

## Senate Fuel Additive Enquiry Submission.

All Tasmanian petrol is sourced from Mobil's Geelong refinery and delivered by Shell's tanker, the "Helix", once a month to both Hobart and Devonport.

The size of the market does not permit more than one source.

The frequency is determined by monthly changes to the fuel volatility index (FVI) catering for seasonal ambient temperatures.

Mobil's lack of storage tanks in Hobart means drawing their requirements from B.P.'s storage.

All refiners on the mainland include fuel injector cleaning additives to cater for the hot soak period which boils off the volatiles, leaving gums, waxes and varnishes in injectors on engine shut-down.

In this knowledge most fuel injector manufacturers do not consider further treatment necessary.

It is not Mobil's policy, here in Tasmania, to supply their competition with the additive, so Tasmanian motorists are disadvantaged, although locally <sup>Caltex</sup> adds "Vortex", (but only to their premium) while Shell has recently ~~also~~ begun

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adding an additive to both their regular and premium unleaded. Mobil, B.P. (and Caltex regular) users are consequently behind the "eight ball."

This is but one aspect of fuel additives. There are:

- Octane Boosters
- Combustion Catalysts
- Upper Cylinder Lubricants
- Lead Substitutes

Some are very beneficial and others prove disastrous. Many just plug-up the 10 micron fuel filter, or carbon-up the combustion chambers because of high flash points.

The Senate Enquiry should consider making it mandatory for all suppliers to have their product approved by a recognised testing authority.

Mr. Lindsay Morris.