

**WRITTEN QUESTION TO THE MINISTER FOR TRANSPORT AND TECHNICAL SERVICES
BY DEPUTY R.G. LE HÉRISSIER OF ST. SAVIOUR**

ANSWER TO BE TABLED ON TUESDAY, 24th OCTOBER 2006

Question

- (a) Would the Minister advise members what subsidy was paid to Connex for operating the bus service in the year 2005?
- (b) Would the Minister inform members whether all additional routes, for example the Airport Express Service or the new No.10, are set up on the basis that any losses will be sustained by the taxpayer? If so, would the Minister state what losses, if any, were sustained on the recently terminated Airport Express Service?

Answer

- (a) No subsidy is paid to Connex in respect of operating the bus service. Connex is paid a contractual sum for running the scheduled network and the States receives all the revenue. The effect of this arrangement is that the tax payer subsidises bus travellers, not Connex. The subsidy that was expended on the travelling public in 2005 amounted to £2,489,279.
- (b) The bus service is not run on a profit and loss basis. The majority of the network is run for social rather than economic reasons and revenue is not expected to and is unlikely to ever cover operating costs. This is no different to bus services anywhere in the world. Any additional services which are included in the network are agreed and paid for by the Transport and Technical Services department from its budget and the revenue is then received as income – on exactly the same basis as the scheduled network. The experimental Airport Express service cost £35,028 and raised revenue totalling £13,846.