

# National Sea Highway

Attachment

Hansard Tasmania - GBE Hearing -TT Line - December 2012 - TT Line Chairman Grainger and Shadow infrastructure Minister Tasmania, Hidding..

**Mr HIDDING** - Night sailing is the structure you are in now and you are selling an experience, a cabin, a meal et cetera, but there is another world. There is the day sailing type - heavy on seats, heavy on lane metres for cars and caravans and the grey nomads. Can you tell this committee whether you are completely open to a whole new business model rather than refurbishing your ships?

**Mr GRAINGER** - Let me put your mind at rest if I can. We are interested in a whole new business model and are looking at as many options as we can find. In an ideal world it would be great to run two, three or five vessels across Bass Strait on a shuttle basis where they are full every sailing. Unfortunately that is not the case and we do not believe it will be in the near future.

Public support for the BSPVES was to achieve this "other world", and more. Support was not aimed at promoting just niche marketing on one side of Bass Strait.

Only low highway - based fares will substantially increase demand for travel, bring more tourists (applying the general version of tourism), and impact positively on growth in jobs, investment and population.

Federal monitoring doesn't cover this other world.

Niche marketing any national Highway will not bring benefits that this nation expects and deserves.

As with any punt, the priorities of a punt operator are never allowed to dictate the use of the billion-dollar public highways it connects.

Also just imagine if a punt or bridge was compelled to carry southbound consumables and international exports at higher rates than all other freight.

Full revision of the policy and practices causing existing blockages relating to the movement of people, vehicles and freight needs to occur.

We note the following acknowledgements listed in a BSPVES -BITRE report - "BITRE gratefully acknowledges the assistance provided by TT-Line, Tourism Tasmania, the Tasmanian Transport Programs team at Department of Human Services, and the Surface Transport Policy Division of the Department of Infrastructure and Transport". It seems to us that a far wider list of Tasmanian and national stakeholders could and should have been consulted. Peter Brohier