

Federal Funding of Public Transport

"The recent statement from seven Mayors in Melbourne's outer east confirms that the community doesn't mind which level of government funds [public transport]. We are constantly being told by local MP's that public transport is the responsibility of state government. There is no constitutional basis to this claim. There are many reasons why the federal government can and should fund public transport initiatives:

- ◆ Numerous precedents exist, including a section of the Vermont South tram line.
- ◆ The increasing cost of petrol is a federal issue.
- ◆ The need to reduce Greenhouse Gas emissions is a federal issue.
- ◆ The need to improve the liveability of communities is a federal issue.
- ◆ The federal government are using our taxes to run huge surpluses, yet they are failing to build infrastructure for our future."

Ref: Adam Pepper, Greens Candidate for the Victorian seat of Aston <http://greens.org.au/Aston>

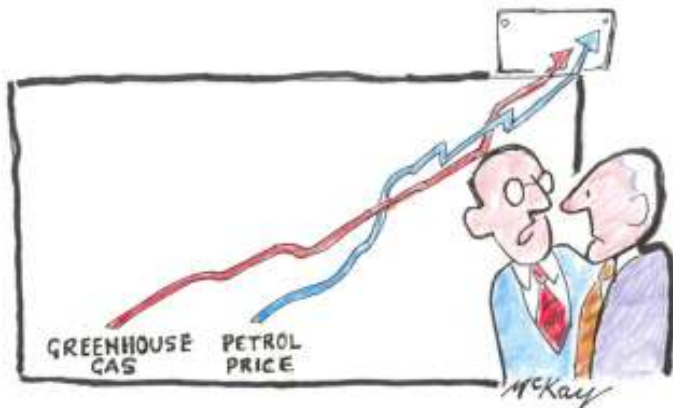
Oil Dependence

"Volunteer organisations would be eligible for petrol vouchers under a Labor government.... 'We simply cannot have Australians stop volunteering because they can't afford to fill up the tank,' Mr Rudd said." **Ref: The Age 26/10/07**

Memo to Advisors: Public transport vouchers?

And Also...

"It just reminds us that no government can control the price of petrol and any attempt by the Labor party to exploit this electorally would be flimsy and lacking in substance,' Mr Howard told Sky News." **Ref: AAP The Age 2/11/07**



'We're going to need a bigger graph.'

Sydney Ferries

"Brisbane's successful ferry service is being cited as a model for a revamped Sydney Ferries, with its operator linked to a possible bid if the State Government bails out, as has been forecast. The Queensland Government and Brisbane City Council outsourced their ferry business to a private consortium called Metrolink in November 2003. Trading as Brisbane Ferries, 20 vessels carry more than 5 million passengers a year along the Brisbane River. The deal is structured so the council and the Government collect all the fare revenue and retain ownership of the fleet. An incentive-based contract requires Metrolink to provide a minimum level of services, clean and maintain the fleet and wharves and promote the service. Metrolink has the right to seek extra revenue, such as advertising on the boats and charters. The council's public transport committee chairwoman, Victoria Newton, said the deal had worked, with patronage growing significantly."



Ref: Andrew Tillet The Manly Daily 27/10/07

"With a new operator and fresh start, Sydney can have a world-class ferry operation on the world's best harbour, according to peak tourism and transport group TTF Australia (Tourism & Transport Forum). TTF Managing Director Christopher Brown today said Sydney desperately needed a professional, customer-focused ferry service. 'The Special Commission of Inquiry highlights serious problems with the struggling Sydney Ferries operation,' Mr Brown said. 'The Inquiry has overwhelmingly agreed with the submission made by TTF Australia, calling for a radical overhaul of Sydney Ferries. This is a great opportunity to make some fundamental changes and to start afresh, ... the prospect of new ferries, new routes and a new focus on customer service and safety would change public perceptions about the ferry network. The aim of any changes must be to grow the Sydney Ferries business - so that it carries more passengers, to more places, and employs more people. Growing the ferry network will be good for employees, making them part of a professional, dynamic business. It will also be good for the environment, encouraging more people to leave their cars at home and to travel by public transport'.... Mr Brown said it was important that the service was not broken up into separate entities, as a single operator would be more financially viable. 'The best outcome would be to retain the ferry operation as a single business, but under contract to a private operator with strict performance benchmarks'."

TTF Media Release 1/11/07

Regional Public Transport

“Tony Davies: OK, I'd agree with Russell about the need for infrastructure, it's really important. But when we talk about infrastructure we've got to talk about social infrastructure as well. What are the services, what are the things the community needs to thrive and prosper? As we keep being told, we're in the midst of unprecedented good times, and a decade or more of economic growth. That hasn't really trickled out to the regions, and we need both sides to obviously invest more in the communities. When we talk about infrastructure we talk about things like real solutions to affordable housing; with transport we need to look at public transport, ways to get people around, that's increasingly important in this region, as we see petrol prices go through the roof. And when you live here, you've got to have a private car at the moment in order to exist. And that's going to get really hard when petrol hits \$200 a barrel.

Geraldine Doogue: Yes, don't talk about that please. It gives me a headache....

Chris Gulaptis: ...clearly there's fantastic benefits to have the [railway] line there. Those benefits would include for example, if you've got a line between Casino and Murwillumbah along the Lismore-Bangalow road, which takes up part of that line, it runs parallel to it, has over 10,000 cars a day on it. Now if you could attract 10% of that travelling population to get onto a train, that's 365,000 cars a year.... That's improving your greenhouse gas emissions if you like, reducing them. That's taking stress off the roads, that's giving people another transport option, it's introducing tourism as another component if that line was to be extended from, say, Murwillumbah to the Gold Coast, there's fantastic options available, and the State government needs to come to the party, because certainly I see the merit in it and it's something that I would advocate for if you knew that you could have some co-operation with the State government.

Geraldine Doogue: Well Janelle Safin, would Labor have any more lease on the State government, given it's a State Labor government?

Janelle Safin: Look, with the train, of course I'd love to have the trains running, I'd love to have all the trains, I'd love to have the commuter that people have wanted for years here, but there's been a rollback under all governments with the train. The money just hasn't been there....”

Ref: Saturday Extra in the Electorate of Page (Northern NSW) ABC Radio National 22/10/07 Full Transcript:

www.abc.net.au/rn/saturdayextra/stories/2007/2080751.htm#transcript

Road Funding

“Mr Rudd has just announced that Labor will spend \$900 million to widen the Western Ring Road in an effort to reduce traffic gridlock at peak times.... Surely he realises that widening this road will simply encourage further car use. The only way to reduce congestion on our roads is to get cars off them by moving commuters on to public transport, not by making the roads wider or by building new roads. The Federal Government does not provide any funding for public transport projects and instead encourages private vehicle use by allowing salary packaging of vehicles. Surely, at a time when we are increasingly concerned about the greenhouse problem, our leaders should be providing greater funding for public transport infrastructure and encouraging its greater use through federal incentive schemes.”

Ref: James Christou The Age 26/10/07

“Victoria was still not getting its fair share of federal road funding, despite a \$2.45 billion commitment to the state from the Federal Government, Premier John Brumby says....

‘We still want a better deal on road funding,’ he told reporters. ‘We’ve still got rapid population growth, more jobs growth than any other state, more building approvals than any other state, so we’ve got congestion issues that need to be tackled,’ he said.”

Ref: AAP The Age 5/11/07



Picture:<http://home.tampabay.rr.com/sccinfo/scchumor.htm>

Memo to Advisors:

- (1) More roads = More Cars = More congestion.
- (2) Why not ask for funding for public transport?

PT Could Use That Money ...

“Melbourne's Formula One Grand Prix ran at a \$34.6 million loss, a report tabled in the Victorian Parliament today shows...revenue decreased from \$47.5 million in 2006 to \$43.4 million this year. The event cost more than \$78 million to run, with the Victorian Government picking up the tab for the shortfall.” **Ref: AAP The Age 31/10/07**

Online: www.goingsolar.com.au/transport

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