

Secretary: *Al Becking*

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16 JUN 2003

HOUSE OF REPRESENTATIVES  
STANDING COMMITTEE ON  
TRANSPORT AND  
REGIONAL SERVICES

Third submission

Reference to the two reports that underlie my second submission are the

Report of a Study by the Joint Working Group on Bass STRAIT SEA PASSENGER ACCESS AND INFRASTRUCTURE appendix L, Conclusion 7

This was, I believe prepared by relevant departments of three states for their ministers The Commonwealth, Victoria and Tasmania participated.

I believe that this part of the report shows that full equalisation can be achieved, including the carriage of the increased level of passengers that would be expected to travel at equalisation fare levels.

The discretion to offer these fares remains with the Tasmanian Government, and upon their failure to act with the Commonwealth by imposing conditions of the BSPVES.

On the basis of two ferries, one travelling about 350 trips a year and one travelling about 481 trips a year, the cost to the Commonwealth will be about \$28.6 million a year with a 10% return to the operator.

This approach does not include the revenue from additional foot passengers that would be offered sit up fares of \$47.50 each way.

Car fares with up to 4 passengers would be \$190 one way sit up including the car and passengers.  
See appendix L

The Commonwealth's current BSPVES payments are estimated to be \$30.8 million.

The second report is the Bass Strait Visitor Access Study Strategy Report, Executive Summary. The report largely funded by the Commonwealth says "Factors with the greatest potential to influence demand for travel to Tasmania are price and capacity". "In most cases other factors are not decisive"

I believe that if at least sit up passenger fares are offered at equalisation levels this will allow for full equalisation between all States of Australia for both people and vehicles.

Apart from delivering access the approach to full equalisation is expected to drive many Tasmanian industries, in addition to the tourist industry, and to take full advantage of Visitor Access Study findings.

By taking some steps to confine Commonwealth funding to access between states and restricting the flexibility to set all passenger and vehicle fares, claims against the Commonwealth by residents of other islands to support their tourist industries may be negated.

Peter Brohier