

## Report on the Joint Research 2009 by the Center for Australian Studies, Otemon Gakuin University: Development of Tourism in Queensland

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Although the author is in charge of ‘The Workplace Conditions and Industrial Relations’ for the Joint Research titled ‘Development of Tourism in Queensland’, the author is still in the middle of interviewing informants and collecting data. The author will therefore discuss ‘The bright and the dark side of Brisbane as the mid-way point of tourism’, instead.

### **\* The case of Airtrain (train service for the connection between the Airport and the City Centre)**

Several years ago, a direct train service connecting the Airport of Brisbane and Gold Coast was started. I remember that the news of the train service was reported with a fanfare also here in Japan. It was during a visit to Australia in August 2002 that the author heard of the news. And the author knew by chance from a local tour conductor that the train service was not so much availed nor popular among the local people because of stiff fares.

Table A indicates a part of the data including the train schedule I obtained in the process of investigation. Let us have a look at the fares which are criticized for being expensive.

As you see, a one-way ticket for an adult from the Airport of Brisbane to Gold Coast (Robina Station) covering about 100 km and a return ticket cost respectively A\$45 and A\$85. And a one-way ticket for an adult from the Airport of Brisbane to the City Centre (Roma Street Station) covering about 20 km and a return ticket costs A\$14 while the same ticket can be purchased in any Newsagency at the discount price of A\$12.5.

The problem of the railway service consists of, as follows, what the transportation for the access to Gold Coast should be.

Table A Airtrain Timetable in Queensland

Monday to Friday - From the Gold Coast to the City and Airport																
Stations	AM															
Robina	5:23	5:53	6:23	6:38	6:53	7:09	7:24	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53
Nerang	5:29	5:59	6:29	6:44	6:59	7:15	7:30	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29	11:59
Helensvale	5:34	6:04	6:34	6:49	7:04	7:20	7:35	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04
Coomera	5:40	6:10	6:40	6:55	7:10	7:26	7:41	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10
Ormeau	5:45	6:15	6:45	7:00	7:15	7:31	7:46	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15
Beenleigh	5:53	6:23	6:53	7:08	7:23	7:39	7:54	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23
Lognielea			7:01					8:31	9:01	9:31	10:01	10:31	11:01	11:31	12:01	12:31
Coopers Plains									9:17	9:47	10:17	10:47	11:17	11:47	12:17	12:47
Yeerongpilly								8:33								
Park Road								8:42								
South Bank	6:29	6:59	7:30	7:45	8:00	8:16	8:31	8:45	9:00	9:29	9:59	10:29	10:59	11:29	11:59	12:29
South Brisbane	6:31	7:01	7:32	7:47	8:02	8:18	8:34	8:47	9:02	9:31	10:01	10:31	11:01	11:31	12:01	12:31
Roma St	5:21	5:54	6:23	6:36	7:06	7:37	7:52	8:07	8:23	8:39	8:52	9:07	9:22	9:36	10:06	10:36
Central Arrive	5:23	5:56	6:25	6:38	7:06	7:39	7:54	8:09	8:25	8:41	8:54	9:09	9:24	9:38	10:08	10:38
Central Depart	5:25	5:58	6:27	6:40	7:10	7:41	7:56	8:11	8:27	8:43	8:56	9:11	9:26	9:41	10:11	10:41
Brunswick St	5:27	6:00	Due to temporary station refurbishment, passengers for Brisbane Airport are required to travel to Eagle Junction to change to an Airport train													
Bowen Hills	5:30	6:03	6:32	6:45	7:15	7:46	8:01	8:16	8:32	8:48	9:01	9:16	9:31	9:46	10:16	10:46
Eagle Junction	5:36	6:09	6:38	6:51	7:21	7:52	8:07	8:22	8:38	8:54	9:07	9:22	9:37	9:52	10:22	10:52
Airport International	5:45	6:18	6:47	7:00	7:30	8:01	8:16	8:31	8:47	9:03	9:16	9:31	9:46	10:01	10:31	11:01
Airport Domestic	5:48	6:21	6:50	7:03	7:33	8:04	8:19	8:34	8:50	9:06	9:19	9:34	9:49	10:04	10:34	11:04

For this decade, QANTAS has made a great emphasis on the Airport of Gold Coast, Coolangatta, located in the neighbouring area, for its business strategy in Queensland, as you see from the fact that the number of international flights from the Airport has been increased. However, just 100 km away, there is the Airport of Brisbane functioning as a base for international flights especially to New Zealand. In spite of the situation, there is no railway station in the scope of Central Business District in Gold Coast for connecting the Airports of Gold Coast and Brisbane. That is to say, the railway service does not function as a descent access.


Also, the railway service is utilized for the connection between the International and Domestic Airports of Brisbane. But you will see from the train schedule that you sometimes have to wait for 30 minutes once you have missed the train.

We cannot help but regard the railway as a defective access on two points. The first thing is, that the service is not convenient for passengers. And for the other, the policy of Qantas and that of the Government of Queensland are in contradiction to each other.

### \* The case of City Cat (river transportation on the Brisbane River)

The ferries called City Cat are an effective transportation system on the river to avoid traffic jams on the road and the system has been positively operated by Brisbane City. Table B is its time table. You can enjoy quite frequent returns between the several Departure Terminals in Brisbane City and the University of Queensland. So, the system is convenient not only for tourists but also for students, university staff and businesspersons.

Table B City Cat Timetable in Brisbane

 **Apollo Road to University of Queensland**

**Monday to Friday (Continued)**

Departs Terminal:	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
<b>Apollo Road</b>	12:15	12:30	....	1:00	....	1:30	1:45	2:00	2:15	2:30	2:45
<b>Bretts Wharf</b>	12:18	12:33	....	1:03	....	1:33	1:48	2:03	2:18	2:33	2:48
<b>Bulimba</b>	12:24	12:39	....	1:09	....	1:39	1:54	2:09	2:24	2:39	2:54
<b>Hawthorne</b>	12:28	12:43	12:58	1:13	1:28	1:43	1:58	2:13	2:28	2:43	2:58
<b>New Farm Park</b>	12:33	12:48	1:03	1:18	1:33	1:48	2:03	2:18	2:33	2:48	3:03
<b>Mowbray Park</b>	12:37	12:52	1:07	1:22	1:37	1:52	2:07	2:22	2:37	2:52	3:07
<b>Sydney Street</b>	12:40	12:55	1:10	1:25	1:40	1:55	2:10	2:25	2:40	2:55	3:10
<b>Riverside</b>	12:47	1:02	1:17	1:32	1:47	2:02	2:17	2:32	2:47	3:02	3:17
<b>QUT Gardens Point</b>	12:55	1:10	1:25	1:40	1:55	2:10	2:25	2:40	2:55	3:10	3:25
<b>South Bank 2</b>	12:58	1:13	1:28	1:43	1:58	2:13	2:28	2:43	2:58	3:13	3:28
<b>North Quay</b>	1:02	1:17	1:32	1:47	2:02	2:17	2:32	2:47	3:02	3:17	3:32
<b>Regatta</b>	1:14	1:29	1:44	1:59	2:14	2:29	2:44	2:59	3:14	3:29	3:44
<b>Guyatt Park</b>	1:18	1:33	1:48	2:03	2:18	2:33	2:48	3:03	3:18	3:33	3:48
<b>West End</b>	1:21	1:36	1:51	2:06	2:21	2:36	2:51	3:06	3:21	3:36	3:51
<b>University of Queensland</b>	1:25	1:40	1:55	2:10	2:25	2:40	2:55	3:10	3:25	3:40	3:55

Let us examine the ferry system running across the Yodo River in Osaka City. As you see from Table C, the time table and traveling routes, the ferry is available only every hour. Thus, we can say that the service is exclusively for tourists. Although Osaka City has a highly developed underground system, I believe that we could overcome the long-lasting traffic jams if the City positively operates the ferries as Brisbane City does.



City Cat



Osaka Aqua Liner

Table C Aqua Liner Timetable in Osaka

## 運航スケジュール ● は毎日運航。

※平成22年1/12~1/14の全便は運休いたします。

### 大阪城港

OBP  
シアターBRAVA! ホテルニューオータニ  
第二親屋川  
のりば  
大阪城ホール  
JR環状線 大阪城公園

運航予定 出港時間	平成21年												平成22年予定			
	4月	5月	6月	7月	8月	9月	10月	11月	12月	1月	2月	3月	4月			
10:00	●	●	●	●	●	●	●	●	●	●	●	●	●			
11:00	●	●	●	●	●	●	●	●	●	●	●	●	●			
12:00	●	●	●	●	●	●	●	●	●	●	●	●	●			
13:00	●	●	●	●	●	●	●	●	●	●	●	●	●			
14:00	●	●	●	●	●	●	●	●	●	●	●	●	●			
15:00	●	●	●	●	●	●	●	●	●	●	●	●	●			
16:00	●	●	●	●	●	●	●	●	●	●	●	●	●			
17:00	●	●	●	●	●	●	●	●	●	※	●	●	●			

JR環状線・大阪城公園駅下車、西へすぐ  
(大阪城ホール前の噴水・川側)

### 淀屋橋港

地下鉄御堂筋線  
堂島川  
土佐堀川  
出口14号A  
淀屋橋  
淀屋橋  
京阪電車  
中之島中央図書館 公会堂  
東洋陶磁美術館  
大阪市役所

運航予定 出港時間	平成21年												平成22年予定			
	4月	5月	6月	7月	8月	9月	10月	11月	12月	1月	2月	3月	4月			
10:20	●	●	●	●	●	●	●	●	●	●	●	●	●			
11:20	●	●	●	●	●	●	●	●	●	●	●	●	●			
12:20	●	●	●	●	●	●	●	●	●	●	●	●	●			
13:20	●	●	●	●	●	●	●	●	●	●	●	●	●			
14:20	●	●	●	●	●	●	●	●	●	●	●	●	●			
15:20	●	●	●	●	●	●	●	●	●	●	●	●	●			
16:20	●	●	●	●	●	●	●	●	●	※	●	●	●			

京阪電車/地下鉄御堂筋線・淀屋橋駅下車すぐ  
(地下からの出口は京阪電車「淀屋橋駅」14号A階段)

### 各所・旧跡の散策に便利な約20~40分

乗船港	下船港	乗船料	乗船港	下船港	乗船料
大阪城港	淀屋橋港	大人 850円 小学生 400円	淀屋橋港	OAP港	大人 850円 小学生 400円
	OAP港	大人 1,300円 小学生 600円		大阪城港	大人 1,300円 小学生 600円

大阪城港

10:00出港  
~1時間毎

淀屋橋港

10:20出港  
~1時間毎

OAP港

10:40出港  
~1時間毎

約20分: 大阪城港 ↔ OAP港  
約20分: OAP港 ↔ 淀屋橋港  
約10分: 淀屋橋港 ↔ 八軒家浜船着場  
約10分: 八軒家浜船着場 ↔ 大阪城港

Based upon this brief note, the author would like to further discuss the workplace environments and conditions of those railway and ferry workers next time.