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Submission

Coastal Shipping Enquiry
Peter Brohier 12th August 2008

The terms of reference of your committee in the clearest possible terms cover Bass Strait, part of Australia's coastal waters.

The following are excerpts from some papers relating to the issue of crossing Australian coastal waters between Victoria and Tasmania for the purpose for tourism and freight.

The full version of these papers are possibly held by Ministers, in the large PM's file described by Bob Cheek in his book Confessions of a Ferret Salesman and by relevant departments of the states of Tasmania, Victoria and the Commonwealth.

The Melbourne City Council's CEO Elisabeth Proust was the first CEO to support the equitable link. She said:

The Council's Transport Strategy 1992 supports national approaches to major issues and the development of a national transport strategy based on the appropriate role for different modes of transport. The Bass Strait ferry connection provides another link in the national infrastructure and should be assisted as part of a co-ordinated national infrastructure funding strategy.

This was followed by the Victorian Labor Caucus and in the lead article on the front page of the Herald Sun and on the billboards and support from the Kennett Government.

All major industries in Tasmania supported the link, so did TT Line. It's acting CEO said:

The Committee for Bass Strait Transport Equality chaired by Mr Peter Brohier has been actively seeking federal government support for the concept of a subsidised Bass Strait crossing.

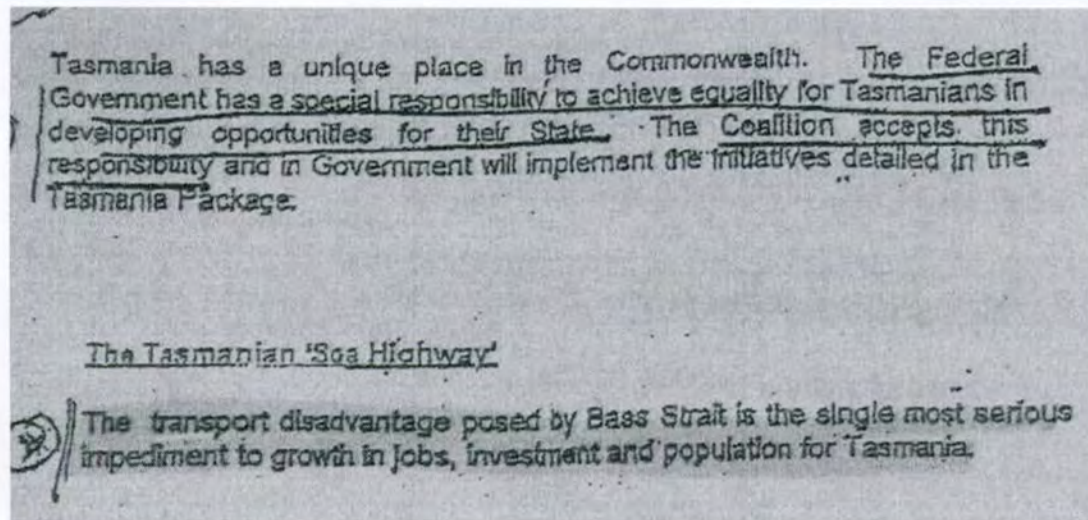
The Committee seeks to bring the cost of surface transport across Bass Strait to a level which equates to that of a similar distance over land. It is believed that the achievement of this aim would result in a dramatic increase in tourist numbers across Bass Strait benefiting the economies of many regions in South East Australia.

TT-Line Company Pty Ltd is fully supportive of the aims and objectives of the Committee for Bass Strait Transport Equality.

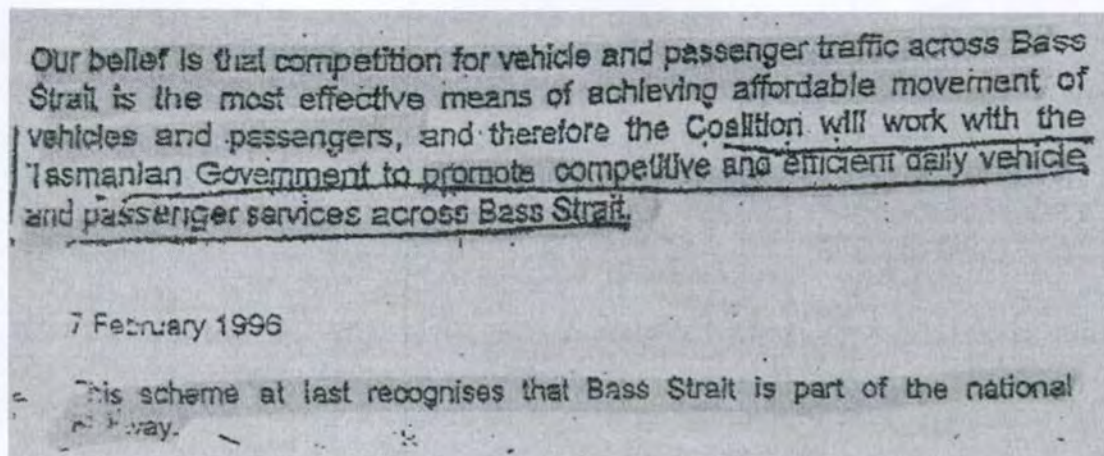
Any support or assistance that the reader may be able to provide to Mr Brohier and his Committee would be greatly appreciated.

Keating then offered dramatically low passenger and vehicle fares for the 1996 Federal election.

The Coalition in 1996, at the time of the 1996 Federal election, promised this:



It expected competition to drive passenger fares down. This did not eventuate possibly because Tasmania introduced large under utilised capacity crossing Bass Strait. The Coalition also recognised Bass Strait as part of the National Highway. They were intent on passenger fares dropping through competition.



In the same document they expected lower fares and a review of the scheme annually for equity to be maintained.

They said:

is a measure of long-term benefit for Tasmania, and indeed
Australians - it's not a short-term unproven expedient.
It is an extension of the fair and equitable, and proven, freight equalisation
scheme which has had bipartisan support since it was introduced by the
Coalition 20 years ago.
It will encourage greater passenger numbers through lower fares.
It will encourage competition by enabling other operators to provide viable
services in an expanded market.
It directly benefits the driver of the vehicle, not the transport operator.
It is tied to all passenger vehicles and drivers (including motorcycles).
It is directly tied to the comparative cost of moving a vehicle over
a certain distance on national highway.
It will be reviewed annually by the Bureau of Transport
and Communications Economics (BTCE) to maintain equity.
It will increase passenger numbers as well as increasing the attractiveness of
Tasmania as a place to live as a result of the reduction of the costs which
stem from isolation.

The BSPES scheme is designed to achieve this, by being linked to
vehicle movements. The TTU estimates it carries 3.3 passengers
for every vehicle - therefore attempts to raise fares to absorb the
rebate, which is only applied to the fares paid by a driver and
vehicle would be counter-productive and would flow on to fares paid by
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other passengers.

The Coalition went on to say:

The Bass Strait Passenger Equalisation Scheme (BSPES) isn't a special hand-out for Tasmania; rather, as the name implies, it seeks to equalise the cost of travelling by 'sea highway' between Tasmania and the mainland, compared with using national highway links between other states.

Then three officers, one from Tasmania, Victoria and the Commonwealth estimated the cost of full equalisation, based on the following fares at \$28 million a year but the estimate made in 1996 by the Coalition for 1998 / 1999 was to be \$22.5 million a year for full equalisation. The two figures are very close and equalisation was very affordable and within the range contemplated by Canberra .

The following fares were assessed to be the basis for the scheme.

2001 EQUALISATION ESTIMATED to cost \$28 million a year

- fares set at \$47.50 for foot passengers and \$190 for a car including passengers

Cost

\$12m 1996/97; \$15m 1997/98; \$22.5m 1998/99

(Based on 80,000 vehicles in 1996/97, increasing to 150,000 vehicles by 1998/99).

Estimated cost of 2001 full equalisation \$28.6m

Spent \$15 million

Conclusion 7 With:

- Fully Equalised Fares charged to travellers,
- no Hotel services included in fare (although with additional crew numbers for required passenger safety/management levels in place of that function being lost by the exclusion of the 'Hotel' services staffing),
- foot passenger numbers remaining unchanged from present,
- similar vessels to those now operating the service,
- Ferry at much the same number of trips as in 1999-2000,
- Additional vessel running 481 trips, and
- BSPES paid at current rates (with vehicle capacity fully utilised for all trips ie \$28.6m for 237 940 vehicles - an increase of \$11.2m on 2001-02 funding level)

then T-Line should collect \$4.3m over and above operational costs with an in-built 10% 'mark-up' less the costs for additional crew numbers (conservatively estimated at 2 crews x 30 @ \$70 000 pa ie \$4.2m)

A loss of \$0.1m less commercial provision for vessel replacement and dividend payments, ie a total significantly less than its 'mark-up' margin.

2000 = \$13.1 million

operational cost

\$15 million

Year

to

\$15 million

The same report concluded the following, contrary to equalisation promises, destroying equalisation and trying to move away from National Highway promises.

- 6. Fully equalised fares should not be introduced because the fare structure is unviable for the operator without costly annual rebate increases to the Commonwealth Government under the BSPVES. [Section 7 (a)]
- 7. The Commonwealth Government consider introducing a flat rebate irrespective of season - \$125 would be cost neutral, \$150 would require an additional \$3million pa. [Section 7 (b)] *now much greater than*
- 14. Bass Strait should not be declared part of the National Highway. [Section 8a]

I would expect that the estimate cost far more than the \$3 million suggested.

Then a Tasmanian Minister, Brenton Best of Tasmanian Labor, promised

If Labor wins the election on August 29, we will negotiate with the Federal Government to implement the principle of passenger equalisation as suggested by Peter Brohier.

And I negotiated a trial of highway level fares in winter that brought the following increases as reported in a Federal BTRE report.

April	20000	24591	23.0
May	12235	21478	75.5
June	11970	20253	69.2
Total	215718	259523	20.3
<i>per voyage</i>	731	829	13.4

Source: TTI in-vehicle management database

It should be noted that, during 1996/97, the Tasmanian Government provided \$350,000 for a \$30 discount in the off-peak APEX fare for both Tasmanian and mainland passengers. All 11,666 tickets were sold, which may help explain some of the growth in passenger numbers in the May to June 1997 period.

And Peter Nixon in the Federally funded Nixon Report into Tasmania wrote after the BSPVES was introduced:

Passenger costs, although comparable with discount airfares, create a financial barrier to tourists and Tasmanians seeking to travel on the mainland. Even with the recently introduced vehicle subsidy, the cost to a family of four for return travel across Bass Strait is in excess of \$1 000, if using cabin accommodation.

The impact of the BSPVES was said to:

But it had taken just one year to reach demand the Government had thought would take five years to achieve. Passenger demand for the two Spirits had exceeded all expectations, Mr Bacon said.

Then in a report prepared by a newspaper reporter:

Officers of ~~the~~ take a different view to lowering fares. Whether the fast turn-round of ferries across the Irish Seas or the English Channel lessons for Tasmania, the response is that there is no comparison. The UK has a population of 55 million people and Europe has a population of about twice that. Australia has about 18 million people with 400,000 in Tasmania. The markets cannot be equated and any shipping line which tried to run a volume service would lose money.

In the other hand, not everyone agrees. ~~the~~ says the answer lies in better promotion of the service rather than cheap fares.

Cheap fares attract people without funds so what's needed is better promotion so that who can afford to travel will come to the state.

Then a \$400,000 report substantially funded by the Commonwealth found

Access factors with the greatest potential to influence demand for travel to Tasmania are price and capacity.

Other factors include...

Sea and air transport cater for different travel markets, and are not substitutes for each other. When air or sea demand increases, some of those passengers will have transferred from the other mode but the effect is small. Mostly it is new travel generated by improvements in access arrangements.

When discussing the difficulties with Spirit Three from Sydney to Devonport that duplicated a major part of the national sea highway link and used a limited capped version of the BSPVES.

Tourism Minister Ken Bacon yesterday rejected claims that Spirit III was overpriced.

"I don't think it is because we're targeting a niche market here," Mr Bacon said.

"If you take the upmarket hotel-motel chains, that's the type of people they need to get into Tasmania."

VECCI urged the Transport Minister of Victoria, who came with me to Canberra some years before, to fight for a highway link

As AusLink evolves over time, we believe consideration should be given to incorporating the Tasmanian Freight Equalisation Scheme (TFES) and the Bass Strait Passenger Vehicle Equalisation Scheme (BSPVES) under AusLink, thereby offering a similar connection to National Network road and rail links between Melbourne and Hobart, as currently exists between Melbourne and Sydney and Melbourne and Adelaide.

VECCI also believes that the TFES should be extended to include full southbound equalization. The southbound component of the Scheme applies only to persons or businesses engaged in manufacturing, mining and primary production (agriculture, forestry and fishing) in Tasmania. Equalization, when fully applied to passengers and freight, could be expected to substantially increase economic activity, population, investment and jobs in South Eastern Australia and to significantly increase traffic flows through Victoria to and from Tasmania.

Then ANRA representing the nation's major retailers said

Through Auslink, the Government has demonstrated a major commitment to improving the movement of goods across the nation. If this approach could be expanded to include Bass Strait shipping it would promote the movement of goods and people in both directions and encourage investment in Tasmania and on the mainland. Additionally such an approach would benefit Tasmanian exporters who are currently not eligible for the subsidy. It would help grow the size of the domestic market in Tasmania and in so doing, further reduce retail prices. In exploring such an approach, it would be important to ensure that the original intentions of the scheme were not undermined.

and the Productivity Commission TFES report said

(although expansion of the TFES to explicitly take exports into account could raise WTO issues).

This leaves open an Auslink link and no need to specifically direct TFES to cover exports.

Then John Howard followed somewhat the officer's advice

Expanding the Bass Strait Passenger Vehicle Equalisation Scheme

Bass Strait has always put Tasmanian industry and commerce at a disadvantage. Successive Liberal Governments have acknowledged this, with the establishment of the Tasmanian Freight Equalisation Scheme and the Bass Strait Passenger Vehicle Equalisation Scheme (BSPVES) – which are now worth around \$82 million per annum. These schemes are uncapped and demand driven.

In our second term we recommitted ourselves to both schemes and provided a \$15 million boost to the Freight Equalisation Scheme. Thanks to the sound economic management of the Howard Government, we can announce a further enhancement of the BSPVES.

A third Howard Government will provide an estimated \$15.2 million enhancement of the BSPVES by introducing:

- A flat rebate, irrespective of the tourist season. The current rebate per car is between \$100 and \$150 each way depending on the season. A re-elected Coalition Government will increase the rebate to a flat \$300 per car on a return trip. This will give greater assistance to Tasmania's vital tourism sector by encouraging travel to the island in shoulder and low seasons;

But Commonwealth officers could and should have ensured that sea passenger fares were reduced in summer to maintain all year equal total fares and maintain the equalisation scheme. They however let the BSPVES turn into an assistance scheme with no sea-based competition.

In rejecting a Productivity Commission TFES interim finding John Howard said

JOHN HOWARD 2007 (Does it make it explicit?)

The Tasmanian Freight Equalisation Scheme was introduced by a coalition government in 1976. The scheme remains an important element of Australian government programs that equalise cost disadvantage between the states and the territories.

Then the Tasmanian peak tourism group in 2008 said of the BSPVES

The scheme provides a rebate against the fare charged by a ferry operator to transport a driver plus passenger vehicle by sea across Bass Strait.

kilometre. The current cost of running a family saloon has increased to 70 cents per kilometre. Based on this, the cost of traveling 427 kilometres on a national

But didn't acknowledge that for equalisation it should equalise up to 5 people in a car and the scheme had cost Commonwealth taxpayers many times that of the Keating offer as it was the stated intention of the scheme through federal cost of also funding competition under the BSPVES to force passenger fares down.

Then the focus of the BSPVES changed from the first BTRE report to Tasmanian travel packages not "equalisation"

BTRE MONITORING REPORT 2005 - 2006

The BTRE gratefully acknowledges the assistance provided by TT-Line, Tourism Tasmania, and the Tasmanian Assistance Services team at Centrelink, and the Maritime and Land Transport Division of the Department of Transport and Regional Services.

In August 1996, the Commonwealth Minister for

In order to put the Scheme rebate in context, it is useful to consider the cost of broadly comparable sea and air transport packages in 2005-06. This comparison needs to be treated with caution—particularly given the variability of discount air fares.

If these new visitors spent an average of \$2146 per person, then the net new tourism spending would have been \$9.4 million in 2005-06. This estimate of spending by these new visitors is indicative only and is for visitors travelling for leisure purposes between Melbourne and Devonport—it does not include additional spending by visitors travelling for business and other purposes, visitors using the Sydney-Devonport service, or benefits to Tasmanian residents travelling by sea who received the rebate.

The Minister noted that the resulting fare reductions would help to increase the demand for travel across Bass Strait, with direct benefits to the tourist industry and potential growth in jobs, investment and population for Tasmania (Sharp 1996, p. 1).

Significant changes to the Scheme in the September 2002 Ministerial Directions included replacing the previous seasonal structure for rebates by a constant rebate throughout the year, and extending the Scheme to include additional vehicle types.

By reducing the cost of travel to Tasmania, the Scheme would be expected to result in additional visitors to Tasmania. However, the Scheme—by effectively reducing the cost of sea travel—also increases the attractiveness of sea travel as compared to air. When considering air and sea travel options the prospective visitor to Tasmania would consider more than just fares—most notably the costs of rental cars. In order to put the rebate for eligible passenger vehicles in context, it is useful to consider the cost of broadly comparable sea and air transport packages—taking into account the average length of stay in Tasmania by sea and air visitors, and differences in visitor spending on transport. The package sea fare used is for two adults and a standard accompanied passenger vehicle between Melbourne and Devonport.

While the TT line said to the public that

Cheap flights can be plane expensive

And the Productivity Commission last year in its TFES report referred to the stated Victorian Government position as follows

The Victorian Government also saw an overlap between AusLink objectives and those being pursued by the Tasmanian freight schemes. It saw scope for pursuing national transport objectives by encouraging improved freight transport connectivity. The Victorian Government suggests that the most effective and equitable way to align the TFES and AusLink policies would be to extend the subsidy to final goods in the southbound direction. (sub 60, p. iv)

and Anra said

Australian Bureau of Statistics December quarter report on retail prices indicates Hobart is 2% dearer than Melbourne based on a very small basket of some 50 items. An earlier comparison by an ANRA member of some 2000 items suggests the price differential may be considerably higher. Freight is a significant

Then the CEO of TT Line

LUKE SAYER

April 12, 2007 12:00am

SPIRIT of Tasmania has slashed fares in a bid to boost passengers and turn around its multi-million-dollar losses.

The cut-price winter fares put the ferry company close to a par with discount airlines in the state -- and are coupled with a regular fare increase.

But the fares are not an attempt to compete with budget carriers, says TT-Line chief executive Peter Simmons.

The company announced the winter sale yesterday, with discount fares from May 1 to August 31. The cut-price offers coincided with an announcement that general fares would rise from April 16 as the company attempts to turn around a \$10 million loss.

"While Spirit of Tasmania is not in a position to compete with the discount airlines on price, we can introduce attractive offers that encourage people to travel with their car and as many pieces of luggage as they want," Mr Simmons said.

And then Federal Labor supported the suggesting of the Tasmanian peak tourism body re the BSPVES accepting the highway link and an aim to move the cost of travel to that of bitumen.

The scheme cannot do that without federal direction and this increase in funding can do the opposite.

Home
Profile
How to help?
Speeches
Media
Photo Gallery
Current Issues
Publications
Information Kits
Certificates
Links
Contact

Labor increases Bass Strait Passenger Vehicle Equalisation and reaffirms support for Tasmanian freight schemes

September 9 2007

Minister for Transport, Roads and Tourism, Martin Ferguson is in Devonport today to announce Labor Government will increase the rebate for taking passenger cars across Bass Strait on Tasmania by \$30, reducing the fare from \$79 to \$49 each way.

... would cost up to \$10 million per year taking into account the increased number of ... ed to take advantage of the scheme.

Tasmania's highway to the mainland, linking it by sea instead of bitumen.

... 36 the number of visitors travelling by sea to Tasmania declined by 5,500 - or almost 4 per cent - with the number of Tasmanians travelling by sea to the mainland also declining by 3 per cent.

Mr. Ferguson said "The cost of travel across Bass Strait is clearly a major impediment to travel between the mainland and Tasmania."

"Without the passenger vehicle rebate, 4,375 new tourists would not have visited Tasmania in 2005-06 and the State would have missed out on \$9.4 million in tourist spending."

"But there has been no increase in the rebate for a family sedan since it was set at \$150 eleven years ago in 1996."

"It is time for it to be increased to move towards the current cost of driving similar distances on the national highway network," he said.

Handwritten note: August 31 2007 13

and the new CEO of TT Line then acknowledged the difference between A to B travel

said to be wanted by Tasmanians and packages said to be wanted by mainlanders. But what about ordinary Australians wanting A to B travel interstate to all states of their nation?

Mr Griplas said reigniting the passion of Tasmanians to travel on *Spirit of Tasmania* was a major goal for the company.

"While Tasmanians regard the *Spirits* as icons of the State, they also view the ships as a means to get from point A to point B rather than a travel option that provides a unique travel experience," he said.

"We need to take advantage of the icon status and encourage more Tasmanians to travel on our ships rather than the low cost, budget airlines.

"We know that our mainland passengers travel with us because they want an end-to-end travel experience that starts with a trip on the *Spirit*.

"That experience provides passengers with a comfortable cabin, the convenience of travelling with a vehicle and the opportunity to enjoy fresh, Tasmanian produce onboard."

The Tasmanian Leader of the Opposition said last year:

Instead, TT-Line fares have steadily increased on the back of massive subsidies from the Commonwealth Government. The BSPVES was not designed to prop up a government enterprise but provide a fair and equitable access to the national highway for Tasmanians.

Then Federal Labor acted, but there was still no mechanism for passenger fares to reduce, rather the opposite without any national mandate for just an assistance scheme save in the context of "equalisation" a basis used by the peak Tasmanian tourism group to obtain Federal Labor's commitment at the last election.

Bass Strait passenger vehicle subsidy rise

Posted Sat May 10, 2008 8:39am AEST

• [May: Hobart 2008](#)

The Federal Government has announced an increase in the Bass Strait passenger vehicle subsidy.

The federal member for Denison, Duncan Kerr says the increase honours an election promise and will benefit Tasmania's economy and bring in more tourists.

The vehicle subsidy increases from \$168 to \$180, while a 20 per cent subsidy increase will also apply to other eligible vehicles like motorhomes, buses, motorcycles, vehicles towing caravans and bicycles.

Mr Kerr says the subsidy will also grow.

"And it means that it's guaranteed into the future," Mr Kerr said.

"It means that each time the CPI goes up, the assistance goes up, so yes its a strong commitment and keeping promises that were made at the election," he said.

Then in a submission to the current Coastal Shipping enquiry TT Line said

TT-Line is involved in two very competitive markets in freight and passenger transport. In freight, TT-Line offers its freight services against Toll Shipping, Searoad Holdings and ANL.

In the tourist / travel market, TT-Line competes with Qantas, Jetstar, Virgin and most recently Tiger Airways as well as the various international airlines.

But are the competitive markets re passenger transport that of "end to end" sea versus air, end to end, air packages as previous comments in this submission suggest that such competition is not that of direct discount air fare verses sea fare competition.

Bob Cheek said in his book said

loward said he had some good news for me and produced a thick
ment on Bass Strait ferry subsidies, as part of a Tasmania package,
he intended to announce in Launceston. I'd spoken to the PM
State Council in August about extending the existing Bass Strait
equalisation subsidy (making cars cheaper to ship across the
to passengers; this would allow foot traffic to board the ferries
low as \$50. At that stage the subsidy was for vehicles only, so
ad to take a car to get any benefit; again, it was geared to the
verful tourism industry, who wanted mobile passengers. I wanted

a fare to benefit all Tasmanian businesses so it was like getting on a bus to cross the strait. Howard had given me a good hearing and my advisers, in constant contact with the PM's office, were convinced he was going to come good. The news was passed on to the National Sea Highway Committee, a business lobby group led by Melbourne lawyer Peter Brohier, who had been pushing this principle for 10 years. They were ecstatic.

I excitedly gripped the PM's offering:

"You've got everything you wanted there," he said smiling, confident he'd met all my expectations.

Sorry, PM. To the contrary, there was nothing in the proposal about passengers, just a further sweetening of the existing vehicle subsidy as a sop to the tourism industry. I was totally confused.

"Thank you, PM, anything is welcome, but this is not what we asked for. We wanted the subsidy on passengers as well as cars."

Howard seemed genuinely shocked. "That's what it is, isn't it?" He called over his chief of staff, Arthur Sinodinos. "Is this the right one?" he asked.

Arthur assured him it was and a perplexed Howard muttered: "I was sure we did what you asked?"

This was a far different Howard from last night's self-assured statesman holding an audience spellbound with a riveting, noteless address about his vision for the country. He looked dithery, almost bumbling, as he scratched his head about our Bass Strait policy. In a way, it was good to see his frailties.

I genuinely believe the PM thought he'd delivered what I sought; or he put on a very good act. I later discovered that a group of Tasmanian senators, acting on behalf of the Tourism Council, who wanted the subsidy kept to vehicles, had stymied the passenger proposal. Howard wasn't aware of it. The tourism boys had won again. The National Sea Highway Committee was devastated: they'd been at it for 10 years and this was their last chance. They disbanded soon afterwards.

Howard's often brusque friends will

But the Cheek comments about a business lobby. It was a lobby for the people as well as business and the in 1996 offer was not just for a car.

Then Minister Albanese called the BSPVES a transport subsidy and said

DOUBLE BOOST FOR TASMANIAN TRANSPORT SUBSIDIES

Federal Infrastructure and Transport Minister Anthony Albanese today confirmed that two programs to encourage growth and development in Tasmania will be increased and extended as part of the Rudd Labor Government's first Budget.

An allocation of \$34.4 million will be provided to the **Bass Strait Passenger Vehicle Equalisation Scheme**, enabling the subsidy for standard passenger vehicles to be increased from \$168 to \$180 – honouring an election pledge.

Assistance to other eligible vehicles (including motor homes, buses, motor cycles, vehicles towing caravans and bicycles) will also be increased by 20 per cent.

"The subsidies, which will now be indexed to the Consumer Price Index, will benefit all Australians who take their cars across Bass Strait," said Mr Albanese.

"They will provide a significant stimulus to Tasmania's tourism industry by creating more affordable transport links to the mainland.

"The subsidy's ongoing indexation also provides tourism operators with the confidence to further invest and grow their businesses."

As total prices for passengers and cars increased numbers crossing dropped

Premier Lennon said of Peter Brohier

Mr LENNON - That is probably appropriately addressed to me. Mr Brohier has been a very strong advocate for a better deal for people on Bass Strait. I think he has done a terrific job over the last few years. Through his efforts he is probably more responsible than anybody else for the introduction of the vehicle subsidy, I would think. He continues to lobby Federal politicians about that matter, and my department continues to support him in those efforts. Essentially that is an issue that needs to be taken up at a government level, rather than with TT-Line management. What we have provided for here is the closest thing to a highway we will probably ever see on Bass Strait frankly, with a daily monohull service and operating all year round with a massive increase in the number of cars that we bring across Bass Strait in a year compared to the current service. Mr Brohier now has much more ammunition for his ongoing campaign with Federal politicians of both political persuasions because we have the road now and we will continue to support him in his efforts to get the cost down of travelling on that road for that car

And Reuters ran the headline a few months ago

"Australia Islanders say they are modern convicts"

So I call on this Committee to turn Bass Strait into a fair transport link and not primarily a one-sided upper level assistance scheme, so that through it all may benefit not just some.

This is an issue about Australia's most substantially used shipping route in coastal waters and directly relates to tourism and falls clearly within your terms of reference.

Peter Brohier

12th August 2008

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke extending to the right.

1. Excerpt from a letter from Elizabeth Proust to Bob Collins, 15th September 1993.
2. Excerpt from a letter from Mr Brand, Acting CEO, TT Line given to Peter Brohier. 21st February 1995.
3. Excerpts from the Federal Coalition election papers 1996 (5), 7th February 1996.
4. Excerpt from document supplied to the Federal minister for Regional Services, Victorian Minister for Ports and the Tasmanian Minister for Infrastructure, Joint Working Group on Bass Strait Sea Passenger Access and Infrastructure, Revised 9th November 2001.
5. Media release, Brenton Best MP, 4th August 1998.
6. BTRE - BSPVES Monitoring Report No1, 1996 /1997, 27th April 1998.
7. The Hon Peter Nixon, Background Report 1997, p. 269.
8. Hobart Mercury, *The Tasmanian*, 22 June 2003.
9. Unpublished article, 20 February 1998.
10. Bass Strait Visitor Access Study, 12 October 2001, p. v.
11. Hobart Mercury, *A fare go*, 29 May 2004.
12. Neil Coulson, CEO, VECCI, correspondence to Peter Brohier, 9 August 2004.
13. Margy Osmond, letter from ANRA to Senator Fergusson, 1 March 2007.
14. Productivity Commission, Tasmanian Freight Subsidy Arrangements, 14 December 2006, p. 98.
15. The Coalition election papers, 2 November 2000.
16. Media release, John Howard, 7 September 2006.
17. Media release, Tourism Industry Council of Tasmania, 29 October 2007.
18. BTRE monitoring report 2005-2006 & BSPVES Monitoring Report 2005-2006.
19. TT Line Pty. Ltd. media advertisement, 2 October 2004.
20. Productivity Commission, TFES Tasmanian Freight Subsidy Arrangements, 14 December 2006, p. 98.
21. Margy Osmond, letter from ANRA to Senator Fergusson, 1 March 2007.
22. Hobart Mercury, 12 April 2007.
23. Media release, Martin Ferguson, 9 September 2007.
24. Media release, TT Line Pty. Ltd., 6 May 2008.
25. Will Hodgman, 7 August 2007.
26. Media release, Duncan Kerr, 10 May 2008.
27. TT Line Pty. Ltd., Submission No. 41, Standing Committee on Infrastructure Transport, Regional Development and Local Government inquiry into coastal shipping, 20 October, 2008.
28. Bob Cheek, *Confessions of a ferret salesman*.
29. Media release, Anthony Albanese, 14 May 2008.
30. Paul Lennon, Parliament of Tasmania Hansard, 12 April 2002.