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Hobart Water Taxis
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The Legislative Council Government Administration Committee "B"

Committee Secretary

Mr Stuart Wright

Integrated Transport Options

I write in response to the

Hobart Water Taxis have been a part of Hobart's transport network since 2006 as a water taxi and since 2008 as a commuter ferry.

At present I am using an 8.5 metre vessel licensed for 19 passengers from Bellerive to Hobart as a daily commuter offering services both mornings and late afternoons Monday to Friday. Additionally, our water taxi services are available throughout the day weekdays and weekends.

Our current vessel is ideally suited to this short harbour transit giving a comfortable, economical and flexible operation. Another consideration of our smaller vessel is the low impact on infrastructure.

Customers pay \$6.00 each way and say it is a relaxing civilised way to commute to work.

There is an opportunity to expand the on harbour ferry service with additional services being offered into Lindisfarne via Montagu Bay now that the jetty there is being replaced.

An ideal vessel to fulfil this and other short daily water transport is a light weight, low impact high speed vessel ideally with bow loading. This option provides maximum flexibility and comfort for daily passengers and minimises impact on harbourside infrastructure.

I am currently planning the purchase of an additional high speed 10 metre 30 passenger tri hull vessels that embark and disembark from the bow operating from Lindisfarne, Montagu Bay and Bellerive using existing infrastructure. An opportunity I

would like to explore is an integration with Metro Busses to provide a feeder service to the ferry at each transit region. There could be two to three departures at peak times with periodic departures throughout the day using the same integrated ticketing system with Metro.

There is also an opportunity to provide a service to Howrah, Tranmere and surrounding areas with a joint bus - ferry service. Again the use of a low impact bow loading vessel maximises the sustainability and flexibility of service.

If the demand for the services grew as the public were educated not to always use their vehicles it would be as easy as putting more vessels into service creating more employment.

The same could be done for Blackmans Bay, Kingston and Taroona if there were a pier at Kingston, alleviating the traffic on the Southern Outlet, however this would require a feeder service by Metro Buses to the terminal.

With the construction of a floating pier at Kingston, using existing infrastructure and the purchase of two vessels as described above (one for Lindisfarne the other for the Kingston area) this could be set up for as little as \$400,000.

With the northern suburbs I believe the rail system or the rail corridor at least should be utilised from Granton to the city with light rail or dedicated bus lanes.

I thank you for the opportunity to put my views forward.

Kind Regards
Rod Howard