

WAVE WATCHER
HOLIDAY UNITS



YOUR HOSTS: DAVID AND CHERYL KERR

SUBMISSION NO. 53

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26th AUGUST 2002

Secretary: *J. Luff*

RECEIVED

29 AUG 2002

HOUSE OF REPRESENTATIVES
STANDING COMMITTEE ON
TRANSPORT AND
REGIONAL SERVICES

The Committee Secretary,
House of Representatives,
Standing Committee on Transport & Regional Services,
Parliament House, Canberra, ACT, 2600.

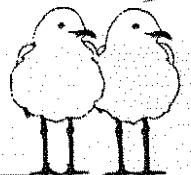
Re: Passenger Container System

I submit the attached concept for consideration
of your committee. I believe that political
support can make it work for an eventual
"stand alone" service that would not require subsidy
above that enjoyed by the big-island of Tasmania.

sincerely
David Kerr

DAVID I. KERR

P.S. It still costs \$3-400 per vehicle "nett" of CWT
subsidy of \$150 for transit to Melbourne from King Island
as Ports Corporation charge \$25 each movement (\$50 return).



PASSENGER CONTAINER SYSTEM FOR KING ISLAND

The commercial viability of transport to island via sea and air has certainly had huge fluctuations in recent years. Current air passenger services on regular scheduled flights are often under capacity on outward flights in particular as freight goods are combined with passengers on inbound flights usually to full capacity. There is frequent backloading capacity to Moorabbin and Wynyard by King Island Airlines and Tas Air respectively. These airlines survive because they are able to mix their loads whereas a higher capacity airline such as Kendell is under more pressure due to inflexible passenger use only to King Island. In addition Kendell type service (good as it is) needs constant advertising /agent network support to provide the regular passenger numbers from tourists who provide backbone/subsidy that has enabled island to enjoy a high quality of service that resident numbers could not support.

Our sea access via service from Webb Dock in Melbourne is weekly and limited to freight only. I understand service is frequently under capacity and current ship (Searoad Mersey) has a roll on container and vehicle facility that enables flexibility for above and below deck storage. A small number of tourists use boat to bring their vehicles onto island with a subsidy from Commonwealth Government now applicable to residents as well who produce airline ticket as evidence of trip.

So there you have it, a mix of underutilised capacity on sea and air mixed between private, local, state and federal support structures—that with possible rearranging could attract more visitors to the island to support and aid growth of island facilities.

We could copy the flexibility of the smaller airlines by introducing 'passenger containers' on the existing sea route and use them on demand between Melbourne, King Island and Devonport. The airline transit time between Australia and Europe or America where thousands of international tourists to Australia originate from each year, is longer than the 10 hour sea passage from Melbourne to King. Therefore why not utilize existing service and build custom quality passenger containers for on deck positioning linked to utility services of ship and incorporating specialty module linked dining and entertainment sections for use of all passengers.

The potential to increase visitor numbers is good when consider that just 50

(fifty) per weekly sailing connection would total 2500 per year. This equates to around 25% of current visitors who would spend around \$400 per head on island (\$1 million) based on last visitor survey statistics. The average length of stay (currently around 3 days) is likely to increase with visitors having option to depart via sea or air. Those visitors choosing to bring their own vehicle would probably coordinate with weekly shipping schedule, thus spending more time and money on island. Exciting new options would be opened up for visitors and residents alike by use of sea and air packages in both directions thus assisting current air service providers to island. A variety of Tasmanian packages could be assembled and pre sold to interstate and international visitors with casual capacity for unsold part modules.

DESIGN DISCIPLINES

- A. Limited to dimensions of existing containers and characteristics for handling by existing port facilities.
- B. Ability to interlock and secure to decking in conformity with safety regulations.
- C. Ability for individual self sufficiency of passenger comfort combining best features of existing rail, sea, air and land transport systems.
- D. Ability for secure interconnection between modules and or access to limited area of ship decking.
- E. Ability for multi purpose use to service fluctuations in demand on land and sea .
- F. Ability to float with limited stability and seperation characteristics .

VISION

The creation of a flexible sea transport passenger system for all of Tasmania with air and land transport linkage to mainland Australia.

WHERE TO NOW ?

We need support from our elected representatives at all government levels to get this concept up and running via qualified evaluation at an early date. Our Premier Jim Bacon said on his first visit to King Island that Tasmania is " A STATE OF ISLANDS, NOT AN ISLAND STATE ".

LETS ALL GET TOGETHER AND MAKE THAT A REALITY.