

Fourth Submission  
Productivity Commission  
Tasmanian Freight Subsidy Enquiry

Peter Brohier  
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It seems to me that northbound equalisation for international exports from Tasmania would be entirely justified if the Victorian-Tasmanian link was operated in the same manner as all other Auslink inter-capital corridors.

Failure to deliver passenger and passenger vehicle highway equivalence, ignoring southbound equalisation or paying equalisation to those shipping goods, rather than the simpler paying of shipping operators on a “goods carried” highway equivalent tender basis, will move equalisation away from Auslink principles and may result in northbound exports being classified as export subsidies.

Without this comprehensive approach under Auslink or enhancing both the BSPVES and TFES to provide comprehensive equalisation, the existing TFES or coverage of international exports may not be justified on any sound policy basis.

Also recognition of the full Auslink corridor will allow for an inter-capital corridor from the Hume Highway to correct to Stony Point via a new connector between the Ring Road at Greensborough to the Scoresby tollway and then to Stony Point.

This will mean that the Commonwealth will need to part fund the Scoresby link, reducing expected tolls and upgrade the rail link between Melbourne and Stony Point.

This will allow a conventional passenger and vehicle ferry to cross between Stony Point and Burnie connecting the Auslink gap to the start of the Auslink corridor in Northern Tasmania. The cost of ferry crossings will be reduced by a shorter, say 6.5 hours instead of 9 hours, and offer a still very accessible route for people and passenger vehicles. Stony Point is about half an hour by car from Dandenong.

In addition, the Commonwealth would also need to substantially fund the route from the Hume Highway to Webb dock for interstate freight. .

Also Commonwealth funding should apply also to the route from the Hume to Station Pier if an overnight ferry were to be included in the inter-capital corridor.

This will leave an excellent opportunity to the Coalition and Labor to advance a solution to the Victorian - Tasmanian link whilst addressing both the connection to Tasmania and taking political advantage of reducing tolls for Scoresby whilst applying more road funding very effectively for Victoria.