

SUBMISSION TO THE LEGISLATIVE COUNCIL SELECT COMMITTEE ON THE TASMANIAN FOREST AGREEMENT FROM THE BRUNY ISLAND PRIMARY INDUSTRY GROUP

PREFACE

This submission was originally prepared for the Independent Verification Group but unfortunately was completely ignored by that group. It is hoped that the Legislative Council will consider this submission and act to ensure Bruny Island's working forests are not added to the substantial reserve estate on Bruny.

Our Group believe that the consultative approach adopted by Forestry Tasmania on Bruny Island could serve as a model for future harvesting of native forests in Tasmania. By operating on a coup by coup basis there is an opportunity for community consultation and input, protection of conservation values and the harvesting of timber in a balanced, sustainable and non-confrontational manner. This can be achieved without wholesale lockups of native forest.

Bruny Island has been recognised as a valuable source of high quality timber from the first European visits to the Island through to the present day. The first timber sawn on the Island was by the crew of the Bounty who cut planks to repair the vessel in 1788. When Hobart was settled in the early 19th century mill logs were sourced from the Island and milled in Hobart and firewood was cut on the Island.

Later in the 19th century steam powered sawmills were established at Lunawanna and Adventure Bay. Timber tramways were constructed all over the Island to transport the logs from the bush to the mills with bullock trains and steam powered haulers. The timber industry has continued to provide quality sawn product and logs through the 20th and 21st centuries.

The Forestry Commission and later Forestry Tasmania have managed the State forest on the Island since 1920. Over the years the area of 'working' forest on the Island has been reduced as formal reserves and national parks have increased. **At present only 8.43% (2,974ha) of the Islands land mass is in State forests. This area is managed on a rotational harvesting program which will see each coup harvested at intervals of approximately 80 years.**

The Bruny Island Primary Industry Group fully supports the operations of Forestry Tasmania on Bruny Island. Forestry Tasmania has since 1990 consulted with the community through

formal groups such as the Bruny Island Forest Consultative Committee, the Bruny Community Forest Group, the Bruny Island Advisory Group, the Bruny Island Primary Industry Group and the Bruny Island Community Association to explain and negotiate their activities. They have also organised several public information meetings. The result has been a harvesting process that is acceptable to the community and profitable for Forestry Tasmania.

Background and history

Early mills

-The Historic Sites Inventory lists sites at Variety Bay, Adventure Bay, Mt Mangana, Wooreddy Rd and mills owned by Clennett's, Hanssons, Lockleys, Crisp and Gunn as well as the Slide Track tramway and bridge.

-timber milled on Bruny was exported far and wide and was used in the construction of Southampton Docks and honoured with a Bruny logging scene on the Australian twenty pound note

-Many of the families of those who pioneered, operated and worked in the industry still live on the Island and some still work in the industry including the Lockley, Hansson, Dillon, Barnett and Conley families.

Mechanisation

-After the Second World War the building boom and the introduction of mechanisation with heavy machinery and chainsaws led to an upturn in production.

-Logs were almost exclusively milled on the Island. The timber industry was the main employer on the Island for most of the twentieth century. The Island was also extensively logged from the 1968 to 1981 by APM for sawlogs and logs for the production of pulp pellets for packaging.

Current Practices

- Consultation began in 1990 between FT and the local Bruny community in the form of the Bruny Island Consultative Committee. The ongoing consultation has produced positive results for forest practises and some successful practises implemented on Bruny have been introduced on mainland Tasmania.
- Logging began again in 1995 and has continued to date. Since 1997 422.71 ha have been harvested from a provisional coup area of 679.27 with an average coup area of 35.23h.
- The average coup size since 2006 is 17.91ha from an average provisional coup size of 48.4 ha. The difference between the actual and provisional coup sizes is accounted

for by negotiation with the community which identifies areas of social, cultural and conservation importance.

- The Bruny Island Primary Industry Group requested the Independent Verification Group to examine each of the coups listed in the attached document 'List of Coups Harvested on Bruny Island since 1995' (Attachment 2 p9) and coup by coup determine if they are of 'high conservation value'. While some have been regenerated and have healthy saplings growing, some have not even been burned prior to sowing seedlings and in our view are not of 'high conservation value'. Unfortunately the IVG did not examine the Island on a coup by coup basis but rather took there information from satellite images which they refused to share.
- See attached documents from Forestry Tasmania

Conservation

-Reserves and national parks have been established over the years and added to after consultation and discussion with all sections of the community. It is disappointing that only one section of the community has been consulted to date in the current process.

-All members of the Bruny community have some connection to the forests on the Island be they social, cultural, historical, spiritual or economic. The views and values of all the community should be taken into account when assessing the status of forests on the Island.

-On South Bruny 20% of the Island is already in National Parks, 21% is in formal and informal reserves, 6% is State Forest production excluded and only 12% is State Forest Production –couped. The balance of 41% is privately owned.

-This is a substantial area of reserve and Parks and Wildlife are already under-resourced on the Island and are prone to locking up areas rather than encouraging public access. Any increase in the area of National Park would require substantial recurrent funding to cope with the increased responsibilities.

-Over the years there have been modifications to forest practices with ongoing reviews of the Forest Practises Code every five years. As well, consultation with the community often results in changes to planned operations and seen a reduction to the area actually logged from the proposed coup size.

-Forestry operations are always mindful of endangered species. Efforts are made to identify and preserve habitat of the Swift Parrot, Wedge Tailed Eagle, Forty Spotted Pardalote and Mt Mangana Stag Beetle.

-On two occasions in recent years harvesting has stopped after the sighting of a Swift Parrot and the contractors removed from the Island until the parrots have continued on their migratory way. 80% of the identified breeding nests of the Swift Parrot are either in reserves or on private land. Any nest found in State forest is protected by a buffer zone.

-We now find that the decline of the endangered Swift Parrot has been caused not by loss of habitat but rather by predation from the wholly protected Sugar Glider with predation rates of 70-100%

-see attached report to Community Forest Group 31/May/2011

Infrastructure

-Forestry Tasmania has constructed and maintains 84 kilometres of the Bruny Island road system. This network of roads is vital to Island as it facilitates access to the forests, reserves, walking tracks and many residences.

-Visitors to the Island use Forestry roads to explore the many different parts of Bruny. Most tourism operators on the Island are dependent on Forestry roads to access areas for bird-watching and ecotourism. If forest operations on the Island cease the future of the road system is under threat as Kingborough Council has shown no interest in taking over the roads and Parks do not have an adequate budget.

- Forestry also maintains in excess of thirty waterholes around the Island which are part of the fire fighting infrastructure of Bruny. They also maintain and man a fire tower near Alannah and have a crew on standby over summer.

-Forestry also maintain two lookouts on Mt Mangana with views to the south and west over southern Tasmania and to the north, east and west to Hobart and over to the Tasman Peninsular. These are popular destinations for visitors to the Island that require maintenance and occasional clearance as the view becomes restricted. Forestry also has plans, now on hold, to construct a viewing tower on Mt Mangana.

- Forestry also contributes to the Kingborough Council through the payment of rates on their working forest and other property on Bruny. It is worth noting that the Kingborough Council has written to the Premier of Tasmania asking for clarification of who will be responsible for Bruny Forestry roads should Forestry Tasmania withdraw from the Island.
- The importance of Forestry's fire-fighting capacity for the protection of the Island is vital to public safety. It is worth noting that as contractors have been culled from

the industry over the past few years the number of heavy machines available for emergency fire-fighting in the Huon District has declined from 37 to 9.

Tourism

-Tourism has taken over as the major source of employment on Bruny Island with numerous tours operating around the Island by land and sea. Forestry operations are planned so they have minimal impact on tourism. Cartage operations are suspended during the peak periods of Christmas/New Year and Easter.

-Forestry also plan harvests to protect the visual amenity of the Island from the water and coups such as SB12B are done on a staged basis to preserve the view.

-Far from being mutually exclusive, forestry and tourism practises are compatible on Bruny and have a long history of working together. Visitors to the Island from the early twentieth century on have appreciated the Bruny forests for their natural beauty and their value as a resource.

-It is a fallacy that tourists dislike forestry. People want to see and experience the diversity of regional areas and appreciate the importance of timber and timber products the economy and society.

-As mentioned above, tourism operators and individual tourists use forestry infrastructure at no cost to conduct tours and access State Forests and walking tracks. Tourism on Bruny is expanding with two new land based businesses starting over the last two months to Jan 13. They both use the deteriorating Bruny Road system. The two industries are inter-dependent and tourism is the beneficiary of substantial, free assistance from Forestry Tasmania.

Employment

-The main forestry operation on Bruny Island directly employed three contactors in the forest and two haulage contractors who in turn employ drivers, so there were seven jobs directly involved with forest harvesting on the Island. As well, numerous Forestry Tasmania employees are involved in the process of planning and monitoring the harvests and organising the regeneration process.

-There are also three Lucas mills operating on the Island providing employment and some timber for the local building industry. There is a thriving building and joinery industry on the Island. There is room for substantial expansion of the sawn timber industry on the Island.

-Further afield logs sourced from Bruny provide employment for the downstream processors at Ta-Ann, Southwood and family operated sawmills in the District. In fact Bruny Island provides some of the finest regrowth timber for saw logs, peelers and hydro poles with a minimal percentage going to pulp.

-Operations are carried out with consideration for local communities with truck routes avoiding settled areas and not working during peak periods of ferry use. The transport operation provides off-season revenue for the ferry operator.

-It is of vital importance to our Group that Forestry continues on the Island, as having contractors based here allows private land owners to harvest sections of their properties and earn income from the sale of the timber. This has been an important source of income for many Bruny Island landholders. It is also of concern that the withdrawal of forestry will lead to an abandonment of proposed plantations.

Impact on island of complete cessation of forestry operations

-The most immediate and widespread effect of stopping forestry operations on Bruny will be/is the deterioration of a large section of the road system. This will have a major impact on road safety, access to forests, movement between population centres, and access to residences, emergency escape routes and access to the one fuel outlet on the Island.

-Without Forestry Tasmania protection the potential for catastrophic fires increases as there is minimal fire fighting equipment and expertise on the Island. Local brigades are able to respond quickly to small fires but in the event of a major incident we are dependent on Forestry resources. A major fire could have drastic effects not only on the population, but also on the habitat of the endangered species on the Island

-The tourism industry and its potential for growth will be impeded by the cessation of logging on Bruny as access to the State forests and reserves will be restricted. Any further deterioration in Forestry infrastructure on the Island will have long term negative effects.

-Kingborough Council have sought information from the Premier about the future of the forestry infrastructure on Bruny Island and concerns have been raised by other

community groups such as the Bruny Island Advisory Group and the Bruny Island Community Association.

-see attached report to the Council

Conclusion

-Forestry and the forest industry has been and is a vital part of life on Bruny Island, providing employment and resources for most of the Islands' history.

-Forestry operations are compatible with tourism operations and to an extent tourism is dependent to forestry infrastructure.

-Bruny receives great value from forestry operations on the Island and the withdrawal of forestry is having and will continue to have a negative effect on the Islands' infrastructure

-There is no sustainable argument for a cessation of timber harvesting on the Island as the operations are carried out in accordance with the Forest Practices Code, with adequate community consultation and with regard to a range of conservation issues. There are no old growth forests on Bruny Island.

-Forestry operations over the years have resulted in an efficient, viable industry that provides employment, quality timber, habitat preservation and public access. It is a credit to Forestry Tasmania that so much of its regrowth forest is now claimed to be 'high conservation value'.

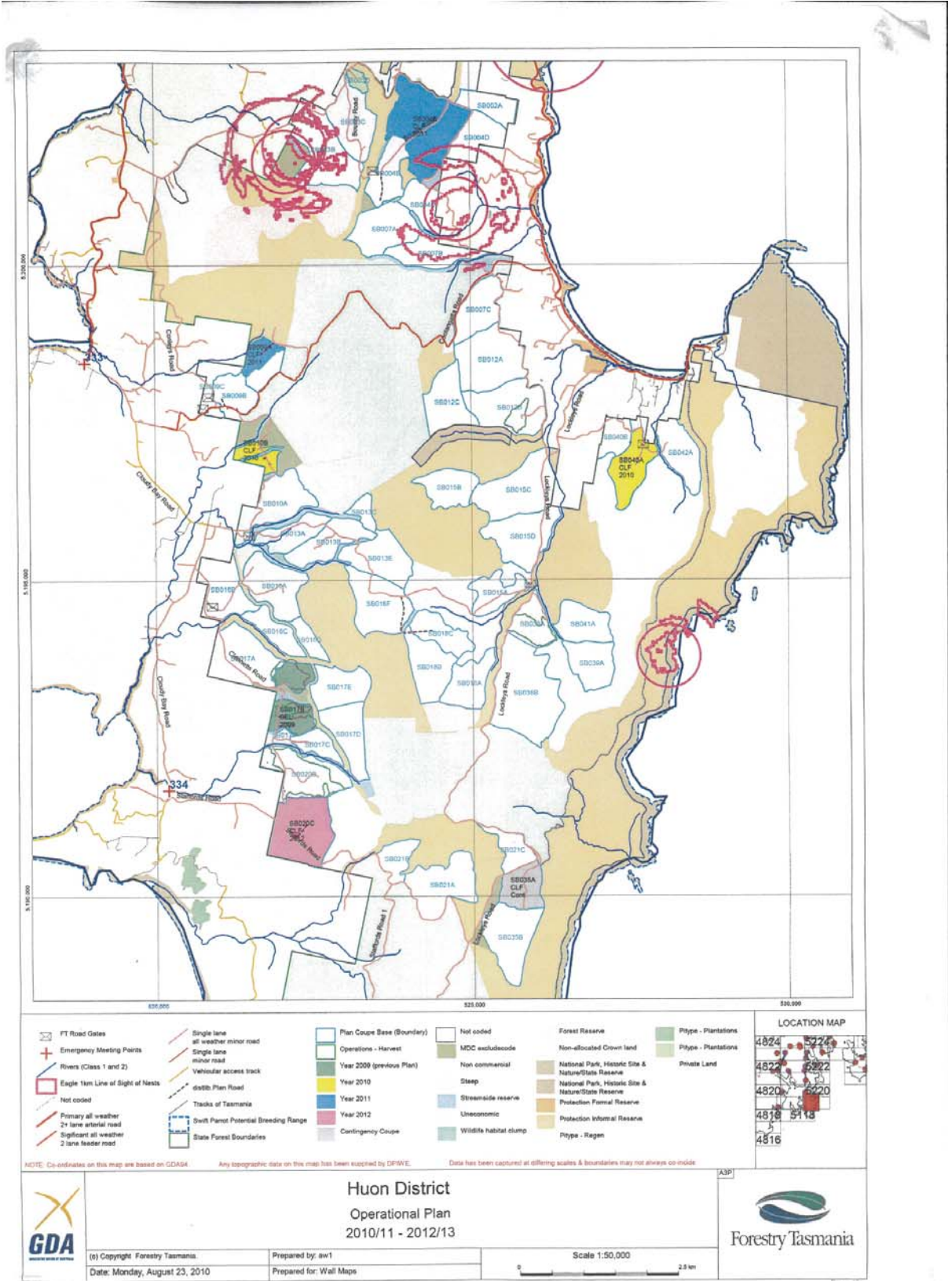
-The long rotation period of forestry operations on Bruny Island (84 years) means less than .001 of the Bruny land mass is harvested and regenerated each year. The Bruny Island Primary Industry Group considers this to be viable, sustainable and vital to the future of Bruny Island.

Attachments

- 1 Operational Planning Map 2010-2013
- 2 List of Coups Harvested on Bruny Island
- 3 Briefing Notes for Kingborough Council
- 4 Bruny Community Forest Group Minutes 31 May 2011

- 5 Copy of 20101026 South Bruny Areas
- 6 Report to Kingborough Council

1 Operational Planning Map 2010-2013



2 List of coups harvested on Bruny Island

Listing of Coupes Harvested on Bruny Island

Coupe Names	FPP	Coupe Clearance	Area	Provisional	Co
Operational	Start Date	Date	Harvested Ha	Coupe Area	
SB013B	1-Mar-95	30-Jun-01	54.60	55.62	
SB0003C&3A	23-Mar-97	11-May-99	63.30	77.40	Two Sec
SB017C	04-Nov-99	01-Mar-01	21.48	42.45	
SB016A	28-May-01	30-Jun-04	65.20	79.80	
SB004B	1-Oct-02	05-Aug-03	44.43	50.20	
SB020B	19-Jul-04	06-Mar-06	48.30	83.40	
SB038A*	3-Apr-06	25-May-09	25.70	37.80	1st secti
SB017A*	4-Jul-06	15-Nov-06	21.10	57.90	1st sect. (Abando
SB012B*	15-Apr-08	25-May-09	10.50	84.00	1st secti
SB017B*	15-Apr-09	20-Oct-09	19.60	0.00	2nd sect
SB010B	28-Oct-09	30-Apr-10	19.00	62.20	Est only date
SB040A	Part Fini	Part Fini	29.50	48.50	Partly C
SB004E	Apr-11	Jun-11			Partly C
Totals Area Harvested in Hectares since 1997			422.71	679.27	
Average Coupe Areas Overall			35.23	56.61	
Average Coupe Areas since 2006			17.91	48.40	

Notes:

1. Discount to provisional coupe boundaries over 12 years is **62.23%**
2. Discount from provisional coupe boundaries since 2006 is **37.00%**
3. * The sections remaining on these coupes where only the first section has been harvested will come through as part of future three year plans.
4. ** SB017B was completed over three years as a result of the Harvesting Contractors finding Swift Parrotts in 2006 and the Wild Fire of February 2007.
5. The same contractors have been used since 1995.

6. The contractors are also utilised on private timber harvesting operations on Bruny Island.

3 Briefing notes for Kingborough Council



Notes on Bruny Island.

Road Construction and maintenance of infrastructure (Last three Years)

Coolangatta Road (re sheeting)	\$26,500
Resolution Road.	\$81,000
Fitzgerald's Road	\$95,000
Bounty Rd.	\$45,000
Maintenance Various Roads Slashing, spraying of weeds	\$75,500
Tracks Trails Lookouts	\$20,000
Fire Fighting water storage facilities with state forests.	

Total expenditure over the last three years **\$343,000**

List of Tourism Facilities, Tracks and Lookouts.

The "Neck" lookout, Coolangatta Road

"Cloudy Bay Lookout" Coolangatta Road

Clennetts Mill Historic site Coolangatta Road

Slide Walking Track.

Mt Mangana Lookout / Walking track

Murrays Walking Track

Marvista Walking Track

Marvista Picnic site

Miscellaneous Items and Participation in the Community

Rates and Taxes paid to Kingborough Council (\$14,000.00 Approximate, estimate)

Contribution to the Bruny Island Feral Cat Eradication Program.

Contribution to the Bruny Island Weed Control Strategy.

Contribution to the Bruny Easter Carnival

Members of the Bruny Community Forest Group

Attends meetings of the Bruny Island Primary Industry Group

Land Tenure Statistics:

Bruny Total	35,275 ha	
Private Land holdings	18559 ha	52.61%
National Parks	13,688 ha	38.80%
State Forests	2,974 ha	8.43%
Other Crown Land	53 ha	0.15%

Harvesting Statistics

- Since March 1995, eleven harvesting operations have been completed and regenerated. Two coupe are partially completed, and not regenerated at this stage.
- The Total Area Harvested is approximately 440ha.
- The average coupe size since 2006 has been 17.91 ha.
- The sustainable cut on Bruny Island State Forests is approximately 35 ha per annum.
- The Contractors used on Bruny Island are a two man operation, with transport operators engaged from the Bruny Community.

Notes To the above:

- Coolangatta Road, between Adventure bay and Alonnah was carrying around 20,000 vehicles per year up to when statistics collection ceased.
- Information on all the tracks and lookouts are rated by the Tourism industry in various publications and booklets available on Bruny Island.
- Forestry Tasmania work very closely with the farming fraternity on Bruny Island on a broad range of issues, including weed control, fire management.
- The Trees on Farms program is being implemented on Bruny Island via private land owners.

General Comments:

1. Bruny Island State Forests contain some of the best regrowth forests in Tasmania.
2. The ratio of sawlog and peeler wood to pulpwood is very high on average compared to the average cut in state forest on the "mainland".
3. Forestry Tasmania works closely with the Bruny Community, through the Bruny Island Community Forest Group and the Bruny Island Primary Industry Group. Both group have bought change to the management of State Forests on Bruny Island.
4. Forestry Tasmania also works closely with TFS and PWS on the issue of fire management and fuel reduction burning programs

If further information is required please do not hesitate to contact the Huon District office.

Notes prepared on the 27th of May by:
Peter Pepper
Community Liaison Officer
Huon District
Forestry Tasmania

4 Bruny Community Forest Group Minutes 31st May 2011

MINUTES

Bruny Community Forestry Group Meeting

Tuesday 31st of May 2011 at Adventure Bay (Bruny House)

OPENED: 10.33am.

PRESENT: (4)

Community Members:

Hilary Cane (Chairperson), Jenny Boyer (Group Co-Ordinator) Leigh Hansson, Louise Crossley.
(Disappointing numbers considering the meeting was called by the community members of the group to discuss only SB009A)

INDUSTRY: (4)

Peter Pepper (Group secretary FT).

Amy Robertson (FT Strategic Planning).

Terry Ware (FPO Contractor)

Geoff Wilkinson, (Gunns)

APOLOGIES: (8)

Mark Neyland, Tonia Cochran, Paul Davis, John Davis, Michael Paxton, Christa Wernick, Allegra Biggs Dale, John Cianchi.

MINUTES OF THE PREVIOUS MEETING:

Resolved that the minutes of the meeting 3rd May were correct record of meeting.

BUSINESS ARISING: Nil

CORRESPONDENCE:

1. Feedback on actions from last meeting sent to all members.
2. Coordinator circulated minutes to a wider list.

GENERAL BUSINESS;

Discussion SB009A;

Terry Ware (FPO) gave the group a briefing on the planning process for SB009A. During the briefing he answered questions. The following are points of interest from the briefing and questions.

1. Original provisional coupe boundary was 104 ha, consisting of three sections, A, B and C. Sections B and C was ruled out during the planning process for a range of reasons including type of resource, slope etc.
2. Planning for Section A (20.4 ha) proceeded from that point. Further planning constraints have further reduced the actual coupe boundary to 10ha.
3. Access road to the North East was moved to add an area to the existing reserve and protect some mature trees.
4. The FPA (Karen Richards) and FT's Conservation Planner (Marie Yee) conducted a field day on the coupe at the request of the FPO on the 20th of January 2011. Eight trees were assessed for Swift Parrot habitat. One tree contained one nesting hole, the other seven trees contained no habitat.

5. The eight trees were numbered and GPS'ed with comments on each tree.

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6. The guidelines for managing Swift parrots that were used are the current Draft Species Habitat Planning Guidelines for the conservation management of Lathamus discolor (Swift Parrot) in areas regulated under the Tasmanian forest Practices System.
7. Special Values were submitted to the FPA on the 31st of January.
8. The FPA replied on the 16th of March. There were comments in the reply on the management of the flora and Fauna, including the Mt. Mangana Stag beetle, and two flora species. The existing FPA guidelines covered both these issues.
9. There was one known swift parrot nest outside the coupe, which has influenced exclusion of nesting and foraging habitat from the coupe.
10. An old boiler was found within the coupe and that area was reserved.
11. The seven areas that are covered under the special values (Water, Soil, Geomorphology, Cultural Heritage, Flora, Fauna, Landscape) have all been assessed with the exception of Landscape which is yet to be finalised.
12. Estimated yield from the coupe was given as approximately 260t per ha. This was further broken down to represent 30% Sawlog, 30% Merch Wood, and 40% Export Peeler and Pulpwood.
13. No indication could be given at the meeting as to when harvesting would commence on SB009A, however there was 3-4 weeks remaining on SB004E and a decision was imminent on the continued future of FT operations on Bruny Island.
14. A second coupe, SB038A was also under consideration. The first section of this coupe has been harvested previously, and the second section is available for harvesting.
15. Louise queried management of a creek running on the northern side of Coolangatta Spur 1. Terry will check this and is yet to decide whether works on that road will be part of the FPP or just maintenance. (Further information in Amy's email)
16. Transport from SB009A was discussed. A risk assessment will be carried out and the results will be forwarded to the members of the BCFG. A most likely outcome would be that heavy transport movements would be escorted, whilst on Coolangatta Road, which is a normal practice.
17. A copy of the certified FPP for SB009a would be made available to members of the BCFG.
18. Regeneration of SB040A would be carried out under the existing Forest Practices code, as has been discussed at previous meetings.

Three Year Plan 2011 2012 2013:

Amy Robertson gave the group a map and outline of the plan of which only one year has been published due to industry uncertainty. The coupes on the three year plan were SB009A, and two contingency coupes, SB038A and SB040A. (Scanned map attached to this email)

Coolangatta Road:

A question asked if there was maintenance planned for Coolangatta Road.

Action: FT staff to Report back.

Maintenance to Coolangatta Road will be subject to funding availability. Currently FT has a number of roads that are closed waiting funding allocation.

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This issue is a matter of concern to FT and is primarily brought about by the current down turn in markets. A decision will be made in the near future in regard to Coolangatta Road. Signage will be erected warning the public of the condition of the road.

FT staff are meeting with the Bruny Island Advisory Committee (at their invitation) to ascertain the effects of the State Forest on Bruny being placed into permanent reserve on Bruny Island.

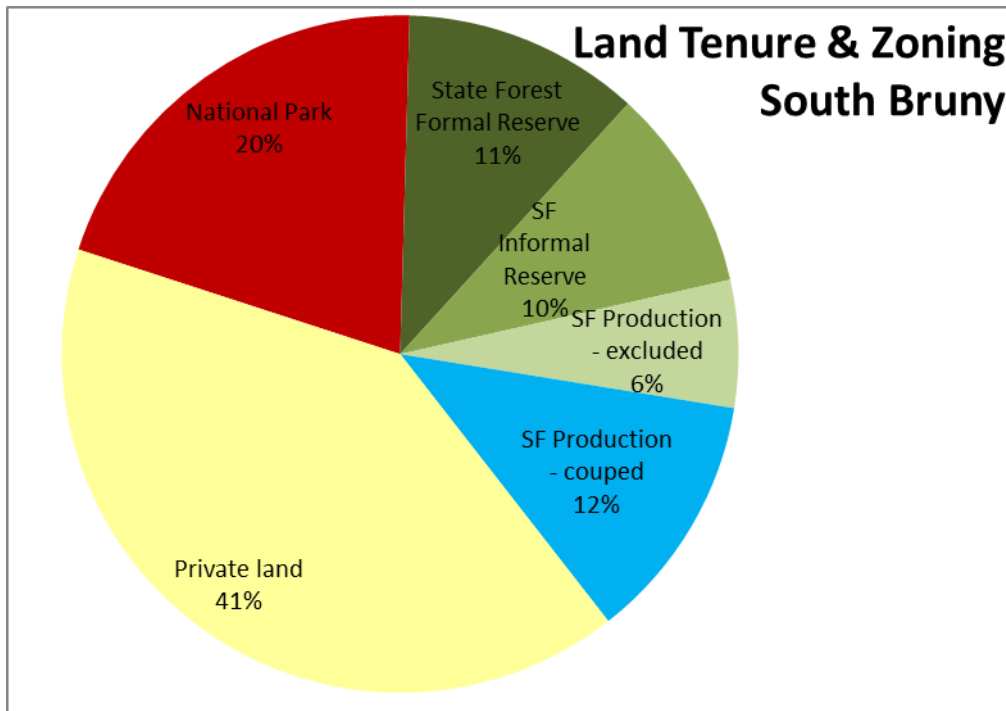
Meeting closed at 11.45am

Confirmed

/ 2011

5 Copy of 20101026 South Bruny Areas

National Park	4979	NP
Formal Reserve	2757	SF
Informal Reserve	2366	SF
Production - excluded	1481	SF
Production - couped	2898	SF
Private land	9875	PP
	24356	



6 Report to Kingborough Council

REPORT TO: COUNCIL
SUBJECT: BRUNY ISLAND ADVISORY COMMITTEE
OFFICER: IAN HOLLOWAY **FILE REF:** 5.183

1. PURPOSE

Strategic Plan Reference

Future Direction	1	Good governance
Desired Strategic Outcome	1.4	Robust local decision making and delivery

- 1.1 To consider the recommendations from the Bruny Island Advisory Committee.

2. BACKGROUND

- 2.1 Meetings of the Bruny Island Advisory Committee were held on Thursday 10 February 2011 and Thursday 10 March 2011. A copy of the minutes from the two meetings are attached.

3. STATUTORY REQUIREMENTS

- 3.1 The Bruny Island Advisory Committee is a special committee appointed by Council in accordance with Section 24 of the *Local Government Act 1993*.

4. DISCUSSION

- 4.1 There were no recommendations within the February meeting that require Council's consideration.
- 4.2 Within the March meeting, there are recommendations for Council's consideration.
- 4.3 The Committee adopted the following motion:
That the Bruny Island Advisory Committee recommends to Council that Council:
- (a) *strongly condemns any further lockup or preservation of Tasmania's native forests;*
 - (b) *advocates for Forestry Tasmania's continued productive management of the State forests contained within the Kingborough Municipality for the benefit of the municipality and beyond;*
 - (c) *requests the State and Federal Governments to re-affirm their commitment to the Regional Forest Agreement.*
- 4.4 The Committee expressed a view that should Forestry Tasmania withdraw from Bruny Island then there is concern that the maintenance to the existing Forestry Tasmania tracks and roads would not occur to the detriment of both residents and visitors.
- 4.5 Currently Forestry Tasmania maintains Coolangatta Road connecting Adventure Bay and Lunawanna. In addition, Forestry Tasmania maintains two lookouts along the road where panoramic views of Cloudy Bay and Adventure Bay respectively can be obtained. Both these lookouts are popular tourism destinations.

- 4.6 The Committee is also concerned that withdrawal by Forestry Tasmania is likely to result in the lack of maintenance to waterholes that are managed for fire fighting purposes as well as the potential of weed control on Forestry Tasmania controlled land and road networks.
- 4.7 If logging contractors that currently operate on both Forestry Tasmania and private coupes do not have access to Forestry Tasmania coupes, then there would be insufficient logging activity to sustain the contractors. This would likely result in the withdrawal of contractors which would be detrimental to primary producers on the Island that supplement their income through management of the forest on their land.
- 4.8 The motion endorsed by the Bruny Island Advisory Committee covers the broader issues associated with timber harvesting in Tasmania whilst the concerns of the Committee are relating to Forestry Tasmania activities on the Island.
- 4.9 Therefore, to focus on the concerns of the Committee as they relate to Bruny Island, an alternative motion for Council's consideration has been formulated.
- 4.10 The Committee also adopted the following motion:
- That the Bruny Island Advisory Committee recommend to Council that the recommendations for the Bruny Island ferry service contained within the Legislative Council Select Committee report "Island Transport Services" be referred to the Minister for Infrastructure for response.*
- 4.11 The issues associated with the ferry service, especially during peak holiday periods, have been of concern to the Committee for some considerable time. The recommendations within the Select Committee Report are fully supported by BIAC which has been lobbying the Minister for Infrastructure and the Department of Infrastructure, Energy and Resources for improvements to the ferry service.
- 4.12 The final recommendation from the Committee is:
- That the Bruny Island Advisory Committee advise Council that it opposes any move to reduce the speed limit along the Bruny Main Road at the isthmus to 50km/h as outlined in the Kingborough Bicycle Users Group Action Plan.*
- 4.13 The current speed limit along "the Neck" is 60km/h. The reduction in the speed limit to cater for cyclists is not considered necessary at this time. The Committee consider that the existing 60km/h limit provides a safe environment for all road users and that lowering of the speed limit would likely result in a high level of non-compliance.
- 4.14 It is noted that DIER in assessing reduction of speed limits on individual roads consider the likelihood for compliance and when in the Department's view there is likely to be a low level of compliance, then the Department is reluctant to lower speed limits.

5. FINANCE

- 5.1 The recommendations from the Bruny Island Advisory Committee do not require a financial contribution from Council.