with 2182 buses and coaches; by 2000 the figures had reached 740 members and 4600 buses.

In 1969 the name of the association was changed to the Bus Proprietors' Association (Vic) (BPA) and changed again in 1996 to Bus Association Victoria Inc.

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Changing government attitudes, the push for improved industrial conditions, new community expectations and the ups and downs of the economic environment have all required the BPA to act on behalf of its members.

One of the most pressing issues faced by the body for many years was the need for a central bus terminal in Melbourne. As early as 1949 the Board was anxious to see the establishment of proper terminal arrangements but despite its efforts it was not until 1989 that the government announced the building of an interim terminal at Spencer Street Station.

In 1959, the BPA showed the same kind of initiative as many of its members by moving into a co-operative, commercial venture. Bus Sales Pty Ltd was formed when it was learned that "there was a possibility that the contract between General Motors-Holden Ltd and the Commonwealth Aircraft Corporation Pty Ltd for the manufacture of the CAC Bedford bus might be terminated". The association approached GMH who agreed to appoint the BPA as distributors for the CAC Bedford.

President of the association from 1955-57, Claude Moriarty takes up the story: "We merchandised it very successfully; in fact, we sold 178 buses in the first 18 months of operation. Next we set up a successful spare parts division. Bus Sales was a very profitable operation. It enabled the association to buy the site on City Road, South Melbourne, and build offices on it, and we later acquired properties at the rear for future expansion."

The spare parts and accessories business as well as the leasing of property owned by the association continues to be important sources of its income.

Most important activity of all for the association has been its efforts to raise the government's awareness of road transport. As the political tide has ebbed and flowed so has our level of success. Fare rises, ticket machines, the nature of the licensing authority, government subsidies, transport administration and contracts have all proven to be thorny issues creating distance between successive governments and the association.

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