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The Hon Peter Gutwein  
Premier of Tasmania  
Level 9, 15 Murray Street  
HOBART TAS 7000

### Ongoing access to Hobart Port

Dear Premier,

I am writing concerning the recent announcement in the State of the State address that the Government has set itself an aspirational goal to construct a new stadium at Regatta Point on the Hobart waterfront. I understand this is subject to a range of matters such as Tasmania achieving an AFL license, stakeholder consultation, funding opportunities and planning approvals.

As a proudly “adopted Tasmanian” I am excited by the prospect of a new stadium for Hobart, and I congratulate the State Government for its bold vision. However, our Board do have some initial concerns regarding the proposed location at Regatta Point and likely infrastructure impacts.

As you would be aware the forestry industry in southern Tasmania depends on the Hobart Port as a key piece of infrastructure in its export supply chain. The port’s future as an efficient and effective working port is critical to the industry’s ongoing sustainable growth. Last financial year, the industry exported 162, 000 tonnes of logs through the Hobart Port together with a range of other forest products – sawn timber and newsprint.

For some years the forestry industry has been advocating for a new northern roadway access from the Domain into Macquarie berths 4 & 5 at the Hobart Port. This was one of the recommendations in a 2018 report commissioned by the State government - *Strategic advice on maximizing the value of forest resource opportunities from the southern Tasmania forest region*. A northern access will be essential to remove the heavy freight task from Evans Street as the Macquarie Point development concepts materialise.

The proposed new northern access would be to the benefit of all freight transiting through the port, not just forest products. Minimising heavy vehicle movements on Evans Street will have obvious benefits for the cultural precinct that Macquarie Point will become. The commitment to develop a northern roadway access to Hobart Port was set out in the Hobart City Deal in 2019.

Based on the Government’s concept designs for the proposed new stadium at Regatta Point, its location is likely to intersect with any new northern roadway access to Hobart Port. Furthermore, TasPorts, in implementing their Port Master Plan, will establish a new Antarctic precinct at Hobart Port and continue to expand the cruise ship precinct to berth larger vessels as well as improving the waterfront as a tourist

destination. The Northern Suburbs Transit Corridor is another project proposal for this area. These developments, if not undertaken in a strategic and coordinated manner, have the potential to compromise the most efficient outcomes for Hobart Port as a working port.

I urge the State government to ensure a new northern roadway access into Hobart Port is considered a key element in the overall precinct plan. The commitments made in the Hobart City Deal should be delivered. Having an efficient and effective working port on the Hobart waterfront not only benefits the industries using the port but adds to the cultural and economic fabric that a modern waterfront city should have.

If you or your staff have any queries or need further expansion on the points raised above, please contact me directly on [REDACTED] or our CEO Penny Wells on 03 6165 4070.

Yours sincerely,

A black rectangular redaction box covering the signature of Evan Rolley.

Evan Rolley  
Chair, Private Forests Tasmania