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Rod Hook's interview on Radio-2

Matthew Abraham: Good morning! Matt Abraham and David Bevan with you. Now we are going to summarize the results of the international week. Let us start with Berlin and a conversation with Rod Hook about his SkyWay project. He was recently dismissed from the Government, but he has a rich working experience as the Manager of large projects. Transport projects in Adelaide and its surroundings. And now he is engaged in the implementation of the project of SkyWay transport technology. The test section of the SkyWay track will be built on the site of Flinders University. As we were told, this project will be implemented not only by Rod Hook, but by Flinders University, too. Let us contact him, he is now in Berlin as the Director of the company "SkyWay Australia". Good morning, Rod!

Rod Hook: Good morning, Matt! Good morning, Dave!

M. A.: You are currently at the exhibition in Berlin.

R. H.: It is called InnoTrans 2016, meaning "innovative transport". It is the largest international transport exhibition in the world. It is the leading trade fair for the global transport innovations. Over 2,700 companies and more than 10,000 guests participate in it. This is a very large exhibition.

M. A.: You represent there the company SkyWay Australia. What do you show? Models or real functioning samples of those vehicles that, in your opinion, can solve our transport problems? Describe these exhibits, please.

R. H.: The stand of SkyWay at this exhibition is not very large. We present here the first two pods of the rolling stock: a unibus and a unibike. All the major companies participate here. You can go around the site and see the variety of trams, trains or their components. Everyone is trying to sell their products. SkyWay also offers here two samples of its rolling stock, which were made first. This and our presence here prove that this technology is real and developing. It is a kind of appeal to serious investors from our company.

David Bevan: Explain for those who still do not know, what the SkyWay is and where you are going to start to build this transportation line.

R. H.: The SkyWay technology consists of three major components: freight, high-speed and urban systems. A pair of rails is laid above the ground on

poles. The rolling stock moves on them. It can be produced in different designs. It can be mounted or suspended. Both are at the height of several meters above the ground.

M. A.: On cables or on rails?

R. H.: On rails, not on cables. It is not a cable way. It is a system that will work much longer than a cable way, because these are steel strings in steel profiles filled with special concrete.

M. A.: What attracts attention at this exhibition? What do people speak about there?

R. H.: Everybody says that we need to apply innovations in technologies. We need an economical consumption of energy and efficient technologies, we need to reduce CO2 emissions, we need to spend funds effectively. This is at the time when in Europe and around the world billions are invested in railroads, so we need to invest in something that is worthy. And SkyWay has the advantages in all these points. This technology is environmentally friendly, with minimal emissions, high efficiency and innovations.

D. B.: Are you planning to use this transport at Flinders University?

R. H.: Yes, we are conducting a study of the route and determining its length. We will show people there how it works. This will be a pilot project, a test section. Students will ride up the hill on this line about 500 meters long. Perhaps, it will begin in the building, which the University plans to build on the lower site. We still need to obtain formal permit for the transportation of people.

D. B.: So there, on the lower site, there will be a station for your pods in the planned building?

R. H.: Yes. We are talking about the lower Parking lot for the building, which will house commercial offices and accommodation for students.

M. A.: Will the line go up?

R. H.: Right, up to the main entrance of the University.

M. A.: One of your old friends witnessed this morning two accidents involving trucks on the Rush Road. I do not want to offend truck drivers. They have nowhere else to go, they are just doing their job. But it confirms a serious failure in the planning of roads in the State made decades ago.

R. H.: The biggest problem for trucks is the Southeast Rush Road. People come from Sydney and Melbourne by it. And there are dangerous crossroads there.

M. A.: Matthew Abraham and David Bevan are here with you. We spoke with Rod Hook, Director of SkyWay Australia, former CEO of the transport Department of South Australia, who carried out many major projects for the Government of the State.