

Cairns, 4870

30<sup>th</sup> November 2005

Mr Andrew Fraser  
Chairman of Petrol Pricing Select Committee  
Parliament house  
Brisbane.

I wish to make a submission to the Queensland fuel enquiry.

I am a owner driver of a accessible maxi taxi in Cairns. Diesel consumption for October this year for my taxi was \$2721 at discount prices. I am concerned at the pricing and inefficient use of this precious resource.

Taxis are recognized as the third element of Queensland's public transport after bus and trains. As of June 05 Queensland had a total of 2887 taxis. Metropolitan 1663, provincial cities 1044 and towns 180.

I wish to encourage the committee to recommend changes to regulations and laws to promote the conservation and fair pricing of fuel resources.

It is clear that competition within the fuel industry with regard to prices does not apply equally throughout Queensland.

Local radio in Cairns Monday 28<sup>th</sup> November reported the lowest fuel prices as advertised for diesel as; Brisbane 102.9c/l, Townsville 104.9c/l and Cairns 114.9c/l. Further I find it interesting that fuel prices on the tablelands behind Cairns consistently have prices below Cairns yet the fuel has to be trucked from Cairns or Townsville at considerable expense. Site litrage on the tableland sites may be well below most within Cairns.

I understand the landed price of fuel in Cairns from ships is the same as all other major Australian ports. Distribution from the Cairns tank farm is convenient to the city and should involve minimal expense compared to Brisbane.

The fuel subsidy now applies to petrol and diesel for road use but does not apply to LPG.

It seems perverse that diesel and petrol have their price assisted in Queensland yet LPG the "green" alternative has no assistance.

The next matter relates to the efficient distribution/use of public transport and fuel consumption.

It may be that Queensland Transport when issuing new service contracts should encourage the bidding bus companies to consider the efficient use of vehicles and employ taxis to some extent on late night and early morning services as well as feeder runs within new subdivisions.

Late night and early morning services within Cairns rarely have more than two or three passengers if any at all. The use of taxis on these runs would save considerable fuel and bus costs and therefore government subsidy while increasing the viability of taxis.

The comments I have made above are influenced by my time associated with taxis and general observation within local areas. Past experience as ships engineer on Australian tankers has shown that the fuel from all companies service stations comes from the same tanks within the delivery ship. The product that one company sells is the same as another.

Yours sincerely  
Allen Ringland.