



**JULIE COLLINS MP
SHADOW MINISTER FOR REGIONAL DEVELOPMENT
AND LOCAL GOVERNMENT
SHADOW MINISTER FOR EMPLOYMENT SERVICES
MEMBER FOR FRANKLIN**

MEDIA RELEASE

LIBERALS LIKE A SHIP WITHOUT A SAIL ON FREIGHT CRISIS

It has been nine months since the Abbott Government received the Tasmanian Shipping and Freight Productivity Commission report.

They have had nine months to consider, digest, and formulate a response to this report and they have so far delivered nothing.

Has the Government consulted with the Tasmanian Government on the Productivity Commission Report?

Has the Government consulted with the Joint Commonwealth and Tasmania Economic Council on the Productivity Commission Report?

Has the Government consulted with stakeholders on the Productivity Commission Report?

The State Government put \$33 million of public funds on the table

Given that the PC says that there is a strong negative link between subsidising northbound product through to Melbourne destined for international export, and attracting a permanent and direct international container shipping service to and from Tasmania – which option does the Department support? Are there sustainable scenarios where both can occur? Has a cost-benefit analysis of this choice been undertaken?

How much would it cost to extend TFES to all southbound non-bulk product? Has a cost-benefit analysis of this option been undertaken?

If the PC recommendation were followed, and northbound-for-export was accommodated within existing funding, how would the TEU rate change?

What impact would subsidising exports have on Australian international trade agreements?

Given the PC's recommendation that TFES be "payable only on the basis of evidence of actual wharf to wharf costs" – what changes would need to be made to TFES to implement this?.

The PC calls on the Department to weigh up the costs and benefits of undertaking additional functions with respect to TFES – has the Department commenced any of this work?

MONDAY, 27 OCTOBER 2014