

Peter Wakeman
4/39 Naseby St
Merivale
CHRISTCHURCH

17 February 2003

The Chief Executive,
New Zealand Commerce Commission,
PO Box 2351,
WELLINGTON

Dear Sir,

Submission Concerning Air New Zealand and Qantas Application

Currently Air NZ may have the option of selling their engineering division and/or just Freedom Air to a party that is in no way connected to Qantas, Air NZ, Virgin Blue, and all the current management.

With these businesses totally separated totally from Air NZ, and in order to provide Air NZ with additional funds without the need to seek shareholder or Qantas cash, there is no need for the application to be approved.

As an Air New Zealand shareholder, I have not been asked to provide any additional cash since paying for the last rights issue (which was open to all shareholders), to pay for the final installment of Ansett Australia. In my view the NZ Government appears to be being influenced by the Australian Government, which has meant that Air NZ has not gone to their shareholders for additional funds.

With Qantas increasing their stake in Air NZ, this would mean more benefits would go to Australian interests. With the Qantas deal, effective ownership and control would become more difficult for Air NZ, and to move forward without Qantas at any time would expose Air NZ, their shareholders and the NZ economy to rely too much on Qantas.

The proposal may weaken Air NZ to such an extent that it may go out of business.

Yours faithfully

Peter Wakeman

*This is my additional submission
additional three pages*

Peter Wakeman
4/39 Naseby St
Merivale
CHRISTCHURCH

17 February 2003

Australian Competition and Consumer Commission
PO Box 1199 Dickson
ACT
AUSTRALIA

Dear Sir,

Trade Practices Act 1974
Applications for authorisation A30220-2
Lodged by Qantas and Air New Zealand

I object to the above application on the grounds that the market power of the applicants will be increased to such an extent that current competitors may leave the market.

As a Qantas frequent flier, I consider the application not in the public interest. I have noticed the benefits of frequent fliers reducing due to the additional points required for date changes, last minute bookings, increased number of points required to fly shorter sectors, a general increase in waiting time, and a general reduction of service.

How can Australian interests be served by putting money into a New Zealand airline in order to limit competitors in the aviation market?

Yours faithfully

Peter Wakeman

6.2.03

16200

Summary

6.2.03

Peter Wakeman
4/39 Naseby St
Merivale
CHRISTCHURCH

17 February 2003

Hon Paul Swain
Minister of Transport
Parliament Buildings
WELLINGTON

Dear Minister,

Thank you for your letter, 10/2/03 concerning my Official Information Request of 12/12/02. To minimise the details of my request, I urgently seek the specific details of the following (some of this is a new OIA request):

1. New Zealand bilateral and/or other agreements concerning air services:
 - a. Number of designated airlines allowed to operate the routes from each country and the details of effective ownership and control for these airlines.
 - b. Capacity available and the number of intermediate points, beyond points and other route information (including the amount of restrictions).
 - c. Where restrictions limit capacity, the details for allowing additional capacity and or routes to be increased.
 - d. The details concerning anti-trust and or airline alliances and/or code-sharing, and/or the relevance of the New Zealand Commerce Commission, and/or the Minister of Transport, and/or the Secretary of Transport for each country.
2. Legal advice sought for the following decisions (in order to commence an Ombudsman Act investigation due to suffering considerably by your decisions):
 - a. designating me as an international airline with an international air service licence;
 - b. your decision not to remove the restriction on my licence, that limited me to only codesharing with other airlines;
 - c. your decision not to allow me to have one B747 capacity beyond Australia for services to Brunei;
 - d. your decision to extend the validity of my licence;
 - e. your decision to revoke the designation I held for points from New Zealand to points in Australia.
3. Under the Official Information Act I now request legal advice sought on the views of seeking arbitration when the Australians cancelled the "Open Skys" arrangements by fax when Hon Maurice Williamson was Minister of Transport, prior to my designation on November of that year. An expeditious response would be appreciated – and as this is in the public interest, it should incur no cost.

Yours sincerely

COPY N2CC GF N2 Williamson