

November 2018



Access 2020 Progress Report

2017-2018

[Access Working Group]



Chairman's message

This progress report outlines the significant improvements to air and sea access to Tasmania for the twelve months ending 30 June 2018, supporting both the community and our visitor economy. New domestic air routes, additional capacity on existing routes, new code share agreements from key international source markets and increased visitation by cruise ships has assisted in improving Tasmania's connectivity to the mainland and to the world.

In 2017-18, air capacity to Tasmania increased by 157 133 new seats on key routes from Melbourne, Sydney, Brisbane, Adelaide and the Gold Coast to Launceston and Hobart, achieving the Access 2020 domestic access targets. The growth came from increased seat capacity on existing scheduled passenger services, more flights over a longer peak season holiday period, upgrades to larger aircraft and the introduction of a seasonal Hobart-Gold Coast service and a three day per week, year round Hobart-Adelaide service.

Whilst 2017-18 ended with a positive overall result, there are an increasing number of challenges that continue to face both Tasmania and the domestic aviation market overall. An acute pilot shortage and increasing fuel prices make our work to attract additional capacity increasingly harder. Added to this is the fact that there are no additional aircraft entering the Australian domestic market until 2020, making capacity gains highly competitive.

The Access Working Group is conscious that all the capacity increases to date have been achieved into Hobart, however going forward the Access 2020 Project will be further aligned with the government's regional dispersal and yield strategies. For the 2019 Financial Year the Access Working Group has reset its goals to target growth at each Tasmanian airport.

We also saw a record number of passengers access the state by sea during 2017-18. Cruise ship visits grew by 37 per cent to 125 port calls, which included growth across each of the three main ports of Hobart, Burnie and the anchorage of Port Arthur as well as including the first call in five years at Beauty Point near Launceston.

TT-Line ordered two brand new Spirit of Tasmania vessels for delivery in 2021 to cater for increased freight and passenger demand. TasPorts also made some significant investments in port infrastructure and released their port master plan, guiding future investments over the next 15 years.

Investment in major projects continued at both Hobart and Launceston Airports. Hobart Airport completed the runway extension project and undertook a significant terminal upgrades to improve performance and passenger comfort for the coming season. Launceston Airport completed a range of passenger experience improvements that saw it win the Major Airport of the year award from the Australian Airports Association for the third year in a row.

The combined commercial and government structure of the Access Working Group is providing a successful whole-of-economy approach to access and a coordinated management of access developments and strategies. I would like to thank the members of the Access Working Group for their ongoing contribution to this important work for Tasmania.

Kim Evans
Secretary Department of State Growth



Overall growth in Tasmanian access demand

To meet the T2I access goals, the Tasmanian Government's Access 2020 Strategy aims to increase domestic air and sea capacity and frequency, improve seasonal demand, maximise low fare availability and increase international visitation, as well as introduce a small number of direct international flights.

In the third year of the strategy's operation, a total of 4 824 133 airline seats were provided across nine key routes to Tasmania i.e. Hobart to/from Melbourne, Sydney, Brisbane, Adelaide, Perth and the Gold Coast, and Launceston to/from Melbourne, Brisbane and Sydney.

This represents an increase of 157 133 new seats added on the TAS air network and 183 928 extra passengers on these routes during 2017-18. Passenger growth was experienced at Launceston, Devonport, Burnie and Hobart Airports. Capacity growth was achieved at Hobart Airport only and a strategic shift has been made across the Access 2020 project to secure additional capacity for Northern Tasmania as a matter of priority.

This is the third year in succession that the annual capacity growth target of 140 000 new seats needed to meet Tasmania's 2020 visitor goals has been met. This reflects the continuing strong demand for leisure travel and higher demand for travel from a growing economy and strong destination appeal of Tasmania.

The increase in capacity over the year was a result of additional ad-hoc seats being made available over a longer peak season, the addition of more peak time services and seats on existing routes as well as the introduction of a seasonal Hobart-Gold Coast Service and a three times per week, year round Hobart-Adelaide service in November 2017.

New routes update

The new Adelaide-Hobart route from Jetstar commenced 14 November 2017, with the three flights per week schedule operating at a passenger load factor well above 80 per cent. The launch period was highly successful and discussions have commenced with Jetstar to secure a fourth weekly flight from summer 2019.

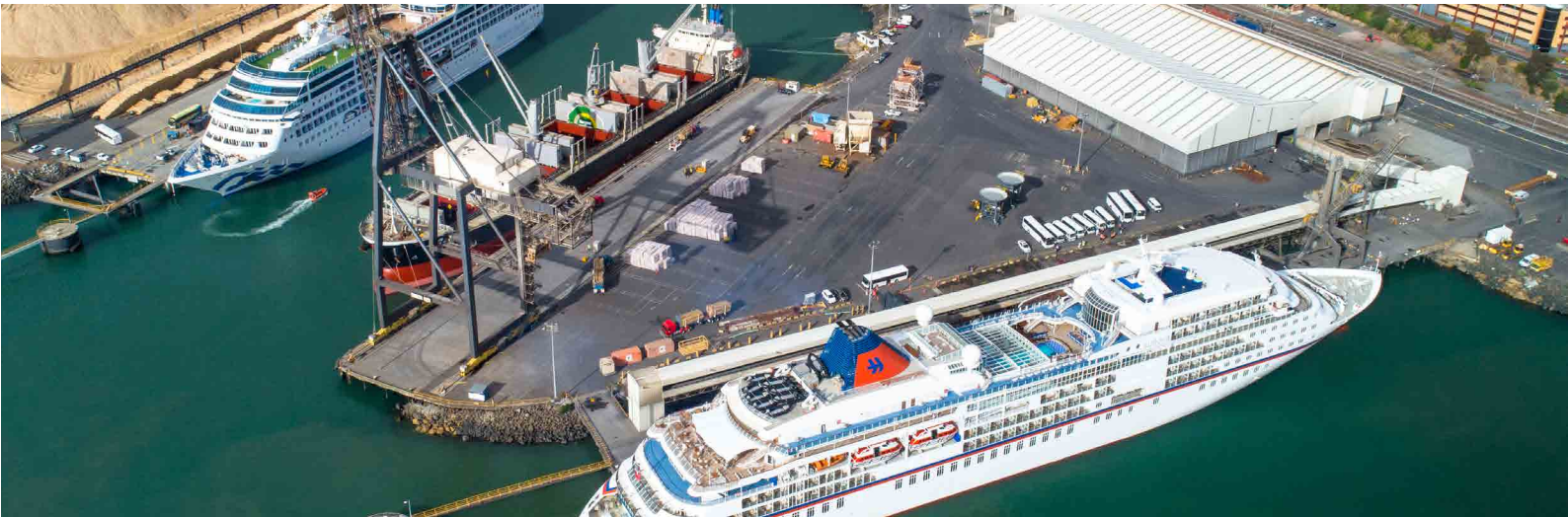
Another new direct route from Perth-Hobart was announced mid-2018 by Virgin Australia. Flights commenced on 17 September 2018 and will operate three times per week year-round. Early sales have been encouraging with Virgin already adding further flights over 2018-19 summer peak season.

Tigerair announced the year round re-commencement of flights between Hobart-Gold Coast three days a week, starting from 30 October 2018. The introduction of this new service on a year round basis adds more leisure capacity from South East Queensland into Tasmania and it provides Tasmanians with greater opportunities to access the Gold Coast directly for leisure and business travel.

Over the 2017-18 period, the Access Working Group's domestic market focus was on adding capacity and frequency to existing routes, particularly extra peak day services and peak season services as well as introducing three new routes.

Demand remained strong during 2017-18, with 1.30 million visitors travelling on scheduled air and sea services to Tasmania, up 2 per cent from 1.27 million the previous year. Visitor expenditure in Tasmania also increased to \$2.41 billion, up 6 per cent on the result from the previous year.

Visitors to Tasmania are measured across air and sea access gateways with 89 per cent of visitors arriving at Tasmania's airports and 11 per cent of visitors arriving on the Spirit of Tasmania.



TasPorts report that overall there were 346 236 passenger and crew days in the 2017-18 season. This is based on the total number of people on board cruise ships over 125 port calls made in Tasmania.

In real terms, 146 406 individual cruise passengers arrived in Tasmania on 75 cruise itineraries that made 125 visits over 131 visit days.

These visits accounted for a total of 247 289¹ cruise passenger and crew days in Tasmania. Passenger and crew days are based on the following assumptions of visit days at transit ports, where passengers disembark and return to the ship, but do not generally start or end their cruise.

- Transit port at berth 95 per cent of passengers and 45 per cent of crew are assumed to go ashore
- Transit port at anchor 70 per cent of passengers and 10 per cent of crew are assumed to go ashore



Devil's Corner Cellar Door © Tourism Tasmania

¹ Economic Impact of Cruise Tourism in Australia 2017-2018, a collaboration of Cruise Lines International Association Australia and Australia Cruise Association – Prepared by AEC Group.



A mid-term review

In August 2018 the Access Working group met to consider the overall performance of the Access 2020 Plan. The group acknowledged the considerable progress made delivering the plan and considered the focus of the remaining two years of the Access 2020 project.

The Group recognised the opportunity to realign goals and strategies with an updated focus, linked to the T2 I Tasmanian Visitor Economy Strategy, around growing regional dispersal and visitor economy yield.

The Access Working Group also resolved that cruise industry activities would be aligned to reflect the findings of the Tasmanian Cruise Market Update and Regional Ports Review.



The Henry Jones Art Hotel © Adam Gibson



Improvements to enabling infrastructure

Tasmania's ports and airports are a complex mix of ownership and responsibility.

Tasmanian Ports Corporation Pty Ltd (TasPorts) is a state-owned company responsible for managing, operating and developing 11 Tasmanian seaports and Devonport Airport.

Local government owns and operates Burnie Airport, Flinders Island Airport and King Island Airports. The Tasmanian Gateway Consortium, a partnership between Macquarie Global Infrastructure Fund and Retirement Benefits Fund, owns and operates Hobart Airport and Australia Pacific Airports is the majority owner of Launceston Airport, in partnership with Launceston City Council. Australia Pacific Airports also owns and operates Melbourne Airport, a key gateway for Tasmania.

During the year, there were significant investments in Tasmania's gateway airports and seaports.



Sharp Airlines – King Island Airport © Andrew Wilson

Spirit of Tasmania

The Spirit of Tasmania ships carried a record 448 764 passengers over 2017-18, which is 3 per cent more than the previous year. The number of sailings increased to 859, up from 838 in 2016-17, including 156 day sailings, which was the highest number of day sailings since 2004, when the company was operating three vessels

TT-Line also saw record freight volumes for the second year in a row, with 105 208 twenty-foot equivalent units shipped, compared to 103 430 in 2016-17;

In May 2018, TT-Line announced it had signed a contract with German-based shipbuilder Flensburger Schiffbau-Gesellschaft for construction of two new ships to replace the existing Spirit of Tasmania vessels. The new vessels are expected to start operations on Bass Strait in 2021.

The new vessels will be 212 metres in overall length and each vessel will be able to carry 1 800 passengers and up to 600 passenger vehicles, along with increased freight capacity compared to the current ships.

According to the Tasmanian Visitor Survey, visitors arriving on the Spirit of Tasmania vessels spend the largest amount of time in Tasmania and are the largest individual category contributors to the Tasmanian visitor economy. The confirmation of new Spirit of Tasmania vessels is closely linked to the T21 future strategies on yield and regional dispersal growth, including the opportunity for future development of new experiences in regional Tasmania.



Hobart Airport

Hobart Airport continues with its redevelopment plans with a focus and commitment to improving facilities for passengers.

The airport has seen the addition of new domestic routes with the announcement of direct flights to Hobart from Perth, Adelaide and the Gold Coast. The airport experienced its busiest year ever, with over 2.6 million passengers travelling through the airport in 2017-18, with increased destination options helping to drive tourism and economic growth in Tasmania.

Hobart Airport's \$40 million runway extension was officially opened in March 2018. The extension is a significant Tasmanian tourism infrastructure project, which increases the reach of the airport, and the state by enabling wide-body aircraft to potentially operate direct flights from Hobart to destinations in South East Asia, as well as enhancing Hobart's role as a gateway to the Antarctic.

Hobart Airport is undertaking the development of a \$14 million-dollar freight handling facility to enable local producers the opportunity to freight their produce direct from Hobart to their national/international export destinations. With a total land size of 9ha ready for development, the precinct will include tenancies up to 2 000 m², airside access and multi-purpose facilities. The first stage of this development will be completed by the end of 2018.

Hobart Airport will deliver a \$4.5 million-dollar refurbishment of the departures lounge by the end of 2018, following the development of the new arrivals hall.

Planning continues for further infrastructure development, including terminal expansion opportunities in the near future.

Launceston Airport

Launceston Airport has held the Australian Airport Associations title of "Major Airport of the Year" for the past three successive years. In May 2018, the airport celebrated 20 years since privatisation.

The airport has continued with a program of improvements which in September 2017 saw a re-shaping of the terminal building and reorientation of security screening. Developments in the retail and dining precinct have further enhanced the customer experience. The \$2.2 million redevelopment program includes improved flight information displays, new passenger amenities including shower facilities, additional seating, device charging points and thermal tracking cameras delivering predicted security processing times. A quirky coffee van has been introduced to service arriving passengers and 'meeters and greeters'.

In the past year the airport has invested heavily in the remediation of critical taxiway and aircraft parking pavements and its water main and fire main infrastructure. The aircraft aprons, have been retrofitted with environmentally efficient LED lighting and additional ground support equipment capacity has been created to accommodate growth. Check-in displays have been upgraded with larger, sharper screens, complementing the recent branding enhancements made by Qantas.

Additional capacity has been created in the airport's long term car park and a dedicated pick-up and set-down area has been established adjacent to the Sharp terminal, servicing travellers to the Furneaux Group islands. Tap-and-Go payment functionality has been introduced across the parking precincts and landscaping improvements have commenced on the approach roads featuring iconic Tasmanian mountain skylines and fauna.



Devonport Airport

Passenger numbers at the TasPorts-owned and run Devonport Airport continued to grow during 2017-18, with 2 686 QantasLink flights carrying 147 200 passengers through the airport, a 2 per cent increase from the previous year.

TasPorts has also commenced the development of a Devonport Airport Masterplan. The plan has a 15-year horizon to deliver growth and renewal for Devonport Airport.

Since acquiring Devonport Airport in 2006, TasPorts has invested over \$10 million in updating the infrastructure and facilities at the airport.

Port of Burnie

In 2017-8, the Port of Burnie experienced a 53 per cent increase in cruise ship visits. The 2018-19 season is set to remain at a similarly high level, with 28 cruise ships booked to call at the port.

Following the successful visit of Norwegian Jewel, the largest cruise ship to call at Burnie last season, more large ship calls have been booked for the coming season. The Norwegian Jewel will return to the Port of Burnie and multiple visits by the Cunard vessel Queen Elizabeth are booked for Burnie in 2018-19. These visits are enabled by a new mooring dolphin off Berth No. 7 installed by TasPorts last year.

In 2017-18, TasPorts invested \$350 000 in custom built cruise shelters to service cruise ship passengers at the Port of Burnie. The shelters significantly enhance the arrival experience of passengers to the port and provide all-weather protection for passengers and crew waiting to depart by shuttle or tour bus. The aesthetic and flexible design enables the shelters to be used at any one of three multi-user berths accommodating cruise ships at the port.



Bell Bay/Inspection Head

TasPorts is supporting opportunities for regional cruise development with the 2018-19 season, welcoming the first cruise ship to call at anchor in the Tamar River. The luxury vessel Seabourn Sojourn carrying 450 passengers will call at anchor off Bell Bay on 16 December 2018 and tender passengers to Inspection Head wharf where passengers will be able to access the Tamar region.

In 2017-18, the arrival of Ponant's L'Austral in January 2018 saw the first cruise ship to berth at Inspection Head Beauty Point in over five years.

Hobart Port

Following the record season in 2017-18, a total of 64 cruise ships are booked to call at Hobart during the 2018-19 season, which is an increase of six per cent on the previous year.

In 2016-17, upgrades to Macquarie Wharf No. 2 and No. 3 were made to accommodate cruise ships up to 350m in length alongside the cruise terminal. This has allowed the Ovation of the Seas (348 m) to return and Majestic Princess (330 m) to make an inaugural call in October 2018, followed by six further visits.

TasPorts has also completed an upgrade of mooring bollards to increase mooring infrastructure for cruise ships at Macquarie 4/5 berth. A project to develop a new security fence at Macquarie No. 2 berth will improve safety for passengers arriving at Hobart on large cruise ships from 2018-19.

TasPorts will continue to partner with government and key stakeholders to ensure the growing demands for infrastructure and visitor services, beyond the availability of berths is understood.



Access Working Group

The across government Access 2020 project is based within Tourism Tasmania, which has the following two goals as outlined in the T2I Visitor Economy strategies:

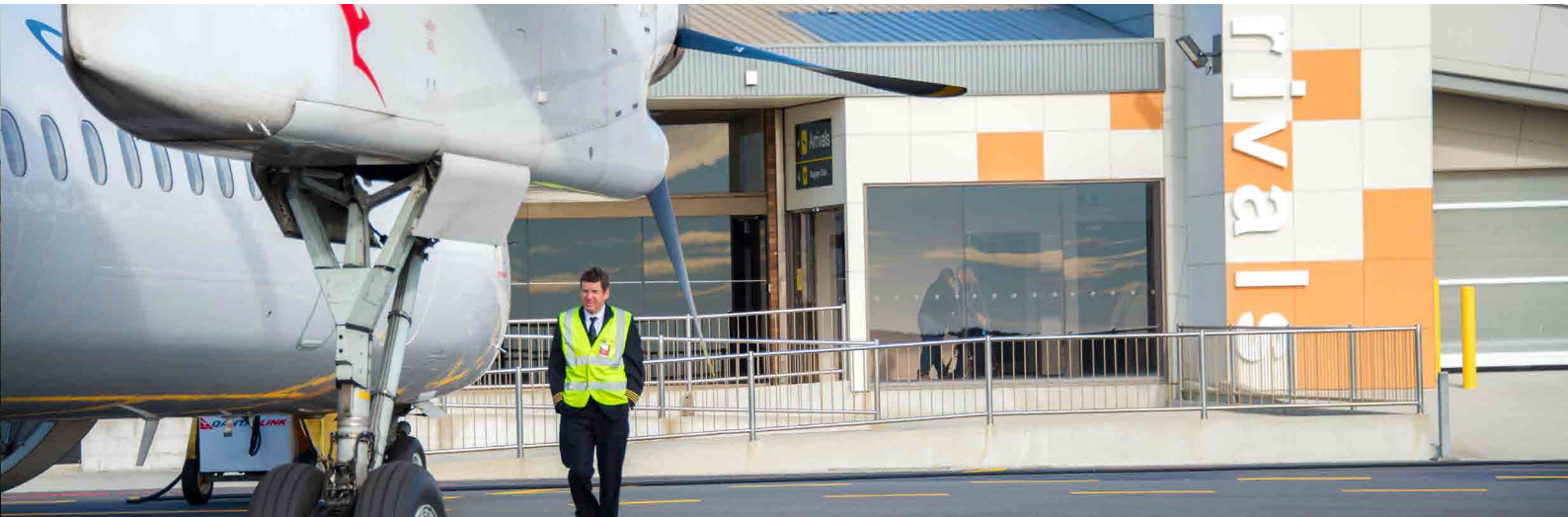
- Generate more demand for travel to Tasmania.
- Grow Tasmania's air and sea capacity.

The Access Working Group, led by the Secretary of the Department of State Growth, contains a comprehensive mix of skills that provide direction in effectively implementing the State's access goals. The group takes a coordinated 'whole of government and industry' approach to overseeing the implementation of the Access 2020 plan and is responsible for monitoring the effectiveness of the plan and progressing outcomes through commercial and government channels.

The group's main focus is passenger access, air freight issues and those aspects of freight issues that impact on the economic development of passenger services. The working group considers access in the context of direct and connected services that link Tasmania with interstate and overseas destinations, including air and sea services and key infrastructure that supports them, mainly ports and airports.

The members of the Access Working Group are:

Kim Evans (Chair)	Secretary, Department of State Growth
John Fitzgerald	CEO, Tourism Tasmania
Sarah Renner	CEO, Hobart Airport
Paul Hodgen	General Manager, Launceston Airport
Paul Weedon	CEO, Tasports (retired)
Bernard Dwyer	CEO, TT-Line
Hans van Pelt	Director, Access and Aviation, Tourism Tasmania



Goals and strategies

Domestic air access development

Access 2020 goals

- Grow capacity across the key routes of Melbourne, Sydney and Brisbane to Hobart and Launceston by 700,000 seats by 2020
- Improve connectivity, frequency and low fare availability on existing domestic routes to support and drive visitor growth
- Develop and support new direct domestic routes
- Flatten seasonality through increased demand in new and existing markets to retain capacity viably year round

Following the mid-term review, the seats capacity target was refocused to reflect regional dispersal targets. Greater emphasis will be placed on seat capacity at Launceston Airport, particularly on the Melbourne, Sydney and Brisbane routes. There is also a focus on improving passenger growth and yield at Burnie and Devonport Airports and maintaining capacity over the shoulder period.

Hobart Airport performed very strongly in the 2017-18 financial year with capacity increases being quickly absorbed by the market. Nationally, seeking additional seat capacity on any domestic routes is getting more difficult in an environment where there are no new domestic aircraft and crewing issues persist. New aircraft will come on-line from 2021 and long term work is required to position Tasmania for early growth opportunities.

Tourism Tasmania continues to maintain strong relationships with all of the Australian airlines. Tasmanian routes are performing well, the visitor economy continues to grow and overall there is strong demand for travel.

Progress in 2017-18

The total number of interstate visitors to Tasmania for the year ending June 2018 was 1.08 million, up 2 per cent from 1.06 million the previous year. Of all interstate visitors, 483 900 were on holiday (up 1 per cent), 298 400 were visiting friends or relatives (down 3 per cent), 194 900 were on business (up 4 per cent), and 37 500 were travelling to attend a conference or convention (up 21 per cent).

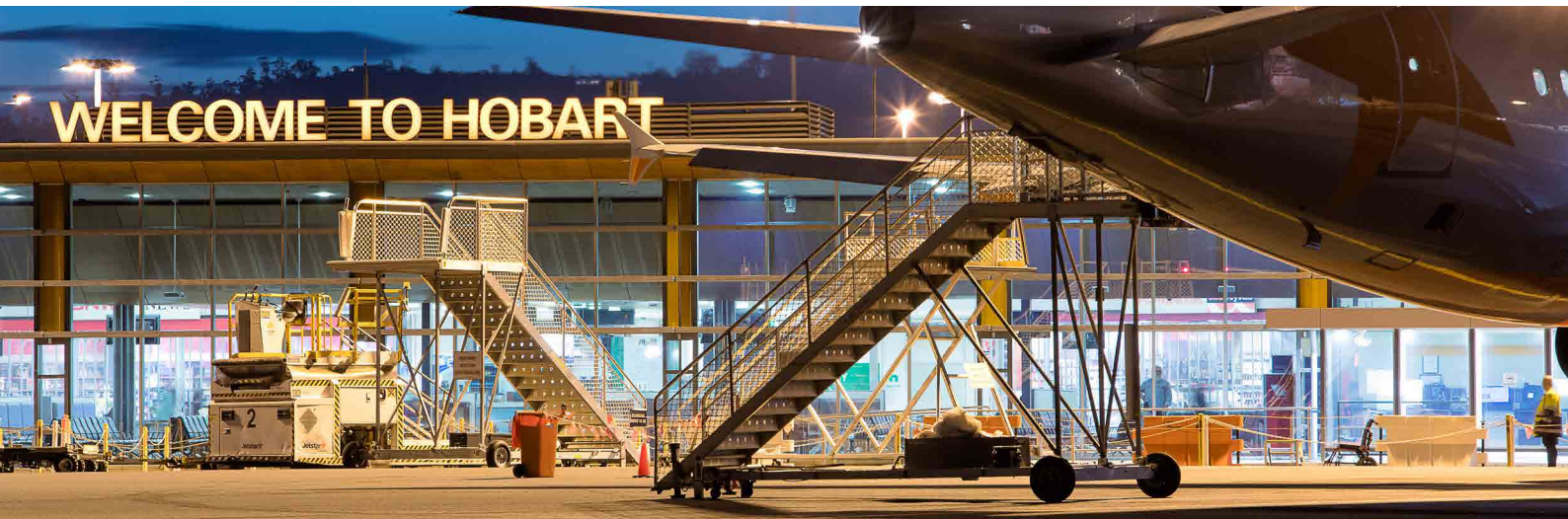
Domestic visitors contributed \$1.95 billion to the Tasmanian visitor economy, an increase of 5 per cent on the previous year. Growth was seen across all regions and in the Holiday category particularly. Holiday visitors grew 11 per cent with holiday expenditure up 7 per cent from the previous year.

The key domestic visitor markets with direct access all produced increases in visitation to Tasmania. A state of origin breakdown for financial year 2018 is as follows:

- Victoria up 2 per cent
- New South Wales up 4 per cent
- Queensland up 1 per cent

Three new domestic routes were announced into Tasmania during 2017-18.

- Jetstar has commenced a direct, three day per week year-round service between Hobart and Adelaide from 14 November 2017.
- Tigerair operated a seasonal, four day per week Hobart-Gold Coast service over the 2017-18 summer season. The airline has recommenced this service as a permanent, year-round three day per week service from 30 October 2018.
- In July, Virgin Australia announced the new three day per week year-round Hobart-Perth service that commenced on 17 September 2018.
- Virgin Australia also added additional services between Hobart and Sydney for the 2017-18 financial year as well as extra peak season flights across 2017-18 summer period.
- Qantas has added larger aircraft and peak season capacity from Melbourne, Sydney and Brisbane to enable increased visitor numbers and passenger movements over Tasmania's longer peak season travel period.



International air access development

Access 2020 goals

- Grow international visitation by improving connections to Tasmania through Melbourne, Sydney and Brisbane hubs to Launceston and Hobart
- Secure the introduction of a direct, triangulated or tagged international service from Asia-Pacific hubs to Hobart

Progress

Code share agreements improve connectivity to Tasmania from international ports by allowing passengers to book one ticket and transfer luggage directly to their Tasmanian airport destination.

International visitation to Tasmania continues to increase and is helped by continued growth from our key domestic and international airline codeshare agreements that make accessing Tasmania considerably easier from anywhere with partner airline networks. For example; Cathay Pacific and Qantas from Hong Kong, which is Tasmania's newest codeshare agreement covering one of the largest international visitor source markets.

As well as improving connectivity to Tasmania, the strategy also aims to introduce direct flights from key international source markets. A Federal Government grant deed to extend Hobart's runway to 2 750 metres now enables the Tasmanian Government and Hobart Airport to pursue direct air access with international airlines based in key visitor markets. The Hobart Airport runway extension was completed in March 2018.

Hobart Airport is also undergoing a planning process for the redevelopment of the passenger terminal to enable customs and quarantine processing for inbound and outbound international passengers in Tasmania.

Tourism Tasmania is in the process of developing direct flight business cases for a number of international airlines. This is a

significant step, and an indication of firm interest in delivering direct international services to Hobart. Details of any service proposal are treated on a commercial in confidence basis.

Tasmania's growing international success adds to the strength of business cases presented to airlines to commence international air services in and out of Hobart.

A strong factor for consideration is that international visitors arriving in Tasmania are most likely to travel to other parts of Australia before returning home. As such our biggest challenge with international services is consistent base loads for international aircraft departing from Hobart.

International visitors to Tasmania numbered 307 000 to the year ending June 2018, an increase of 21 per cent over the previous year, representing the strongest international visitor growth of any state. Spending from international visitors within the Tasmania visitor economy exceeded \$500 million in the year ending June 2018 for the first time.



Hobart Waterfront © Tourism Tasmania



Sea access and cruise development

Access 2020 goals

- Grow visitor numbers arriving in Tasmania via TT-Line
- Grow yield from the cruise ship sector through overnight stays, ship provisioning and increased air lift requirements

Progress

TT-Line

The Spirit of Tasmania ships carried a record 448,764 passengers for 2017-18, which is 3 per cent up from the previous year.

TT-Line saw record freight volumes for the second year in a row, with:

- 105 208 20-foot equivalent units shipped, compared to 103 430 in 2016-17
- a record revenue of \$244.6 million, which was up by 30 per cent since 2012-13
- sailings increased by 3 per cent to 859, with the highest number of day sailings since 2004

For the year ending June 2018, 11 per cent of all visitors to Tasmania travelled by sea onboard the Spirits of Tasmania. The Tasmanian Visitor Survey reports 146 700 visitors arrived by sea which was on par with the previous year.

Cruise Ships

Tasmania welcomed 146 406 cruise passengers on 75 itineraries that made 125 port and anchorage calls in 2017-18, signaling growth of approximately 32 per cent on the previous year. Hobart received 59 port calls, while 30 ships visited Burnie, 26 visited Port Arthur and eight ships called at Wineglass Bay.

Tourism Tasmania held the second Tassie Cruise Exchange from 24 – 27 July 2018 with the assistance of Cradle Coast Authority, Tourism Northern Tasmania, Destination Southern Tasmania, TasPorts, Circular Head Tourism Association, Port Arthur Historic Site and a range of industry operators. Eight influential shore tour program managers participated in a week long program of famils and business to business sessions with tourism experience operators.

With the rapid growth experienced in cruise shipping to Tasmania the Access Working Group undertook an analysis of costs, benefits, opportunities and risks for cruise shipping in Tasmania. It was acknowledged this may differ from place to place and therefore a detailed destination analysis of each port and anchorage has been completed and published on the Tourism Tasmania website. www.tourismtasmania.com.au/tasmanian-cruise-market-update

The review has led to a re-think of our cruise goals and strategies;

The cruise goals under this Access 2020 plan have been re-framed to reflect the yield and dispersal targets of the Tasmanian Visitor Economy Strategy to;

- Grow sustainable cruise shipping in Hobart, Burnie and Port Arthur and attract small ship and expedition cruises at Tasmania's regional ports and anchorages to increase dispersal of cruise passengers.
- Maximise yield from the cruise ship sector, attracting the right market segments by port and growing on-shore expenditure by cruise ship passengers to optimise economic benefits to the state.



The mid-term review also re-focused the cruise strategies in response to the Tasmanian Cruise Market Update and Regional Ports Review.

The revised strategies are summarised below, further work will be undertaken at a port by port level with the relevant regional tourism organisation and stakeholders.

Revised cruise strategies	Projected outcomes
<ul style="list-style-type: none"> Maximise yield from the cruise ship sector through longer stays and more overnight port calls. Improve relationships with key cruise industry decision makers in the US and Australia. Promote potential base porting. Influence specialty provisioning of vessels in Tasmania. 	<ul style="list-style-type: none"> Increased yield for Tasmania from cruise ship visitors. Enable cruises to start and end in Hobart with increased stay and economic benefit.
<ul style="list-style-type: none"> Grow tourism revenue from passengers through greater participation in shore excursions and the range of experiences included. Build relationships with shore excursion companies and connect them with Tasmanian tourism operators. Promote passengers starting or ending cruises in Hobart. 	<ul style="list-style-type: none"> Increase in the participation rate of ship-based bookings and independent excursions. Greater economic return for an increased cohort of Tasmanian operators. Increase in pre and post cruise nights in Tasmania with more passengers joining or departing their cruise in Hobart. Development of a fly-cruise market.
<ul style="list-style-type: none"> In partnership with Tasports, based on a segmented approach to the market, grow relevant cruise ship visits to Tasmanian ports and anchorages. 	<ul style="list-style-type: none"> Secure long term performance based agreements with relevant cruise lines including number of port calls, pricing, port utilisation, capex/opex, infrastructure ROI and destination yield improvements. Beauty Point is offered as an exclusive port call for small luxury and expedition vessels with passengers dispersed in shore tours around the region. Development of a business case for upgrade works at Inspection Head to enable ships up to 220m LOA to berth alongside.
<ul style="list-style-type: none"> Work with the higher yielding, smaller ship and expedition cruise operators to develop Tasmanian itineraries and grow the market. 	<ul style="list-style-type: none"> Increase higher yielding, small-scale cruise activity in regional areas, encouraging longer stays, repeat visits and destination passenger engagement.
<ul style="list-style-type: none"> Work with Tasports, MAST and PWS to limit the impact of cruise ships at Wineglass Bay. 	<ul style="list-style-type: none"> Voluntary restrictions on ships entering Wineglass Bay. Limits placed on passengers disembarking onto Wineglass Bay beach. Expedition vessels anchoring off Bicheno or Swansea as part of an extended east coast experience.



Regional air access development

Access 2020 goals

- Grow visitors and yield to regional areas of Tasmania – dispersal via access points
- Improve sustainability of regional access infrastructure

Progress

Additional charter and scheduled air capacity has been added to King Island following the growth in visitor numbers driven from two new golf courses and a greater awareness of the destination.

Regional Express (Rex) maintains its regular service between Melbourne Tullamarine Airport and Burnie-Wynyard. This is an important service for the local community. A new long-term agreement between Rex and Burnie Airport to develop a longer term destination partnership to drive growth in traffic numbers on this route is showing early signs of success.

The Access 2020 strategy continues to monitor and develop regional access and capacity growth opportunities as overall visitation grows and regional dispersal improves.

Air freight access development

Access 2020 goals

- Introduce effective airfreight solutions, particularly for new and growing export and domestic markets beyond New South Wales and Victoria
- Increase air freight uptake to add air service viability and provide greater opportunity to increase domestic and international air capacity

Progress

There is increasing demand for high value, perishable, Tasmanian goods in China and other parts of Asia. There are also increasing constraints on the current premium and perishable export pathways involving Melbourne and Sydney Airports, due to congestion and increased security requirements.

Hobart Airport has invested \$14 million to develop a new freight handling facility, as a first step to providing new market opportunities for local producers. The project includes 1 000 square metres of freezer and 735 square metres of chiller space that will assist in maintaining product quality and maximising shelf life. Phase one of the project is slated to be operational by early December 2018.

Work continues on attracting direct international flights both in terms of passenger planes with cargo space and dedicated international air freight services to allow producers to freight their produce directly from Hobart to export destinations.



Hobart International Airport runway extension © Hobart Airport

Copyright notice and Disclaimer

Copyright in the publication is owned by the Crown in Right of Tasmania. Information in this publication is intended for general information only and does not constitute professional advice and should not be relied upon as such. No representation or warranty is made as to the accuracy, reliability or completeness of any information in this publication. Readers should make their own enquiries and seek independent advice before acting on or relying upon any of the information provided. The Crown, its officers, employees and agents do not accept liability, however arising, including liability for negligence, for any loss resulting from the use of or reliance upon information in this publication. Images used within this publication remain the property of the copyright holder.

© State of Tasmania November 2018