



Australian Government Productivity Commission
Tasmanian Shipping and Freight

Responses to draft report

The Campervan & Motorhome Club had representatives at Melbourne, Launceston and Hobart Public Hearings. We also had a representative attend the public hearing in Canberra (Monday 10 February).

This response was completed by the due date 7 February 2014, prior to the Canberra hearing being held. Our responses are in dot point, numbers but not in order of importance.

1. TT Lines being owned by Tasmanian Government versus 2 commercial operators. This needs to be clearly defined and fair and equitable.
2. Price is one of the key elements of difference, and can be a competitive advantage.
3. Differentiated service for each individual company, various business models.
4. What policy by the Federal Government (Department of Tourism and or Tourism Australia) and Tasmanian Government has been developed to incorporate the potential of increasing domestic tourism and inbound tourism to the state from a Recreational Vehicle (RV) perspective. Where does TT Lines fit into this policy, if applicable.
5. Economic evidence is clear in the Commissions draft report, that there are elements that could be perceived as protectionism.
6. Tourism is relatively unrecognised in this report, do the operators expect and want from tourism? It can be improved by allowing RV's dedicated access and guaranteed postions on the ship when travelling.
7. What benefits does the subsidy offer?
8. Government policy needs to be enhanced and referenced to improved current practices on what is being currently implemented.
9. Freight comparison needs to be compared to tourism travel
10. These ships move 100,000 containers empty each year. At what reference to vehicles is this component disadvantaging RV and consumer travel.
11. Seems as though there is inconsistency in relation to freight costings.
12. On vehicle movement in particular RV's and the delay and cost in having access to the ship.
13. Tourism is number 2 income driver in the state, how can TT Lines become sustainable cost wise.
14. We need consistency in pricing for RV travellers. The variance in pricing, cost is becoming prohibitive for the RV market as they have to spend up to \$1800 just getting to the island and this fluctuates depending on the season and availability. Travel for RV's is considered seasonal.
15. Question: is freight ever considered as seasonal.

16. RVs will go to Tas from 1 to 6 months, not a short time destination.
17. Unfriendly state encourages no growth. There is a definite perception amongst RV travellers at the moment that Tasmania is an unfriendly State at the moment partly because of the cost and access problems and partly because of the Economic Regulators findings being applied.
18. TT lines have controlling interest on the RV travel market and dictate what they do, no opposition.
19. The percentage of RV travel compared to freight currently using TT Lines, needs to be challenged.
20. There is a suggestion that TT Line should be owned by the Federal Govt to make it a part of the National Highway Network,
21. There is a need for a solely a passenger and passenger vehicle carrier and all commercial operators left to carry freight.
22. Benefits generated by the subsidy could make the whole process revenue neutral for the Government t by boosting economic activity in tourism, creating jobs and increasing the tax base as well as reducing some of the welfare and business welfare payments to the State.
23. "Access - ability to travel when required". Physical access to the ship in Melbourne is absolutely woeful - lack of parking to wait for boarding. Severe traffic issues which impact on local users of the area as well as people boarding the boat. Not to mention the intimidation factor of such a difficult, congested and busy area to even get to the ship, especially for people not from Melbourne who are not familiar with the area.
24. Growth in this market is evident in so many ways such as growth in sales and registration figures, caravan park occupancy rates, Baby Boomers retiring and entering the market, etc, etc.
25. Freight bookings and cancellation procedures against those for RV's. There is inconsistency and a perceived discrimination against RV Travellers.

I would like to thank you for allowing CMCA to be represented at these hearings. I wish the Commission all the best in developing a report which is fair and equitable to all.

Kind regards

Richard Barwick
General Manager



Richard Barwick | General Manager | Company Secretary