



**Transport
for NSW**

Request for Expression of Interest On Demand Transport - RFEOI

Publish Date:	5 December 2016
RFEOI Reference Number	TfNSW 2016/106
Closing Date and Time:	24 February 2017
Lodgement Method:	NSW e-Tendering website
Expression of Interest Validity Period:	90 Days
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RFEOI structure

This RFEOI comprises two parts:

Part A: Statement of Requirements	Part A sets out the Statement of Requirements.
Part B: Terms of Participation	Part B contains the terms of participating in this RFEOI.

Part A: Statement of Requirements

1 What we want to achieve

We want to identify and implement new, creative and better ways to ensure people can utilise public transport to travel to their desired destination quickly, safely, easily and efficiently at a time that suits them.

We want to improve public transport for all customers, not just those on main transport routes.

To achieve this, we are seeking innovative ideas from the market to develop and run a number of pilots aimed at identifying the potential for different solutions to achieve our goals. The pilots will be varied to ensure we test a number of great ideas for improving public transport. These pilots are not limited to providing an end to end solution. Transport for NSW (TfNSW) will work with participants who can contribute innovative systems and ideas in partnership with others. The pilots are about inviting industry to collaborate, co-develop and pilot technology enabled solutions and operating models for public transport to improve transport outcomes and the quality of life for every citizen in NSW.

For example, a participant proposing piloting an application that supports and encourages on demand transport, TfNSW will assist by helping to link with others who may be able to help provide an end-to-end solution.

The RFEOI process is designed to allow creative ideas which can be further developed through interactive sessions to identify those with the most potential to be developed into a pilot project.

Ideally, the pilots will be very different and TfNSW is happy to work flexibly to develop the pilot in the best way to achieve outcomes without restricting innovation. For avoidance of doubt, the scope of the pilots is not restricted to bus services and may include any form of public transport which provides potential to improve customer services.

2 What's in it for participants?

TfNSW will be looking to implement the best ideas generated through successful pilots in late 2017 and early 2018. TfNSW will work closely with the organisations running the successful pilots to co-develop solutions which can be implemented into the public transport network as long-term, customer focussed service solutions. It is expected that the pilots will help to generate public transport service models which can be implemented into future service contracts and provide a cost effective way to improve services across Sydney and the Outer Metropolitan area.

Successful pilots will therefore generate long-term opportunities for the market.

3 Background

TfNSW's role is to lead the development of a safe, efficient, integrated transport system that keeps people and goods moving, connects communities and shapes the future of our cities, centres and regions. To achieve this, TfNSW provides comprehensive, safe and reliable services throughout Sydney and the outer metropolitan region.

Every year, we provide over 257 million bus trips. Public transport meets many needs, from providing services close to where people live that are designed to link people to destinations and/or rapid transport hubs (e.g. providing service coverage), through to high frequency, high capacity services that move large numbers of commuters efficiently to their destination in as short as possible time.

TfNSW provides extensive bus services across metropolitan and outer metropolitan Sydney through contracts with a range of providers. There are currently nine (9) operators fulfilling fourteen (14) Sydney Metropolitan Bus Service Contracts (SMBSC) across the Sydney metropolitan area, and eleven (11) operators fulfilling twelve (12) Outer Sydney Metropolitan Bus Service Contracts (OSMBSC) for areas in outer metropolitan Sydney (e.g. Hunter, Blue Mountains, and Illawarra).

In total across these operations there are approximately 800 routes in operation – with more than 600 routes in metropolitan Sydney and a further 200 in outer metropolitan areas. The geographic coverage of the different SMBSCs and OSMBSCs are depicted in the map contained at appendix 2.

TfNSW currently spends around \$900m per annum on subsidies for bus services in the Sydney and Outer Sydney metropolitan areas, including over \$700m per annum for metropolitan services and over \$200m per annum for outer metropolitan services. The farebox recovery on these services averaged 33% for the SMBSCs and 9% for OSMBSCs in FY2016.

Customer feedback consistently confirms that frequency, reliability and timeliness are the most important factor driving customer satisfaction. In response, TfNSW has added an additional 7 million bus service KMs since FY2014. Although this has helped improve service outcomes for some of our customers, we know that there is scope for further improvement in the services we offer in areas with low patronage and low frequency services.

Frequency, reliability and timeliness really mean that customers want services available when they want to use them and that they want to get to their destination in a reasonable time. Historically, low demand services get less frequency, thus making them even less desirable. Global examples of ways in which services in low frequency, low patronage areas can be provided in a more efficient, personalised and effective way, have demonstrated alternative models. These models provide services when people want them and get people to where they want to go in a timely manner.

The future of public transport could look quite different and involve models that deliver flexibility and mobility. TfNSW seeks Expressions of Interest to undertake a series of pilots involving new future transport technologies and models, to develop and understand the potential, challenges, customer acceptance and opportunities available from each of these models. TfNSW is seeking options that provide improved customer outcomes and value for money. A key element of this will be the provision of greater flexibility and mobility in the transport offering. Learnings from the pilot will help inform Transport for NSW's thinking for future service contracts and create potential opportunities for new models and entrants in the transport network of the future.

The Future Transport Technology Roadmap clearly states that there is a need for TfNSW to change the way it collaborates with delivery partners and the way it does business. Increased collaboration with delivery partners will be vital to how we deliver the initiatives within the Future Transport Technology Roadmap.

This RFEOI is being conducted in a markedly different way to the traditional manner. The RFEOI process is designed to allow creative ideas which can be further collaboratively developed between TfNSW and individual respondents through interactive sessions to identify those with the most potential to be developed into a pilot project.

The pilots will be varied to ensure we test a number of great ideas for improving public transport. These pilots are not limited to providing an end to end solution. TfNSW will work to assist respondents to identify other parties with which they could partner to deliver the end to end solution. For example, a participant may propose piloting a technology application that supports and encourages on demand transport, TfNSW can assist by helping to link this respondent with others who may be able to help provide other aspects of the end-to-end solution.

Ideally, the pilots will be very different and TfNSW is happy to work flexibly to develop the pilots in the best way to achieve outcomes without restricting innovation.

4 Objectives

The overarching objective of TfNSW pursuing pilots for flexible, demand responsive mobility and other emerging transport models would be to improve TfNSW's understanding of how these models could improve customer outcomes. The specific objectives of the pilots for TfNSW to which this RFEI relates include:

- Understanding the scope and ability of new transport models to deliver improved customer outcomes (proximity to services, availability when required, convenience, timeliness, journey times) and improved operating efficiency. This could be measured by the ability of models to:
 - reduce the travel modal share of cars (or reduce car ownership)
 - effectively meet unmet demand
 - provide current services more effectively (in terms of customer outcomes)
- Improve TfNSW's capability and readiness to incorporate future mobility contracts in future tenders, including:
 - collate intelligence to inform contract models / boundaries
 - identify potential future partners
 - identify value propositions for industry (e.g. potential cost savings, new service lines)
 - secure access to ideas and intellectual property (including customer behavioral data or source code developed in the pilots)
- Understanding customer responses to particular models:
 - articulate customer need/problem
 - Identify solution and it's size of market (e.g. niche or broad)
 - Identify challenges of customer adoption and how these will be addressed.
- Understanding the level of maturity and feasibility of relevant mobility technologies, including:
 - current efficacy of technologies
 - capacity / readiness of market providers to effectively deploy the technologies
 - identify opportunities and constraints regarding the rollout of successful models
- Increasing public confidence and industry interest in future transport models (e.g. incubation and seeding of new transport ecosystems)
- Delivering on our commitment to more personalised customer service as announced with the launch of the Future Transport Roadmap
(see future.transport.nsw.gov.au/technology/program/overview/download-report/)

5 Scope of Services

In accordance with the objectives outlined above, we are seeking partners to develop and implement future transport mobility pilots. How might we design a door-to-door travel experience that is so easy to use, it is our customers' first choice every time they want to get around Sydney? It is important that services are designed not just for origin-destination, but also the return journey i.e. customers choose how they want to travel to a destination also considering how they want to travel home.

5.1 Overview

In order to cover a sufficient range of geographies and address a broad enough selection of transport problems, up to 10 pilots are proposed to be undertaken.

5.2 Geography

The proposed geographic scope for the pilots would be locations within the Sydney Metropolitan and Outer Sydney Metropolitan regions as shown in Appendix 2.

5.3 Transport journey types

The scope for the pilots themselves is defined around the type of transport journeys that can be improved. Such transport types would include, but are not limited to:

- First Mile and Last Mile transport to / from mass transport hubs and customers homes (or close to home)
- End-to-end journeys that are currently provided in a sub-optimal manner (in terms of service frequency, travel time, multiple interchanges etc.)
- Poorly patronised routes
- Local trips that are currently not well serviced (e.g. shorter journeys to attractors)
- Regions or routes where off-peak services are sub-optimal (e.g. late evening services)

Proposals could seek to address these issues for some or all service periods or subsections thereof – that is peak, shoulder and off-peak periods. Proposals may include provision of services and/or enabling technology and systems to improve these services.

5.4 Out of scope services

Specifically, the following service types are deemed out of scope for the pilots:

- Trunk / mass transit trips
- Dedicated school services
- Community / disability services (e.g. TTSS)

5.5 User Friendliness (technology & payments)

Potential respondents are reminded that TfNSW has both “technology & payment enabled” customers as well as customers who don’t have access to technology or non-cash payment options, and resolving these issues is a factor to be considered in proposals.

Importantly, the pilots may need to consider the use of non-Opal payment systems because of implementation costs and the impact on customers of multiple payment systems. Final determination of this would need to be determined on a proposal-by-proposal basis but TfNSW is open to innovative ideas that will improve the customer experience.

5.6 Use of existing assets and integration with existing services

In order to facilitate low cost and timely implementation of pilots, TfNSW can facilitate access to existing infrastructure that may be used for the pilots. These may include access to:

- transit stops
- transport interchanges
- stopping areas at train stations

TfNSW will work with participants if other infrastructure is required for the success of proposed pilots.

In determining whether access can be provided to such assets, safety, and operational impacts on other services will be considered. Respondents requiring access to any such infrastructure should identify these requirements in their submission.

It is expected that the majority of pilots will run alongside existing services. However, there may be cases where it is necessary or worthwhile to replace an existing service with a pilot (e.g. so that comparable service & customer data can be obtained on a like-for-like basis). In this case, the respondent would be encouraged to work with the incumbent operator to determine how this could work. TfNSW can facilitate discussions with incumbent operators.

6 Timeframes and/or service levels

We are seeking partners who are able to demonstrate their ability to perform the Services in accordance with nominated timeframes and/or service levels.

The specific duration of a pilot will be dependent upon the pilot objectives, level of expense, and required data, among other considerations. A pilot must run for a minimum period of 6 months, with a maximum period of 24 months.

A review process will be undertaken at 3 monthly intervals in order to assess the performance of the pilot to date, and the proposed plan for the remainder of the pilot. Collection of data throughout the pilot will be required in order to measure success.

7 Funding

To encourage innovation in transport models and a diversity of proposals, TfNSW will consider contributing funding towards the costs of implementing and operating the pilots.

TfNSW expects that respondents will outline the total funding required for a pilot, and the proposed sources of funding, including if government funding is required.

In general, TfNSW expects that respondents will contribute at least some of the required funding from other sources, however TfNSW will consider the merits of each proposal on a case by case basis.

8 Contract term

We anticipate that the Pilot Contracts with chosen respondents will commence from July 2017. The anticipated Contract term and options to extend are:

Description	Years
Initial term of the Contract	6 months
Options to extend the Contract	Up to three extensions of 6 months
Maximum term of the Contract	2 years
Performance Review	3 month intervals

9 Key Outcomes

9.1 Proposal development process

TfNSW is seeking to collaborate with respondents in developing their RFEOI responses. We will do this through an interactive information session and early feedback before the RFEOI submission date in January 2017. More sessions will be scheduled if required.

To help respondents develop the most relevant and responsive proposal possible, TfNSW will provide an opportunity for respondents to discuss their emerging proposals in a private, interactive session with a panel of TfNSW stakeholders. Feedback will be provided in real-time to enable fast re-iteration and refinements. These presentation and feedback sessions will provide an opportunity to co-design pilot ideas with TfNSW. The sessions will be confidential and will not be used for the purpose of evaluating the final submissions.

10 Other Information

10.1 Format and Structure of Proposals

Proposals can be in any chosen format and structure and contain any information respondents see as relevant however must as a minimum include the following information:

- Respondent company details including the name and contact details of persons authorised to represent and act on behalf of the respondent.
- Description of the proposed operations and any key features which define and differentiate the proposal including but not limited to:
 - service offering (including but not limited to route served, proposed service model / frequency, vehicle type)
 - user pricing
 - technological requirements
 - integration with existing services
- Geographic scope of the proposed pilot – including reference to any existing services which may impact upon, or be impacted by the pilot.
- Pilot's alignment with stated TfNSW objectives and evaluation criteria.

11 Access to data and information

TfNSW will be making available to respondents a number of key datasets to support the development of appropriate pilot proposals. These include:

- Patronage and scheduled KMs by route (for SMBSC regions)
- Extract of anonymised Opal data for a week by route showing tap-on and tap-offs by stop and time of day
- Route maps & timetables

These datasets will be available in an on-line dataroom for registered respondents.

Part B: Terms of Participation

1 Evaluation criteria

Responses will be evaluated by determining the best value for money having regard to the price and non-price criteria summarised below. The criteria are not listed in any particular order of importance and are not necessarily of equal weight:

Item	Evaluation Criterion	Overview
1.	Alignment with defined scope for pilots, including type of journey type addressed	Pilots that target one of the five journey types outlined in section 5.3 of the RFEOI will be preferred
2.	Potential of solutions to either improve customer services and grow patronage where current patronage is low; or reduce the cost of delivering services to existing customers	Proposals that demonstrate the greatest potential to improve customer outcomes will be preferred
3.	Potential applicability in the broader network	Pilots that can be implemented into the broader public transport network to improve the integration of services will be preferred
4.	Level of innovation proposed in the pilot	Proposals that represent a genuinely new and different approach to addressing the relevant public transport and customer problems will be preferred
5.	Potential speed to market	Speed to market includes both the ability for the pilot solution to be implemented in the near term, and for broader rollout to occur without substantial delay if required post the evaluation of the pilots
6.	Availability of the pilot by all potential customers	Availability of the pilot by members of the full spectrum of the community including low-technology, and non-credit card enabled customers

The diversity of the pilot set is important to ensure a range of solutions are piloted. TfNSW will be looking for a group of pilots that enable a number of different potential solutions to be assessed, across a number of geographies

2 Clarifications, presentations and interviews

In evaluating Responses TfNSW may, in its sole discretion, take into account information that it obtains in addition to any information contained in a Response in relation to a Respondent.

TfNSW may ask Respondents to submit additional information or clarify Responses during the RFEOI process and seek clarifications from Respondents at any time after the Closing Date

3 Probity Adviser

TfNSW has appointed a Probity Adviser for this RFEOI.

The Probity Adviser is not a part of the evaluation team but an independent observer of the process and will not be involved in the actual evaluation of any Response.

If Respondents have any concerns about the conduct or probity of the evaluation process the Respondent should promptly bring its concerns to the Probity Adviser's attention. The Probity Adviser will investigate the matter and make an appropriate recommendation to TfNSW. Any action taken as a result of such process will be at TfNSW's discretion.

4 RFEOI timetable

Except for the Closing Date and Time, the following timetable below is provided as a guide only. TfNSW reserves the right to vary the timetable and the nature and number of activities in its sole discretion without notice to Respondents.

Activity	Date
RFEOI launched	2 November 2016
RFEOI issued	5 December 2016
Industry Briefing	14 December 2016
Interactive sessions with individual participants	Mid to late January 2017
RFEOI enquiry cut-off	24 February 2017
Closing Date and Time	5pm - 24 February 2017
Contract Award	July 2017

5 Communications during the RFEOI process

5.1 Respondent contact details

The Respondent must nominate a contact person who will be the only person authorised to initiate contact with TfNSW (via ondemand.pilot@transport.nsw.gov.au) relating to the RFEOI. The Respondent must not otherwise initiate contact with TfNSW or any of its staff or advisers in relation to the Response, outside of the forums described in Part A section 9.1.

5.2 RFEOI Manager

All communications relating to this RFEOI outside of the forums described in Part A section 9.1 must be in writing and submitted by email to the RFEOI Manager.

5.3 Requests for clarification or further information

Any questions or requests for further information or clarification of this RFEOI should be made through the contact email address prior to the RFEOI Enquiry Cut-off. TfNSW reserves the right to not respond to any questions or such requests received after the RFEOI Enquiry Cut-off.

6 General

6.1 No legal relationship

This RFEOI does not create any legal relationship and is not a recommendation, offer or invitation to enter into a legal relationship, contract, agreement or other arrangement in respect of the Services.

Nothing in this RFEOI or in the consideration of a Response obliges TfNSW to enter into any agreement with anyone, creates a “process contract” or other implied contract, obliges TfNSW to consider or accept any Response, or stops TfNSW from considering a non-conforming Response.

6.2 Lodgement

Responses should be submitted by the Closing Date and Time.

Responses must be submitted electronically at [NSW e-Tendering website](#).

Such Responses will be treated in accordance with the *Electronic Transactions Act 2000* (NSW), and given no lesser level of confidentiality, probity and attention than Responses lodged by other means.

Electronically submitted Responses may be made corrupt or incomplete, for example by computer viruses. TfNSW may decline to consider for acceptance a Response that cannot be effectively evaluated because it is incomplete or corrupt. Respondents must note that:

- a. To reduce the likelihood of viruses, Respondents must not include any macros, applets, or executable code or files in a Response.
- b. Respondents should ensure that electronically submitted files are free from viruses by checking the files with an up to date virus-checking program before submission.
- c. TfNSW will not be responsible in any way for any loss, damage or corruption of electronically submitted Responses.

6.3 Labelling

Respondents must ensure file names of their Response includes the RFEOI Reference Number and Respondent’s name.

6.4 Late Responses

Respondents are solely responsible for ensuring that their Response is submitted in accordance with this RFEOI prior to the Closing Date and Time. Responses received after the Closing Date and Time may be considered to be late Responses.

6.5 Extensions

TfNSW may extend the Closing Date and Time in its sole discretion. Respondents may request an extension in writing to the RFEOI Manager but TfNSW is under no obligation to grant such extension.

6.6 Response Validity

The Response will be deemed to remain valid for a period of no less than the validity period set out in the Details.

6.7 Compliance with policy

Respondents must comply with NSW Government Procurement Policies.

Respondents must comply with:

- a. all supplier obligations in the Procurement Policy Framework that is current at the date that is two weeks prior to the close of this RFEOI. A copy of the Procurement Policy Framework is available at <https://www.procurepoint.nsw.gov.au/policy-and-reform/nsw-procurement-board/nsw-government-procurement-policy-framework>; and
- b. TfNSW Statement of Business Ethics, a copy of which is available at <http://www.transport.nsw.gov.au/about-us>

Compliance with the Procurement Policy Framework and TfNSW Statement of Business Ethics are essential requirements of this RFEOI.

A Respondent's failure to comply with this clause 6.1 during the RFEOI process will be taken into account by TfNSW during the Response evaluation process and TfNSW may pass over the Respondent's Response without prejudice to any other rights of action or remedies available to TfNSW.

6.8 SMEPF

The Small and Medium Enterprises Policy Framework is a key NSW Government procurement reform. This policy improves access by small to medium enterprises (SMEs) to government goods and services procurement by opening up opportunities. It supports competition and reduces the administrative burden on SMEs. Information in relation to this policy is detailed on the NSW Procurement website <https://www.procurepoint.nsw.gov.au/policy-and-reform/goods-and-services/small-and-medium-enterprises-policy-framework>. If applicable, the Respondent must complete an SME Participation Plan and include it in the Response.

6.9 TfNSW Confidential Information

TfNSW confidential information includes all information contained in this RFEOI or subsequently provided by TfNSW other than information which is or becomes public knowledge (unless through a breach of confidentiality by the Respondent).

Respondents may disclose TfNSW confidential information to their employees, agents, contractors and advisors strictly on a need to know basis and solely for the purposes of evaluating the contents of this RFEOI, preparing a Response and negotiating any resulting contract. Respondents must, in respect of TfNSW confidential information, obtain from the recipients, and provide to TfNSW, an executed confidentiality undertaking.

Respondents are also permitted to disclose TfNSW confidential information to the extent required by law. However, prior to any such disclosure the Respondent must notify TfNSW in writing and allow, to the extent legally possible, a reasonable period for TfNSW to consider whether they wish to require the Respondent to challenge the grounds for the disclosure or seek conditions to be placed on the disclosure.

Respondents must not otherwise use or disclose TfNSW confidential information.

Respondents may not make any announcement or release any information regarding this RFEOI (including that it has been sent to Respondents) without TfNSW's prior written consent.

TfNSW may require Respondents to return or destroy all copies of this RFEOI and any other confidential information TfNSW has provided to Respondents. Respondents must promptly comply with this request and provide a written certification of destruction (if so directed in writing).

6.10 Respondent Confidential Information

Respondents should clearly identify any confidential information they have provided as part of their Response, including information about the Respondent and its products, services and customers. Such information will not be confidential if TfNSW already knows the information, it is public knowledge or TfNSW has already obtained the information on a non-confidential basis.

Respondents must not mark the whole or substantially the whole of their Response as confidential. Respondents must not claim confidentiality for any part of Response which is not genuinely confidential.

TfNSW shall in good faith appropriately secure and safeguard all Respondent's provided documentation and shall keep all declared confidential information confidential. Respondents agree that TfNSW may disclose any information in their Responses (including Respondent confidential information) to TfNSW employees, agents, contractors or advisors on a need to know basis and for the purpose of evaluating or clarifying a Response or negotiating any resulting contract.

If there is any conflict or inconsistency between TfNSW's obligations of confidentiality to the Respondent and TfNSW's obligations of disclosure, as referred to in clause 6.11 below, TfNSW's obligations of disclosure shall prevail to the extent of the conflict or inconsistency.

6.11 Disclosure of Details of TfNSW Contracts

Notwithstanding any provision of this Part A, TfNSW may disclose any information in a Response and any resulting contract to the extent that TfNSW is required to do so by law, including under the *Government Information (Public Access) Act 2009* (NSW) or by a valid requirement of a government agency.

Detailed information about the disclosure obligations of NSW government agencies is set out in the guidelines published by the Information and Privacy Commission. These guidelines can be accessed at <http://www.ipc.nsw.gov.au/education-and-resources>

6.12 Disclaimer

This RFEOI contains statements based on information or data that TfNSW believes to be reliable as at the date of publication. TfNSW makes no representation or warranty, express or implied, as to the accuracy or completeness of any information or data or statement given or made in this RFEOI. Respondents are responsible for forming their own independent judgements, interpretations, conclusions, and deductions about any information or data in this RFEOI, and Respondents should examine all information relevant to the risks, contingencies and other circumstances that could affect their Response. TfNSW will not be liable to Respondents if Respondents rely on any information or data in this RFEOI.

6.13 Unlawful acts and improper assistance

Respondents (and their employees, contractors, advisers and agents) must not offer any form of inducements to TfNSW or exhibit undue pressure (including any duress) on TfNSW, our employees or advisors in connection with this RFEOI process. TfNSW may exclude a Response from consideration where TfNSW believes it has been compiled using information improperly or unlawfully obtained from TfNSW or with the improper assistance of any person currently or previously associated with TfNSW.

6.14 Piggybacking

If a public sector service agency (as defined in the *Public Sector Employment and Management Act 2002*) requests the successful Respondent to provide goods or services to it similar to the goods or services the subject of this RFEOI then the successful Respondent agrees that it will enter into a separate agreement with that other agency on terms no less favourable than the terms in its Response having regard to any necessary changes (including scope and service levels).

APPENDIX 1: DEFINITIONS

First mile / Last mile: short trips typically between the origin and a transit hub (e.g. between the home and train station/bus stop), or trips between a transit hub and a final destination (e.g. between the train station/bus stop and an office)

OSMBSC: Outer Sydney Metropolitan Bus Service Contracts

SMBSC: Sydney Metropolitan Bus Service Contracts

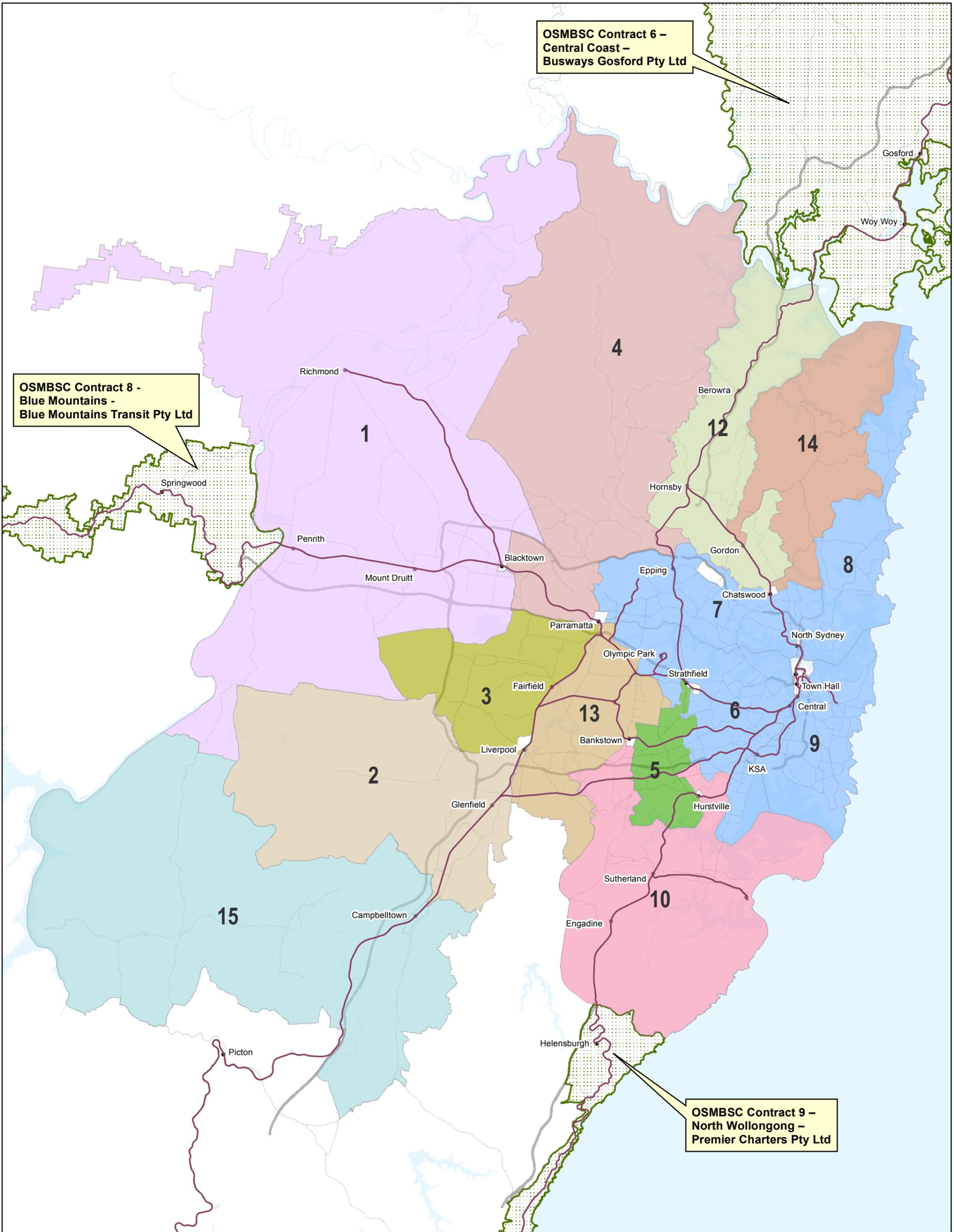
Response means a response to the RFEOI submitted by a Respondent, including any additional information provided by the Respondent to TfNSW as part of this RFEOI process, whether at the request of TfNSW or not, and whether in writing or not.

Respondent means a supplier that submits a Response and includes potential Respondents.

TfNSW or **Transport** means Transport for NSW ABN 18 804 239 602, a statutory body corporate constituted under section 3C of the *Transport Administration Act 1988* of Level 1, 18 Lee Street, Chippendale NSW 2008.

Trunk route: a bus route that connects two or more major destinations and/or transit hubs

APPENDIX 2: MAPS



**OSMBSC Contract 6 –
Central Coast –
Busways Gosford Pty Ltd**

**OSMBSC Contract 8 -
Blue Mountains -
Blue Mountains Transit Pty Ltd**

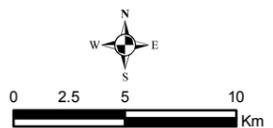
**OSMBSC Contract 9 –
North Wollongong –
Premier Charters Pty Ltd**

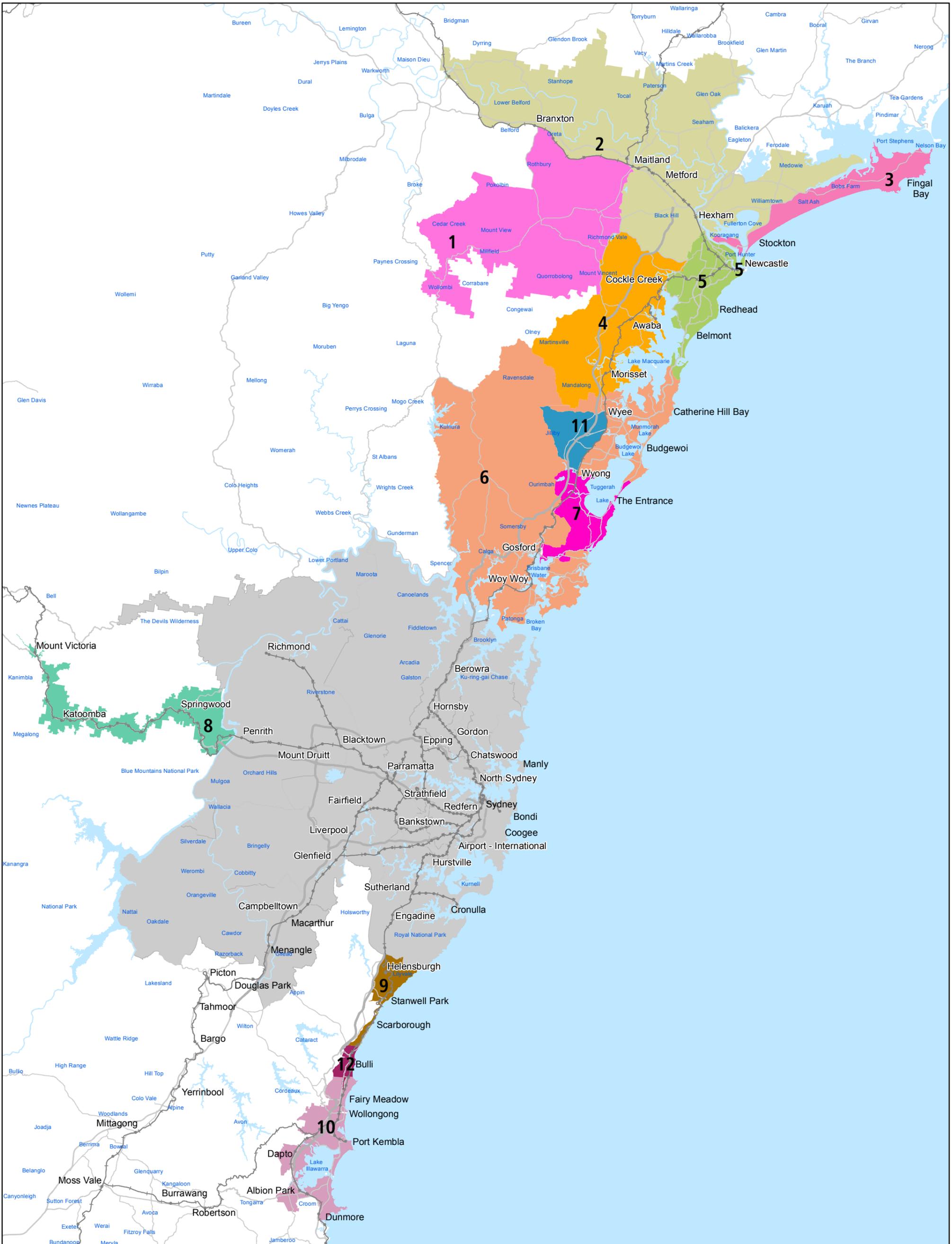
Sydney Metropolitan Bus Service Contracts (SMBSC) - July 2016

- Contract 1 – Busways Blacktown Pty Ltd
- Contract 2 - Ingleburn Bus Services Pty Ltd (Trading as Interline)
- Contract 3 - Transit Systems
- Contract 4 - Hillsbus Co Pty Ltd

- Contract 5 - Punchbowl Bus Company Pty Ltd
- Contracts 6 - 9 - State Transit Authority of NSW
- Contract 10 - Transdev NSW South Pty Ltd
- Contract 12 - Transdev NSW Pty Ltd
- Contract 13 - Transdev NSW South Pty Ltd

- Contract 14 - Forest Coach Lines Pty Ltd
- Contract 15 - Neville's Bus Service Pty Ltd (Trading as Busabout)
- Major Train Stations
- Main Road
- CityRail Network





Outer Sydney Metropolitan Bus Service Contracts (OSMBSC) - December 2014

- OSMBSC Contract 1 - Rover Coaches
- OSMBSC Contract 2 - Hunter Valley Buses
- OSMBSC Contract 3 - Port Stephens Coaches
- OSMBSC Contract 4 - Hunter Valley Buses (Toronto)
- OSMBSC Contract 5 - Newcastle (Stockton) - State Transit Authority Newcastle
- OSMBSC Contract 6 - Busways Central Coast Pty Ltd
- OSMBSC Contract 7 - The Entrance Redbus Service Pty Ltd
- OSMBSC Contract 8 - Blue Mountains - Blue Mountains Bus Co.
- OSMBSC Contract 9 - Wollongong North - Greens Northern Coaches + Dions
- OSMBSC Contract 10 - Wollongong South - Premier Illawarra Pty Ltd
- OSMBSC Contract 11 - Nortale PTY LTD (CO2022)
- OSMBSC Contract 12 - Seapost(Dions), Green R and Vagone

North Wollongong Area Management Co. Ltd

