

Published name

Jason Lowder

Short comment

I feel the terms of reference of studies such as these are limited. As a regional commuter with a 5 hour drive, yet a suitable airport available for aircraft up to Dash-8 size, we receive no service. When you are burning \$200 of petrol round trip. this close to comparable to SYD-MEL return flights. So clearly, it is a demand problem, not a subsidies problem. I feel the demand problem stems from the cost of last mile transport, and affordable short term accommodation for regional people who need to commute for work or short term leisure. I feel that supporting those commuting scenarios better may drive demand, and decrease co2 emissions from areas like road transport.