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Submission from  
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## **SUBMISSION**

To Chairman and Committee,

Firstly may I apologise on behalf of our association for the late submission and hope it will be still considered in conjunction with the current enquiry. The QTDA Inc only became aware recently as last Friday of this enquiry, and the opportunity to make a submission. We thank you in advance for your understanding.

On behalf of the Queensland Taxi Drivers Association Inc (QTDA Inc) I make the following submission.

Taxis are an essential arm of Queensland's public transport. Based on vehicle numbers fuel consumption overall may seem small but taxis travel up to 200,000 kms per year, each consuming up to 40,000 litres of LPG or 25,000 of ULP or 22,500 litres of diesel, depending of the vehicle, fuel used or availability of each fuel. I wish to show the committee how sensible regulation and laws can promote the conservation of fuel resources.

### **The first initiative involves efficient dispatch of taxis for the benefit of all stakeholders and the taxi travelling public.**

For example by combining of Brisbane two dispatch companies (Yellow and Black and White Cabs) dispatch systems, with combined fleet size of over 1900 cabs, would give the waiting customers access to both systems, would reduce the necessity of taxis to travel considerable distance to services customers, when the other company may have vacant cabs are the corner.

Both companies could still run separate entities, but off the same system, which has been utilised successfully with multiple taxi companies in Sydney and Melbourne for some years.

1/This initiative would eliminate uncaring customers booking both companies resulting regularly two cabs being dispatched to the same customer, and the

customer taking whatever taxi turns up firstly, and not even bothering to cancel the other cab, this is a total waste of resources and productivity.

2/ All outstanding holding jobs come be allocated to either companies fleet, speeding up response times and both initiatives will increase productivity, reduce operational costs, especially fuel usage.

**If the Queensland based fuel subsidy that now applies to petrol was apply to LPG.**

The usage would increase the public participation in LPG conversion from petrol to LPG, at the same time assisting to keep taxi fares down.

LPG is recognised as a cleaner and greener fuel compared to other liquid fuels yet it is discriminated against where the other fuels are subsidised either through state or federal subsidies, and LPG is not subsidised by the state of Queensland. If LPG had the same benefits as other fuels, our cities air would become a good deal cleaner and greener.

**The third initiative is to expand the use of maxi and standard taxis on low patronage bus routes.**

The Brisbane city council has to its credit trailed is presently trail the use of taxis on some low patronage bus routes and in new residential estates, currently not serviced by commercial or public transport. It makes perfect sense that taxis being much smaller than buses, and would use considerable less fuel on any low patronage run while still providing a essential public transport service to the community at large. Taxis could be utilised for short to medium time frames until passenger numbers increased to justify the use of large commercial or public transport services.

These initiatives are a big win for the whole community, a greener city, cleaner air reduction in greenhouse gas emissions, and cheaper more cost and fuel efficient public transport system utilising idle taxis, in the hope of enticing more use of public transport and less use of private cars, that are choking our roads and freeways, which will reduce in the future the reliance on the private car, freeing precious billions currently being ear mark in the South East Queensland Regional Plan. The current estimates of spending 55 billion dollars over the next 25 years on transport infrastructure maybe able to be reallocated to a better more sustainable greener fuel efficient public transport, instead of expensive tunnels and freeways.

I would like to thank the parliamentary committee for the opportunity to make a submission to this very important fuel enquiry.

Regards,  
Michael Powell  
State President, QTDA Inc.