

Ferry Update

Getting commuter ferries onto Port Phillip Bay should not be an impossible task once the ground rules are in place. The challenge will be to get a world class service that works extremely well for both commuters and tourists. The way our bay radiates from the CBD actually provides an advantage in that the early morning ferries to the city could carry commuters, while the return payload would cater for tourists. The process works in reverse in the evenings. This solves the problem of underutilised services during peak hours. On weekends there would be an increased emphasis on tourist travel including encouraging cyclists to utilise the service.

With perceived high petrol prices, tourist venues and accommodation within driving distance of Melbourne (day trips) tend to suffer. Bay ferries would not only provide a conduit for travellers they would become a significant tourist attraction in their own right.

In my research, a constant theme that emerges is the need for a co-ordinated service – one that connects seamlessly with other public transport options. Allowing operators to set up a ferry service in an unregulated market is fraught with danger particularly if those operators fail. It is essential to provide the regulatory framework that both helps protect the operator's investment and provides the best commuter and tourism service. It is also important to encourage the best sustainability practices, by for example having common vessel designs and through the use of CNG as the fuel.

Contingency Plan?

Returning from my presentation for the *Surf Coast Industry Forum* (19/10/06) I had planned to catch the 7.30pm train from Geelong (in time to meet a friend catching the airport bus at Southern Cross Station at 8.30pm). The train arrived at Geelong twenty minutes late and then the passengers were told that they would all have to catch the next train at 8.23pm (which itself managed to leave three minutes late). I'm just glad that I wasn't trying to get to the airport for the trip to Ireland. Apparently the 7.30pm train was reported as being faulty at 1pm that day. So where was the contingency plan? Presumably V/Line knew that their train was running late and likely to be cancelled. Where are the ferries when you need them?

Rally in Support of Public Transport

State Library 5pm November 9
More Info: 9925 5005 RMIT Students Union

US / Canada Trip in November

Most of my presentations on ESD were reported in the last newsletter. While I'm on the West Coast I will also be looking at the following transport initiatives:

- ◆ **Portland, Oregon:**
 - MAX Light Rail (TriMet)
 - Streetcars (TriMet)
 - Aerial Tram (TriMet)
 - Transport Orientated Development
 - Corridor Planning
 - Cycling/Walking Strategies
 - Cascades Train (Amtrak)
- ◆ **Vancouver, British Columbia:**
 - Hydrogen Powered Locomotives
 - Vancouver Island Ferries
 - Malahat Train (VIA Rail)
 - Light Rapid Transit (Port Moody)
 - SeaBus (TransLink)
 - SkyTrain (TransLink)
 - Evergreen Line (TransLink)
 - Cascades Train (VIA Rail)
- ◆ **Seattle, Washington State:**
 - Washington State Ferries
 - Commuter Rail (Sound Transport)
 - Coast Starlight Train (Amtrak)
- ◆ **San Francisco, California:**
 - BART (Bay Area Rapid Transport)
 - SF Ferries (Water Transit Authority)

Thanks to all those people who provided contacts and a very special thanks to those organisations in the US and Canada who are hosting my visit.

Know Your Bay?

Is this structure in your municipality?



(Answer in the next newsletter.

The picture in Newsletter #7 was of the pier at Indented Heads, Bellarine Peninsula.)

To receive or discontinue receiving this newsletter please send an email to the address below.