



Manly Ferry Announcement Response - 31 Dec 2022

We welcome the introduction of the Manly Fast Ferry inclusion into the Opal cap as this is something the community has been requesting for many years. It is unfortunate that Opal cap inclusion was not initially in the agreement resulting in the community being forced to pay extra for their transport. We also note that the new arrangement will not be implemented till the end of 2023, why the delay? Particularly with the rising cost of living, we would encourage the State Government to implement the Opal cap immediately while energy and interest rates are putting downward pressure on Residents' cost of living. We note that the Ferries are the least subsidised form of public transport in Sydney.

The introduction of hydrogen into the energy mix to power the Manly Fast ferries has not been publicly debated and again, the Liberal Party thinks it can make decisions with tax payer funds that would only benefit the fossil fuel industry.

The reality is that until our grid is decarbonised even ferries running on renewable hydrogen would have much higher emissions than diesel if you follow the full supply chain. It's a short term publicity stunt that again benefits fossil fuel companies.

In the very long run hydrogen will have its place, but by then our ferries will be running on renewable energy stored in next generation batteries. Hydrogen has no place for emissions reduction or economically in this transition.

We find this announcement very disappointing as there is still no strategy or detail for the electrification of the Sydney ferry fleet including the Manly public ferries or the Manly Fast Ferry service. NSW is a laggard when it comes to electrifying the Sydney ferry fleet when compared to many countries/cities around the world including Canada, New Zealand, Denmark and Seattle. Some of these locations have been actively upgrading or ensuring that all new fleet purchases are electrified for 4 to 5 years.

After the problems with the introduction of the Emerald class ferries, we expect community consultation and probity in process to be paramount.

Finally, unfortunately for commuters we are not convinced because of the realities of loading & unloading passengers in a safe way, that the MFF service can operate at 10 minute intervals. We look forward to seeing the new timetable that will achieve this and learning if it can start this Summer rather than inexplicably waiting until Winter 2023 for a suitable timetable.

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ENDS.