

**Submission
No 7**

INQUIRY INTO CROSS CITY TUNNEL

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Theme:

Summary

Submission to Cross City Tunnel lodged by Ross Nolan

Competition from a new personal travel mode (aircars), breaching of COAG stipulations on competitive equity, PPPs probably illegal, NASA initiative to accelerate airborne mode (SATS program), Prior involvement in contesting the issue of concession to City Link (1995-)

Invalidation of future patronage projections with superior airborne option and possible obligation to compensate revenue shortfall (certain for City Link possible on CCT and other Sydney tollways.)////////// Current work particularly by a number of universities, private firms and NASA aims to develop a new class of road going and flyable vehicles -(dual mode)these "overground" vehicles will compete with "underground" vehicles for market share within ten years -- their much superior capabilities will ensure widespread adoption and inherent reduction of projected revenues from fixed tollways and tunnels that also seek to reduce cross city trip times . www.nasa.larc.sats.gov has some background. as does www.cafefoundation.org (see centennial challenge-NASA) . The provision that toll concessions are not legally available where there is legislation that impedes open competition is satisfied by several Air Navigation laws .(many were found to be invalid by the regulation review task force report but are enforced) There is insufficient space here to fully detail the likely effect of a new transport mode of this kind on tunnels and tollways -- like comparing the horse and the horseless carriage in degree of likely take up and market share . Legalistic manoeuvring prevented the matter being heard on merit by the federal court in 1997 (recourse to defence of privacy of tax affairs after bond issue during waiting period for AAT to decide on jurisdiction) NASA chief scientist, Dennis Bushnell, predicts personal air vehicles (see NASA -PAV) will be the major industry of 21st Century and legislation introduced to protect toll projects acts to deny any chance to exploit or introduce this new technology in Australia (see annex 5 to Melb City Link bill -- also a Maccquarrie project.) Deliberate restriction of other road traffic to favour City Link (and CCT) was not heard by court due to argument based on "standing" since public roads are not competing businesses - spurious.

New GPS based air control tech solves management of air traffic issues (as developed under NASA "AGATE" project) It is shortsighted and contrary to the public interest to forbid new competing opportunities to Australians based on archaic and (legally) repugnant laws . The appalling traffic conditions in Sydney are crying out for airborne cross city traffic (taxi then private) -- only a 5% reduction in road traffic by diversion to air can significantly reduce surface congestion because of the non linear effect of traffic flow vs density (approx parabolic) and the fact that flow is close to 'gridlock' in peak period. With proper open competition rather than monopoly tolls must be at economic levels and will automatically find equilibrium. {Is this exceeding 1000 words} the further benefits from removal of many vehicle trips from urban and suburban roads is to increase amenity ,reduce pollution (especially compared to "shuffling" traffic) allow cheaper real estate further from the city, and trigger economic improvement as have prior superior transport modes (eg canals, steamships, railways, cars, aircraft) . CCT should have to face competition from best possible alternative as for tollroads, bridges etc also . Topography of Sydney suits PAV vehicles better than fixed infrastructure. Information available on request. Thank you Ross Nolan.