



SUBMISSION NO 117

PAGE 1

COMMITTEE SECRETARY FAX NO 0262774424
 HOUSE OF REPRESENTATIVES
 STANDING COMMITTEE ON TRANSPORT & REGIONAL SERVICES
 PARLIMENT HOUSE
 CANBERRA ACT 2600

RE: INQUIRY INTO COMMERCIAL REGIONAL AVIATION SERVICES
 IN AUSTRALIA AND TRANSPORT LINKS TO MAJOR
 POPULATED AREAS

DEAR SIR/MADAM

THIS SUBMISSION RELATES SOLELY TO THE SITUATION
 EXISTING ON FLINDERS ISLAND TASMANIA FROM MY
 FAMILY'S EXPERIENCE AS A HOLIDAY HOUSE OWNER
 WHO REGULARLY TRAVELS FROM MELBOURNE VICTORIA,
 AS WE HAVE BEEN SINCE THE MID 1970'S

1. ADEQUACY OF CURRENT AIR/SEA SERVICES

BOTH AIR & SEA SERVICES ARE WOEFULLY INADEQUATE AND
 HAVE BEEN FOR MANY YEARS. THE AIRCRAFT IN USE ARE
 SMALL (8 SEAT) AGEING, SLOW AND INCAPABLE OF MOVING
 EVEN MODERATE AMOUNTS OF FREIGHT AND EVEN HAVE
 TROUBLE CARRYING PASSENGERS LUGGAGE. MORE
 IMPORTANTLY MANY VISITORS ARE NOT PREPARED TO TRAVEL
 IN SUCH SMALL AIRCRAFT ACROSS BASS STRAIT AND
 MANY WHO DO ARE PUT OFF BY THE TATTY APPEARANCE
 OF THESE PLANES AND THE FACT THAT THEY FLY WITH
 ONLY A PILOT & NO CO PILOT.

THE SEA SERVICE FOR VISITORS IS NON EXISTENT
 A SMALL REAR LOADING FERRY TRAVELS TO VICTORIA

PAGE 2.

INFREQUENTLY ONLY TO TAKE CATTLE & RETURN WITH FREIGHT, EVEN THOUGH IT CAN TAKE CARS AND A SMALL AMOUNT OF PASSENGERS. IT HAS NO FACILITIES FOR THEM ON WHAT IS USUALLY A LONG TRIP AND AS THERE IS NO TIMETABLE IT IS POT LUCK AS TO WHEN YOU DEPART AND RETURN. COSTS OF TRANSPORTING CARS, TRAILERS AND CARAVANS ETC ARE FAR GREATER THAN THE HIGHLY SUBSIDISED MELBOURNE TO DEVONPORT SERVICE, AS IS THE COST OF TRAVEL BY PLANE (APPROX \$400.00 RETURN)

2. POLICES/MEASURES REQUIRED TO ASSIST DEVELOPMENT

(i) REGIONAL HUB SERVICES

IN MY OPINION THE CURRENT LOCATION FOR DEPARTURE FROM ESSENDON (MELBOURNE) IS IDEAL. THE AIRPORT IS LOCATED NEXT TO THE M80 WESTERN RING ROAD AND IS ONLY 5 MINUTES BY TAXI FROM TULLAMARINE. AN IMPORTANT ASPECT FOR HOLIDAY HOUSE OWNERS IS FREE PARKING AT ESSENDON WHICH WOULD OTHERWISE BE PROHIBITIVE. THE SEA SERVICE TERMINAL IS ALSO SATISFACTORY IN MY OPINION. PORT WELSHPOOL IS ONLY 100 MILES BY SEA TO FLINDERS ISLAND AND EVEN THOUGH IT IS A 2½ HOUR DRIVE FROM MELBOURNE IT IS NOT A HARD TRIP AND THERE IS A LOCAL FREIGHT FORWARDER WHO CAN DELIVER GOODS FROM MELBOURNE TO THE SHIP.

(ii) SMALL SCALE OWNER/OPERATORS

ANY AIRLINE PLANNING TO OPERATE HERE WOULD BE FAR BETTER LINKED TO ONE OF THE MAJOR OPERATORS TO UTILISE A BONUS FLYING POINTS SYSTEM AND PACKAGE DEALS ETC. ALSO DISCOUNTS FOR THE OFF SEASON.

PAGE 3.

(iii) DEPLOYMENT OF MOST SUITABLE AIRCRAFT TYPES

EVERY PERSON IN AUSTRALIA EXPECTS AND IS ENTITLED TO BE ABLE TO TRAVEL ON MODERN EFFICIENT MODES OF TRANSPORT WHETHER IT BE BY LAND, AIR OR SEA. THE FLINDERS ISLAND AIR SERVICE IS ESSENTIALLY THE "HIGHWAY" FOR TRAVEL TO BOTH MAINLAND TASMANIA AND VICTORIA AND AS SUCH SHOULD BE UNDERTAKEN IN MODERN, SAFE TURBO-PROP AIRCRAFT WITH AN ADEQUATE CARRYING CAPACITY (SAY 20 SEAT MINIMUM) FOR BOTH PASSENGERS & FREIGHT, AND OPERATED BY 2 CREW

3. ADEQUACY OF AIR/SEA SERVICES

MY PREVIOUS COMMENTS COVER AIR SERVICE REQUIREMENTS AND I FEEL THERE IS AN OPENING FOR A MORE EFFICIENT SEA SERVICE TO VICTORIA EVEN IF IT WAS TO ONLY OPERATE OVER THE SUMMER MONTHS AS MANY OF THESE SERVICES DO. THE TRIP BY SEA FROM PORT WELSHPOOL VICTORIA IS VERY SCENIC GOING PAST WILSONS PROMONTORY AND PASSING 3 GROUPS OF UNSPOILT ISLANDS ON THE WAY TOURISTS WOULD UTILISE A SEA LEG ON AT LEAST ONE LEG OF THEIR JOURNEY IF THERE WAS AN ADEQUATE BOAT WITH COMFORTABLE ACCOMODATION FOR TOURISTS RUNNING ON A TIMETABLE AT A REASONABLE COST. TO SAVE TIME AND MONEY THE SHIP COULD RUN TO THE NORTH END OF FLINDERS ISLAND WHICH WOULD MAKE FOR A SHORTER JOURNEY.

4. INTERCONNECTIVITY BETWEEN SERVICES

FLINDERS ISLAND IS UNIQUE IN ITS TRANSPORT REQUIREMENTS.

PAGE 4.

4. CONTINUED

ON ONE HAND THE RESIDENTS REQUIRE A REGULAR SERVICE BY AIR & SEA TO TASMANIA FOR FREIGHT, BUSINESS, MEDICAL FACILITIES AND FAMILY REASONS ON THE OTHER HAND A HIGH PROPORTION OF TOURISTS AND HOLIDAY HOUSE OWNERS ORIGINATE FROM VICTORIA. THE SOLUTION HAS BEEN TO MAKE FLINDERS ISLAND A STOPOVER FOR AN AIR ROUTE FROM MELBOURNE TO LAUNCESTON TASMANIA VIA GIPPSLAND WHICH COULD BE UTILISED WITH AN EXPANDED SERVICE WHICH COULD INCLUDE SOUTH EAST VICTORIA AND NSW.

5. THE ROLE OF 3 LEVELS OF GOVT.

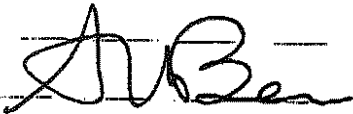
ALL LEVELS OF GOVERNMENT SHOULD ENCOURAGE PEOPLE WHO WISH TO LIVE IN ISOLATED AREAS AND NOT PENALISE THEM. MANY PRIVATE OPERATORS HAVE INVESTED THEIR LIVES AND SAVINGS TO ESTABLISH A TOURIST INDUSTRY AS WELL AS FARMING AND FISHING AND THESE PEOPLE DESERVE TO BE NURTURED AND ENCOURAGED AND THE BEST WAY TO DO THIS IS BY PROVIDING THEM WITH INFRASTRUCTURE SUCH AS ADEQUATE RUNWAYS AND TERMINALS AND SHIPPING FACILITIES. THE GOVERNMENT MUST REALISE THAT THE INITIAL SUBSIDISING OF INFRASTRUCTURE WILL BE MORE THAN COMPENSATED BY THE STRENGTHENING OF THESE INDUSTRIES LEADING TO MORE REVENUE AND CREATING JOBS IN AN ISOLATED AREA.

PAGE 5.

SUMMARY

IN FINISHING I WOULD LIKE TO THANK THE COMMITTEE FOR THE OPPORTUNITY TO MAKE A SUBMISSION AND APOLOGISE FOR THE LATENESS OF THIS SUBMISSION. UNFORTUNATELY FUNDERS ISLAND IS SERVICED BY AN EXPENSIVE, INEFFICIENT POWER GENERATING FACILITY FUELED BY DIESEL WHICH HAS TO BE SHIPPED IN WITH FREQUENT INTERRUPTIONS TO SUPPLY AND PERHAPS A COMMITTEE COULD LOOK AT UTILISATION OF ALTERNATIVE POWER PRODUCTION (EG. WIND) WHICH COULD BE FED INTO THE TASMANIA-VICTORIA BASS LINK SUPPLY.

YOURS SINCERELY



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RECEIVED
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REPRESENTATIVES MANAGEMENT