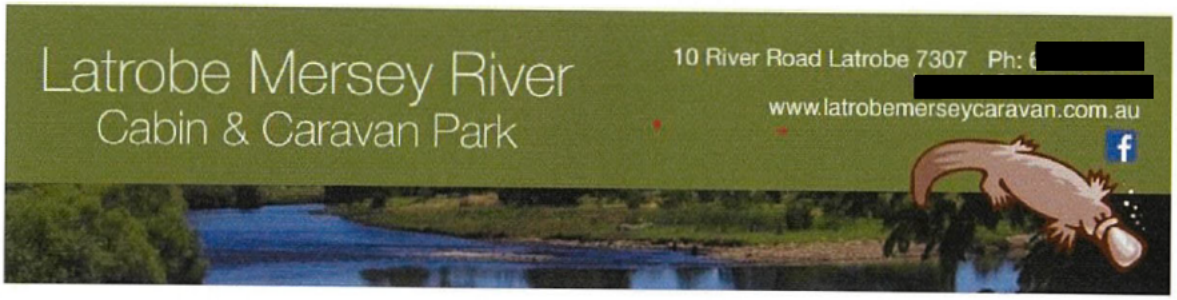


26/02/2025

Simon Scott
Committee Secretary
Parliamentary Standing Committee of Public Accounts
Parliament House
HOBART TAS 7000
Email: **pac@parliament.tas.gov.au**
Phone: [redacted]

Dear Simon

The following is my submission addressing the significant impact to my business that has resulted from the lack of adequate berthing facilities at the Devonport Port to support the arrival of the new TT-Line Spirit of Tasmania vessels.

Leading up to November 2024, the projected date for the new vessels coming into service, the State Government announcements where that these new vessels would see an increase in visitor numbers by 40% and that we, as tourism operators, would need to prepare our business' so as we would be able to service the increased demand.

Trusting the advice of our leaders as being correct, a significant investment in upgrading my facility was needed as a 40% increase in occupancy required extra staff, infrastructure upgrades, a new business plan along with insurance cover increases, fire safety adjustments, ability to store more stock, electricity, gas and water supply upgrades along with many other incidentals.

These investments had to occur well in advance of November 2024 and where in place by September 2024, the investment had been made, and my facility was prepared.

The notice came as confirmed in October 2024 that the new vessels would not come into service until late 2026.

This was financially crippling for my business, so another new business plan was prepared.

My new business plan was structured on my occupancy from the previous years which was anticipated as the correct measure for occupancy as it was a consistent occupancy history. With the new plan it was possible to keep operating all be it, at a loss.

The unfortunate reality which has come to light now the tourist season is half spent is that my occupancy from motoring tourists coming off the old vessels was significantly diminished as my figures show in the financial document's history supplied here. The reason for such a significant downturn in occupancy for my facility could only be attributed to a decrease in the numbers of motoring tourists entering Tasmania through the Devonport port, everything else remained as it was in previous years. Why there was a decrease in the number of motoring tourists arriving on the ferry is something I have no way of discovering because that data is classified.

When the occupancy did not meet the projections of the new business plan then it was necessary to create another business plan.

Unfortunately, the new plan required the dismissal of my newly appointed managers who had commenced their role as live in managers from November 2023 and had undergone onsite training in preparation for the introduction of the new vessels in November 2024. This left them without a residence, or a job and that situation became extremely stressful for them as they had planned the next few years of their lives living at and managing my facility.

Now that my occupancy has decreased then my ability to service my loans has diminished and my bank is now reassessing my ability to service my loan because of the financial outlay I made to cater for the projected 40% increase in occupancy.

Should my bank decide that they need to call in the loan amount then my business faces financial ruin and may have to close.

The disappointment is that I have trouble believing that our Premier did not know that the construction of the new port had stopped especially given that he lives near Devonport and being such a major project how is it that he can claim that he did not know but then also he did not see that work had ceased.

To make an announcement so close to the introduction date that the service would not happen crucified me, my staff and my business. I have done nothing wrong but now face business and personal failure solely for the reason that our Premier was uninterested and neglectful of his constituents by making false claims and giving false advice.

**Income Summary** | Period | 01 September 2024 - 31 December 2024

| REVENUE | Total | Tax | GST |
|---|---|---|---|
| Accommodation | $82,262.09 | 10.0% | $7,478.37 |
| Adjustment | $0.00 | 10.0% | $0.00 |
| Sale | $138.00 | 10.0% | $12.55 |
| **Total** | **$82,400.09** | | **$7,490.92** |

**Income Summary** | Period | 01 September 2023 - 31 December 2023

| REVENUE | Total | Tax | GST |
|---|---|---|---|
| Accommodation | $154,770.46 | 10.0% | $14,070.04 |
| Adjustment | $112.00 | 10.0% | $10.18 |
| Sale | $20.00 | 10.0% | $1.82 |
| **Total** | **$154,902.46** | | **$14,082.04** |

**Income Summary** | Period | 01 September 2021 - 31 December 2021

| REVENUE | Total | Tax | GST |
|---|---|---|---|
| Accommodation | $106,008.80 | 10.0% | $9,637.16 |
| Adjustment | $0.00 | 10.0% | $0.00 |
| **Total** | **$106,008.80** | | **$9,637.16** |

Managers Wages from 01/07/2024 up to dismissal.

Latrobe Mersey River Caravan Park
ABN : 92126803178
10 river road, bells parade
LATROBE
TAS 7307

Name: [redacted]
Address: [redacted]

| | |
|---|---|
| Period Starting | 02 Jan 2025 |
| Period Ending | 08 Jan 2025 |
| Payment Date | 08 Jan 2025 |
| Gross Earning | $1,250.00 |
| Net Pay | $1,026.00 |
| Superannuation | $143.75 |

| | Units | Rate | This Pay | YTD |
|---|---|---|---|---|
| SALARY & WAGE | | | | |
| Ordinary Hours | 1 | $1,250.0000 | $1,250.00 | $35,010.00 |
| Casual loading 25% | | | | |
| | | | $1,250.00 | $35,010.00 |
| TAX | | | | |
| PAYG | | | $224.00 | $6,275.00 |
| | | | $224.00 | $6,275.00 |
| SUPER CONTRIBUTIONS | | | | |
| Super Guarantee | | | $143.75 | $4,026.15 |
| [redacted] | | | $143.75 | $4,026.15 |

The occupancy of my caravan park today 26/02/2025 1 x caravan and 1 x motorhome.

This peak season, why is my park empty of motoring tourists.