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**Bus operators and public transport providers backing bus regulation**

**HCT Group**

***“I strongly believe that we need the Buses Bill****. The power for local authorities to franchise their local bus services has the ability to revolutionise the UK bus industry.*

*It’s pretty clear that* ***franchising has the capability to bring significant benefits******to the travelling public*** *through enabling network development that meets the needs of communities. However, many operators are fiercely opposed to franchising. In public they state that the current system works well, that franchising will prove a costly, deadening mistake. Yet in private, it’s also pretty clear that their opposition stems from a perceived threat to their narrow economic interest.*

*I take a different view. I think that* ***it’s not just communities which need the Buses Bill, I think that the bus industry needs it too – and urgently****.****”***

Dai Powell, Chief Executive - HCT group, Coach and Bus Week 08/03/16

HCT Group is a social enterprise in the transport industry, with operations in the UK (which include London red buses and community transport) providing over 20 million passenger journeys every year. HCT Group operates the franchise to run the bus network in Jersey where bus services have been regulated since 2002. [Visit the HCT Group website.](http://www.hctgroup.org/)

**Tower Transit**

***“****It’s surprising that the rest of the UK is so vastly different from the experience in London. It’s kind of baffled us a little bit but we see the winds of change have finally arrived. It’s well overdue, I think, because it’s widely accepted, certainly in the academic world and in our experience in the rest of the world,* ***that the trend towards franchising is for a very good reason and that it certainly delivers better outcomes for the community****.****”***

***“****Franchising is a framework and it can be customised to the unique environment of each city, and that’s the beauty of it, whilst ensuring competitive tension which is necessary to get the best out of private operators.”*

*“It is very obvious that there are deficiencies in the UK and* ***commuters would be far better off with a franchising model****; I am absolutely of that belief”.*

Adam Leishman, Chief Executive - Tower Transit, Passenger Transport 08/01/16

Tower Transit operates 650 buses in the UK, the majority of which are in London. In 2015, the group was awarded the first bus contract tendered by the Singapore Government’s Land Transport Authority, covering 26 routes. [Visit the Tower Transit website.](http://www.towertransit.co.uk/)

**Keolis**

***“****[Keolis has]* ***big hopes for bus franchising*** *[in Britain]****”***

Alistair Gordon, Chief Executive - Keolis, Wales Online 17/05/16

***“****The UK is on the cusp of a revolution in integrated transport. The new fiscal and transport powers on offer for Metro Mayors, along with the possibilities represented by the forthcoming Buses Bill, mean* ***regions may soon be able to emulate the model that has been so successful in the capital*** *under TfL.****”***

Alistair Gordon, Chief Executive - Keolis, Transport Times, April 2016

Keolis is a leading global passenger transport business, operating in 16 counties across four continents. Keolis is the world’s largest tram operator and France’s biggest urban bus operator. It also operates some of the UK’s busiest rail franchises. [Visit the Keolis website.](http://www.keolis.co.uk/about-us/keolis-worldwide)

**Abellio**

***“If a local authority chooses to pursue franchising then it will be able to set out what the transport network looks like and ensure it is fully integrated****. The authority can decide how it wishes to regulate fares and maximise the benefits of funding. It may also dictate service and vehicle standards within its contracts. This will come at a cost; however, if the objective and plan is to grow patronage then the investment in improvements to the bus network and quality should be self-financing through the business case.*

*Abellio has strong experience within the London franchised bus market. The competitive pressures are strong and operators in this environment are under constant pressure to improve their efficiency and the quality of their service offering. Operators aren’t accused of excessive profits within the London market.* ***If franchising is introduced outside London then Abellio will certainly be looking to compete in those markets****.****”***

Alan Pilbeam, Managing Director, UK Bus and Deputy Managing Director, Operations and Fleet – Abellio, Coach and Bus Week 31/05/16.

Abellio operate more than 600 buses covering 81 routes across London and north Surrey as well as a number of rail franchises across the UK, including Merseyrail (a joint venture with Serco) and ScotRail (Scotland’s National Railway). Abellio also operate various bus, rail and tram services in Germany and the Netherlands. [Visit the Abellio website.](https://www.abellio.com/)

**RATP Dev**

***“The advantage clearly of a tendering process or a regulated process is that you’ve still got that competitive element*** *but it may just not be with two buses jostling at the pavement. The competitive pressure for the market undoubtedly drives standards. Look at the UK rail sector – it has driven improvements in service quality, in cost control and in ridership.****”***

***“****…if local government wants to determine fares or to decide integration, even to decide service patterns, I think that is probably their prerogative, and we’re very well placed in terms of competence and ethos to work with them.****”***

François-Xavier Perin, Chief Executive – RATP Dev, Passenger Transport 15/04/16.

***“****We believe that* ***publicly specified transport is delivered most efficiently when commercial operators bid competitively for tendered contracts and when such service delivery is subject to democratic oversight****, through the role of elected ‘metro mayors’.****”***

Tim Jackson, Chief Executive UK and Ireland – RATP Dev, The Times 06/06/16.

RATP Dev is a multi-modal transport operator, working in 12 countries with 13,500 employees worldwide. RATP Dev owns a number of UK bus and coach operations including in London, Manchester, Bournemouth, Bath and Cardiff. [Visit the RATP Dev website](https://www.ratpdev.com/en).

**The Green Bus**

*“We say* ***franchising in the London model is the best way forward****. In fact, we say it is the only way forward.****”***

Ian Mack, Managing Director – The Green Bus, Passenger Transport 08/05/15

The Green Bus operates in the West Midlands, Berkshire and Surrey, transporting over three thousand passengers each day. [Visit The Green Bus website](https://www.thegreenbus.co.uk/).