

Name : Frank Garland  
City : ROCHEDALE SOUTH  
State : QLD  
Postcode : 4123

## **SUBMISSION**

**The extent to which current petrol prices increase the competitiveness of alternative fuel sources such as E-10** Alternative fuel prices seem to climb when there is a rise in the price of petrol. LPG should be much cheaper but has risen with the rise in oil prices. The powers of the ACCC must be returned to those of a few years ago, so that all fuel prices can be effectively monitored. If LPG prices were reduced this would (in the long term) force petrol prices down.

**The economic and financial consequences of current fuel prices with a particular emphasis on regional Queensland and outer metropolitan areas** The cost of driving to and from centres outside Brisbane impacts on many who bought outside Brisbane because they could not afford to buy closer to the city. I have lived in this area - LOGAN - for over 25 years and know what it is like to have no effective public transport which forces most families to have TWO cars. We miss out on subsidised BCC public transport and also pay for it at the fuel bowser.

**Practical ways that consumers can reduce their petrol bills** \* Use of Bicycles - Encouragement by Local & State Govt by building effective & safe bikeways eg along the Freeway and on direct routes adjacent to major thoroughfares. \* Greater use of Public Transport - By the State Govt Returning the money taken from LOGAN residents and finishing a separate Busway to Loganholme and State Govt generally subsidising public transport.

**Whether existing information on the fuel efficiency of different makes of motor vehicles is sufficient** This information needs to be improved and fuel consumption should be supplied with vehicles for sale - new & used - on a similar basis to the Electrical Star Rating which is supplied with new electrical appliances.

**The extent to which recent fuel increases could be moderated through enhanced domestic competition** The way to reduce the price of petrol at the bowser is to encourage lower prices in alternative fuels. This could be done by increasing the supervisory powers of the ACCC on all fuels and by the Federal Government limiting the monopolistic practices of the oil companies and keeping them out of direct ownership of major gas fields.

**How the Australian Competition and Consumer Commission powers could be strengthened to deliver enhanced competition** For a start go back about five years to a time where the ACCC monitored petrol prices. Even though this wasn't totally effective it was better than now. Then, while the ACCC monitors petrol, commence an inquiry with a set deadline into what is happening and how to remedy it. If necessary incentives and amnesties should be offered to aid such an inquiry.

**whether Queensland receives its fair share of road funding** Definitely not. eg. I was forced to drive the Ipswich Motorway for four years. It is the legacy of a road that goes through a mostly Labor voting area. The Liberals don't care about the area and when Labor is in they know that they will get the votes anyway so no one does anything that is effective.

**The capacity and benefits of the Federal Government to reduce fuel excise to ameliorate the impact of high fuel prices on families and business** By double dipping with GST & fuel excise, the taxpayer is being slugged unfairly. If I as a taxpayer could clearly see that all the taxes I pay on fuel goes to roads I would be more prepared to do so.

**Whether Queensland motorists are receiving the full benefit of the 8.354 cents per litre subsidy** It is hard to know. We have just returned from a driving holiday in NSW. The prices were not all 9c more than Qld. The petrol stations on the NSW side of the border were the same as in Qld so that they could compete. Who is subsidising these stations? This would be a good starting point for a revamped ACCC.