

NATIONAL PUBLIC LOBBY

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Public Infrastructure Inquiry Submission

The Commonwealth's responsibility to provide public infrastructure, namely ferries across Bass Strait, can be achieved by national, and if necessary, international tender.

See submissions by the National Public Lobby, the National Sea Highway and Peter Brohier to the Productivity Commission's current Tasmanian Shipping and Freight Inquiry.

Also regarding the following major initiatives, the approach of waiting for demand to come before engaging in major, obvious and necessary infrastructure projects should cease.

The level of funding to set Melbourne's future development is about \$10 billion, the cost of the unimproved land value of 5 Caulfield Racecourses.

SAVE TIME, MONEY AND FUEL LINKING THE BAY FOR THE FIRST TIME AND BY BETTER USE OF EXISTING \$200 BILLION TRANSPORT LINKS

Melbourne needs the same vision that built the Sydney Harbour Bridge

Why is there a gap in Melbourne's ring road, between Greensborough and Bulleen, and no road and rail bridge crossing the entrance to Port Phillip Bay? These links would complete a ring road linking the "twin cities by the bay" of Geelong and Melbourne with the Mornington Peninsula. Peak hour traffic could be channeled to flow at the same time, in both directions. This would save travel time, better use existing infrastructure, ease traffic flows and spread the impact of population growth over two cities. Savings will be through much greater use of well over \$100 billion of existing infrastructure, on each side of the Bay and a consequential reduction in the cost of its constant upgrade or adjustment. The sooner this is done the more we will save. An alternative rail and truck route between the new Port of Hastings to the airports and industrial area to west of Melbourne will provide an east-west route allowing some major traffic flows to by pass Melbourne completely. This will allow unprecedented new access travel options for those on the Bellarine and Mornington Peninsulas. It is understood that people like to live near the sea. An east west route across the whole sate would develop. The Bridge would seem to enhance the VECCI proposal for the east west route. If a ferry link to Tasmania were established through Stony Point, at the end of a suburban train link and near Hastings, the east west route would meet the north south route to Tasmania. The bridge would allow access for all, on any side of the Bay, to the shortest practicable sea route to and from Tasmania. It would also reduce the need to develop Melbourne towards the north, and Gippsland corridor and towards the bush fire prone Dandenongs. This would reduce through traffic flows at inner-city strip shopping centres, turning these strips into motorways. Any delay in building this link will result in the needless cutting up of Melbourne. The approach to building this link should be special, and not be measured by existing traffic flows but be akin to building a cross national rail link with people and towns following. This is one instance when existing justification methods should not apply.



Pea



Peak hour traffic flowing in one direction could be spread over both sides of highway, reducing travel times in both directions



This could be Melbourne's new icon, connecting the heads at Port Phillip Bay.

WEEKEND TRIPS INTERSTATE, FAIR TRADE, ECONOMIC BENEFITS TO TWO STATES, AND PROTECTING TASMANIAN FORESTS



Why is there a major omission in the nation's "integrated surface transport network"? Adelaide has justified, based on its proximity to other capitals, Federal funding for three direct interstate inter-capital transport corridors and connecting links. On the basis of Victoria's geographical location it is entitled to three similar links. It has been given just two. A comprehensive, affordable, consistently priced, all-year basic public transport link for people, vehicles and freight, using ferries between Victoria and Tasmania needs can, subject to direction by Canberra, start to be delivered in weeks and linked to the land transport corridor to Hobart. All Australians are entitled to fair access to all states, not just some. Also, fair competition policy, advocated internationally, should apply across the Victorian – Tasmanian border to Victorian manufactured consumables sent south and international exports from Tasmania through Victorian ports. The economic impact on tourism, and other industries, of all year, consistently priced, transport equity will be significant. In Tasmania it would be expected to be large enough to preserve Tasmania's forests. Federal funding for a complete the ring road to connect existing transport corridors to three capital cities, Adelaide, Sydney and Hobart, is fully justified and long overdue. A shorter route through Stony Point would cut the travel times and emissions. Canberra seems close to closing this gap in the national transport network but has the responsibility to lock in and deliver full National Highway equivalence. The Victorian Government asked for inclusion of this link under Auslink. This request was not met. The Federal Government has not included the link under Infrastructure Australia.



Access to Tasmania may become a regular weekend trip just like access to Switzerland from nearby European destinations.

Peter Brohier
NPL