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Tēna korua Ministers

## **Bus driver terms and conditions**

Following a meeting with Minister Robertson last Friday 6 August, I would like to outline the current state of this issue, and a pathway towards resolution through Budget 2022.

### **The problem**

Existing terms and conditions for bus drivers in Wellington are not sustainable, with our high cost of living and housing unaffordability having a significant impact on retention and recruitment. Without a stable and committed bus driver workforce, we are hamstrung in our efforts to provide a reliable public transport service to Wellington's communities, with the resulting negative impacts.

### **Steps to resolution**

GW has spearheaded efforts to lift base pay rates across all Operators to at least the Living Wage. We are now adjusting the off-peak timetable to allow drivers who want full-time shifts to receive them.

As noted in our submission to the upcoming PTOM review, we support the proposed objectives, and associated measures to protect bus driver wages and conditions in future contracting.

However more needs to be done, which will require action from GW, Ministry of Transport and Waka Kotahi. This issue is not just about base rates, but hours of work, overtime and penal rates, as well as wholesale timetable review.

### **Investment required and funding mechanism**

To make the step change required, we are looking at an total outlay of **\$5 million in Year 1**, increasing to **\$15 million per annum from Year 2 onwards**. The Crown share is based on the normal FAR rate (51%)

Should this proposition have your in-principle support, GW presumes that the Ministry of Transport and Waka Kotahi will advance a proposal through the Budget 2022 process.

For our portion, GW intends to go to public consultation as part of Annual Plan 2022/ 23, which will commence in March 2022.

Ngā mihi



**Daran Ponter**  
Chair  
Greater Wellington Regional Council

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