



Independent Pricing and Regulatory Tribunal
PO Box K35
Haymarket

19 August 2025

Re: IPART Review of Private Ferry Fares

Dear Sir/Madam,

The Church Point Ferry Service is the only form of Public Transport for the residents of Scotland Island and the Western Foreshores of Pittwater. It provides an invaluable service to this community. It offers the safest, most efficient and cost-effective transport, particularly for those less financially and physically capable.

I believe that if fares are increased excessively, that we will see a shift away from public transport towards water taxis or the purchase of more boats.

The Church Point Ferry Service believes that any shortfall in the costs of operating a ferry service should be made by the taxpayer (i.e., government subsidy rather than an increase in fares.) This is because many of the external benefits generated by public transport such as avoided pollution and congestion are of benefit to all NSW residents rather than just the users of the ferry Service.

The use of the Church Point Ferry service, leads to lower air pollution and greenhouse gas emissions as do other bus, train or ferry journeys. Whilst the Church Point Ferry Service does not lower road congestion, the alternative is a private dinghy with an outboard, some of which are two-stroke engines which pollute oil directly into Pittwater, as well as producing the same emissions as road vehicles.

PO Box 243, Church Point NSW 2105 Ferry Master [REDACTED] Administration [REDACTED]

www.churchpointferry.com [REDACTED]



“Water based transport services include the Church Point Ferry Service (operational between 6.20am and 7.30pm) and the Pink Water Taxis (24-hour service). Due to the desire for flexibility and cost implications the majority of off-shore residents own a boat and utilise a mooring space on the mainland. “ Pittwater Council Church Point Plan of Management”

Furthermore, there are insufficient commuter dinghy mooring places at Church Point as well as Scotland Island and the Western Foreshores. This leads to dangerous and chaotic tie ups at Pittwater Council owned Commuter and Ferry Wharves.

Church Point provides a marine hub for off-shore residents and Pittwater users. Facilities include a Commuter ‘dinghy’ Wharf providing a designated tie-up area for small craft. No short term (i.e., 15mins – 2hrs) tie-up facilities currently exist with extensive ad hoc berthing of craft in ‘no tie-up’ zones favoured. Whilst the current commuter wharf is inadequate in terms of its size, its location is practical in terms of the needs of the off-shore residents.

Insufficient commuter dinghy mooring leading to chaotic and dangerous dinghy tie ups

Pittwater Council Church Point Plan of Management

Thus, there are additional costs to local government in Providing suitable, safe berthing for the commuter vessels owned by the residents serviced by the Church Point Ferry Service.

There are also safety aspects of the use of small boats at nights, often without lights, and with insufficient safety equipment, which is particularly dangerous in bad weather conditions.

As there is extremely limited parking available at Church Point, we are extremely limited to how many leisure travellers we can take. There are also no shops or café available on our route so the only leisure activities we can offer are a ferry ride, or a walk. This means that any possible increase in revenue for sightseeing is very limited.

Kind Regards,

[Redacted]

[Redacted]

PO Box 243, Church Point NSW 2105 Ferry Master [Redacted] Administration [Redacted]

www.churchpointferry.com [Redacted]