

Submission - TPA infrastructure Bill

Bass Strait sea access provides critical national infrastructure equivalence.

I ask that the content of all my submissions to the Productivity Commission and a number of Federal parliamentary enquires relating to Bass Strait sea access and access to a level competitive playing field for those in Victoria and Tasmania are considered by this Committee.

I note that since making these submissions and following more recent submissions made to Prime Minister, that a major change was announced and then adopted regarding Bass Strait sea access.

The result is consistent with the aim of my submissions made over many years regarding the movement of people and their vehicles.

The current approach, if applied consistently all, or most of the year, of offering \$49 passenger fares and \$79 vehicle fares will go a long way to providing transport equity and equal transport links between all states based on distance, not terrain.

It is also in keeping with the \$50 passenger fare Mr. Howard tried to offer the nation about a decade ago. It will make better use of the Bass Strait Passenger Vehicle Equalisation Scheme and existing infrastructure which was aimed at and is capable of offering "equalisation" over this national route, not subsidies.

Consistent, all year, application of equalisation is critical.

Completion policy should now apply to this vital interstate route. Administrative equalisation schemes should not result in schemes, and in monitoring reports to Ministers, that deliver an unfair competitive framework causing loss of investment and revenue for many.

This nation should not be seen as advocating and delivering fair access to all other types of vital infrastructure and ignore this national interstate link.