

**From:** Bill Gemmell  
**To:** [Committee, NCET \(REPS\)](#)  
**Subject:** DEVELOPMENT OF STAGE TWO OF THE AUSTRALIAN CAPITAL TERRITORY LIGHT RAIL PROJECT  
**Date:** Friday, 15 June 2018 10:22:16 AM

---

Committee Secretary

Joint Standing Committee on the National Capital and External Territories

PO Box 6021

Parliament House

Canberra ACT 2600

SUBMISSION ON THE DEVELOPMENT OF STAGE TWO OF THE AUSTRALIAN CAPITAL  
TERRITORY LIGHT RAIL PROJECT

Dear Secretary,

I write to you as a long term resident of the Australian Capital Territory, and welcome the decision that the Joint Standing Committee on the National Capital and External Territories inquire into Commonwealth and Parliamentary approvals for the proposed stage 2 of the ACT light rail project. I look forward to observing the Committee's objective deliberations. I strongly support the ACT Government's decision to develop the light rail system to provide mass public transit across the more congested parts of the ACT. It is my view that the Stage 2 of the ACT Light Rail Project will provide substantial benefits to both the ACT community and visitors to the National Capital, including those who have cause to visit the Parliamentary zone. These benefits include (but are not restricted to) certainty of route, improved safety through segregation of vehicles from sharing with other traffic, environmental benefits through use of vehicles powered by electricity sourced from renewable sources, reduced congestion on roads and in car parks, economic stimulus that fixed public transport links attract.

The light rail infrastructure as proposed will not impact adversely on the current vista through the avoidance of overhead power sources and the use of already available technology. I understand that the ACT Government and the National Capital Authority have discussed available approaches.

The Committee may like to consider recommending the Commonwealth make a financial contribution towards the project considering that it will likely to result in an increased value for any building it may seek to sell in the future, reduce the need to supply parking spaces in areas serviced and provide its visitors and staff with a reliable way to access National Institutions and major Commonwealth employment nodes. There is also a moral argument that the ACT public transport arrangements had been somewhat neglected prior to self-government, thus requiring the ACT to consider making substantial "catch-up capital investments".

I can be contacted on [REDACTED] if you wish to discuss.

Your sincerely

Bill Gemmell

[REDACTED]  
[REDACTED]

NOTE: Please do not publish my address and telephone number