**Marius**

**20 HOURS AGO**

250 kmh is the French TGV speed, A transport system I am familiar with . Mr Higgins was right Australia has not got the required population density to enable it to run efficiently and economically. When Newcastle will have 2 million inhabitants it might be possible.
TGV line is 10 times the cost or normal line per km and mass transport is not flexible hence offers few frequencies.
We found that the TGV did not decentralise at all, but the reverse, for its influential users generally use it from end to end and it is speed that sells ...and those annoying stops spoil the performance.
Who needs another white elephant, but politicians and interested parties?
What is wrong with improvements to the current system?

**Musing Outloud**

**2 WEEKS AGO**

Sydney to Melbourne is the fifth highest travelled air route in the world, but is only Mascot to Tullamarine, not CBD to CBD. As an engineer and logistics professional, I think the Tsar needs a refresher course in high school mathematics as his 2 hour claim is doable with existing proven French or Japanese options.

Getting from CBD to CBD is much longer than just the flight. The flight might only be 1 hour 15 mins much of the time, transfers add another hour at each end, and you need to be at the airport 30 mins early making a rough 4 hour airline journey with carry-on. Interestingly, London to Paris flights are the same at 1 hour 20 mins, so no difference there. But the tunnel rail is a slow one covering only 344 km at 2 hours 37 mins. Or 122km/hr for the Eurostar using extremely old technology similar to NSW's currently very aged XPT fleet.

With the 860km Sydney-Melbourne trip and 4 hours the rail speed needs to average 225 km/hr. Or for a 2.5 hour trip at 345km/hr which is just slightly above the normal operating speeds of the French TGV or Japanese Bullet technologies, before looking at newer Maglev.

I can only wonder what lobby group the Tsar works at, for him to intentionally get his calculations so badly wrong.