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Submission: It has been proposed that the Bundeena ferry raise 1 way adult fares to \$9 by the end of the next cycle (which is equal to 5% year on year).

The independent pricing and regulatory tribunal (IPART) is seeking submissions Re the upcoming quadrennial ticket pricing review for private ferry operators.

This would make a return commute to the Sydney CBD well over \$30 by the end of the cycle. This is an extreme disincentive for locals to take any sort of public transport as driving becomes significantly more convenient and cheaper.

It is not strictly the ferry operators raising prices, the operator demonstrate their costs to IPART and IPART then determine, based on the below process, how much the state should or shouldn't contribute to the operation.

Residents may wish to submit that better local pricing should be available either with legitimate resident only pricing or by locking in the 2018-2022 10 trip pass pricing

You can submit below

edit:

I noted this in a comment below but it's important in case anyone misses; the IPART paper sets out the criteria for considering provision of a larger public subsidy for a service (so fares can be lower and the operator still sustainable) it would be optimal if your submission is aligned with this criteria:

- External benefits generated by the private ferry services (such as avoided congestion, avoided pollution and active transport benefits).
- The role of the private ferry in the community it services. That is, to what extent is the private ferry an essential public transport service for a community which has few other transport options?

And to what extent does it service leisure travellers who could be expected to cover the full cost of their journeys without subsidy?

- How passengers respond to changes in fares. For example, raising fares may reduce patronage and therefore not produce the required revenue

and also, relevantly, section 124 of the PTA that authorises IPART:

(d) the social impact of the determinat