

Rick Banyard

IPART

## **Ferry Submission**

I wish to make a submission to complement my earlier submission and participation in the hearing.

A core function of IPART is to ensure that organisations that operate in a monopoly environment does not negatively impact on stakeholders without reasonable reasons. The stakeholders in this incident include the operator, the State, the taxpayers and those that travel between Stockton Wharf and Queens Wharf.

The Stockton ferry is an essential service and should be considered by the Tribunal as a floating footpath. To my knowledge IPART has never set a usage fee for a footpath.

The RMS vehicle ferries operate free.

The Stockton ferry is one of only two modes of entry or exit from the Stockton area.

The costs of operation are unnecessarily high due to the low utilisation of the two ferries. On a normal day ferry utilisation is only **41%**. (one ferry idle and one ferry only operating about 20 hours). There is little attempt to promote the service or generate revenue from the idle 59%.

The revenue collected by the deckhand is not all attributable to the ferry because the ticket can be used for subsequent journeys on buses and trains. Likewise many travel on the ferry “free” because their ticket (eg train ticket purchased at Central) allows ferry travel.

The tribunal should consider that the ferry should operate free as this would reduce operating costs, reduce the option of theft and speed up boarding time. I believe the revenue loss would be negligible.

It is of concern that there are very few records available to explain the ferries financials and patronage levels. It would seem that the IPART should require the Stockton Ferry to keep its own books and patronage records.

It is very difficult to apply the model of other ferries to the “floating footpath”

I trust this submission is of assistance to the determination process.

Thank you for the opportunity

Rick Banyard