

PROPOSED KAMAY FERRY WHARVES – WHY THIS PROJECT SHOULDN'T PROCEED

For reasons enumerated below, there is no economic and financial justification for the Kamay Ferry Service (“Kamay Project”), nor is there any reason for this project to be classified as a NSW Major Project.

1 Financially unsustainable project

The Final Feasibility Study Report ("FFSR") undertaken by Transport for NSW and ARUP of the Kamay Project states clearly that government financial assistance will be required to facilitate the establishment of a ferry service between La Perouse and Kurnell, of which the capital cost alone is estimated at \$17m. In addition, there is also the cost of establishing related infrastructure eg. ticketing booths, toilet amenities and waiting areas for passengers, which have not been quantified. On top of this is the cost of unquantified subsidies to the operator of the service, paid for by the taxpayer. Worst, no cost-benefit study has been undertaken of the so-called direct and indirect benefits to justify this substantive financial investment.

2 Lack of Demand

The FFSR states clearly that commuter demand for this service is going to be limited given the low population and employment densities of the relevant populations in the affected areas. The FFSR hopes, without providing any supporting evidence, that the introduction of a new ferry service providing improved access to the eastern suburbs, the Kurnell area could become more attractive as a residential location and potentially increase commuter patronage.

3 Failure to substantiate tourism benefits

The FFSR produces a case study of the Cronulla to Bundeena Ferry Service to illustrate potential tourism benefits of the proposed Kamay Project. However, the comparison is not valid given the population density of Cronulla is high and the use of residents of the service to access the well-established Royal National Park.

4 Unreliable service

The FFSR indicates that the operational reliability of the Kamay Ferry Service cannot be guaranteed given the rough waters between La Perouse to Kurnell, due to the unpredictable swell and wind waves entering the bay, which can occur at short notice requiring the ferry service to be stopped for safety reasons.

5 Reliance on wider patronage

The FFSR anticipates the introduction of a ferry wharf at either La Perouse or Kurnell would create the opportunity for commercial vessels to operate out of these areas. It mentions larger operators such as Bass and Flinders Cruises and Captain Cook Cruises which operate currently out of Circular Quay, Manly, Darling Harbour, and Sans Souci, and some smaller operators run leisure cruises out of Rose Bay. The likelihood of these opportunities materializing for the Kamay Project, given the lack of tourism infrastructure at La Perouse and Kurnell, compared with Circular Quay, Darling Harbour and Rose Bay, are negligible at best.

6 Impact on existing infrastructure

The La Perouse headland is already at capacity with the available parking being inadequate to cater for the number of visitors to restaurants and beach during warmer weather and there is no capacity to provide any additional parking for ferry patrons.