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Sent: Sunday, April 12, 2026 8:39 PM
To: Chambers - Hatcher J <Chambers.Hatcher.J@fwc.gov.au>; RWS <RWS@fwc.gov.au>
Subject: MS2026/1 -- Australian Trucking Association submission -- issues raised 10 Apr 26

Dear FWC

Ahead of the hearing on MS2026/1 tomorrow, Monday 13 April, I have attached the Australian Trucking Association's submission about—

- arguments put to the commission on 8 and 10 April
- the discussion order that the commission circulated, and
- how the commission can meet its consultation obligations.

Yours sincerely
Bill McKinley

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Chief of Staff



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**FAIR WORK COMMISSION
TWU & ARTIO APPLICATION FOR A ROAD TRANSPORT CONTRACTUAL
CHAIN ORDER – FUEL COST RECOVERY (MS2026/1)**

**ISSUES RAISED AT THE 10 APRIL 2026 HEARING
12 APRIL 2026**

ABOUT THE AUSTRALIAN TRUCKING ASSOCIATION

1. The Australian Trucking Association (ATA) is the peak body for the 60,000 businesses and 200,000 people who make up the Australian trucking industry.

INTRODUCTION

2. During its 10 April 2026 hearing on the TWU and ARTIO application for a road transport contractual chain order (MS2026/1), the commission asked interested parties for their views about—
 - (a) a consultation version of a possible draft order that the commission prepared for discussion, and
 - (b) how the commission could meet its genuine engagement obligation.
3. This submission also responds to the arguments put to the commission at its hearings on 8 and 10 April 2026.

RESPONSE TO ARGUMENTS DURING HEARINGS

4. During the hearings, arguments were heard that the making of an order would—
 - (a) Risk repeating the mistakes made by the Road Safety Remuneration Tribunal (RSRT).
 - (b) Be unnecessary for large transport operators due to their market power, and/or
 - (c) Negatively impact smaller transport operators.

Comparisons with the RSRT Minimum Rates Order

5. In the opinion of the ATA, the RSRT minimum rates order was flawed for three fundamental reasons—
 - (a) It applied only to one segment of the road transport market – owner drivers.
 - (b) It imposed the same specified ‘one size fits all’ minimum rate all on owner drivers.
 - (c) The *Road Safety Remuneration Act 2012* (Cth) did not confer an intervention power on the responsible minister.
6. Combined, these flaws led to a situation where larger transport operators could freely undercut owner drivers. Hirers simply moved work away from owner drivers to avoid the minimum rate and associated administration requirements. As it was not possible for the minister to suspend the order, the Australian Parliament instead abolished the tribunal.
7. The current fuel cost recovery proposals are not subject to these flaws.
8. As currently proposed, a fuel cost recovery order would apply to all road transport operators, large and small, including to parties they deal with throughout the contractual chain. It would be far more difficult for hirers to reallocate work to carriers not subject to the order – and perhaps a risky and disruptive choice for a hirer if the order was limited to a short period of application.
9. The proposed fuel cost recovery order would not impose a specified recovery rate. Rather, it would require contractual parties to sensibly determine an appropriate adjustment with regard to all the circumstances. This approach would avoid the impossibility of determining a ‘one size fits all’ fuel adjustment rate across a diverse road transport sector.
10. While the current emergency situation necessitates the making of an emergency fuel cost recovery order, all new regulation carries a risk of unintended consequences, especially when developed swiftly.
11. All parties can have reasonable confidence that, in the event of significant unforeseen consequences, a rapid response could be implemented. Eligible parties could apply to the FWC to vary, suspend or revoke the order, or the FWC could initiate these steps on its own initiative. As an additional failsafe, the responsible minister is empowered to suspend a time sensitive order within the first three months of it being made.

Large transport operators with pre-existing recovery mechanisms

12. While ATA accepts that larger transport operators command relatively higher market power compared to smaller operators, it would be a mistake to exempt these, or any other operator (apart from those exempted by regulation) from the order.
13. As was demonstrated with the RSRT minimum rates order, in a highly competitive freight market, a transport operator exempt from a fuel cost recovery order might perceive an opportunity to compete more aggressively for contract opportunities – having a resulting negative impact on operators who lose work in such situations.
14. Potentially, this might also be a problem if a blanket exemption were applied to all parties that already have some form of fuel cost recovery mechanism. If such mechanisms substantially under-recovered fuel costs or failed to make adjustments at least as frequently as required in an order, these parties could have a competitive advantage over other parties strictly subject to the terms of a fuel cost recovery order.
15. For these reasons, the ATA submits there be no exemptions (apart from those exempted by regulation) and that all parties, including those with pre-existing fuel cost recovery mechanisms, must be required to meet the minimum standards contained in a fuel cost recovery order.

Impacts on small transport operators

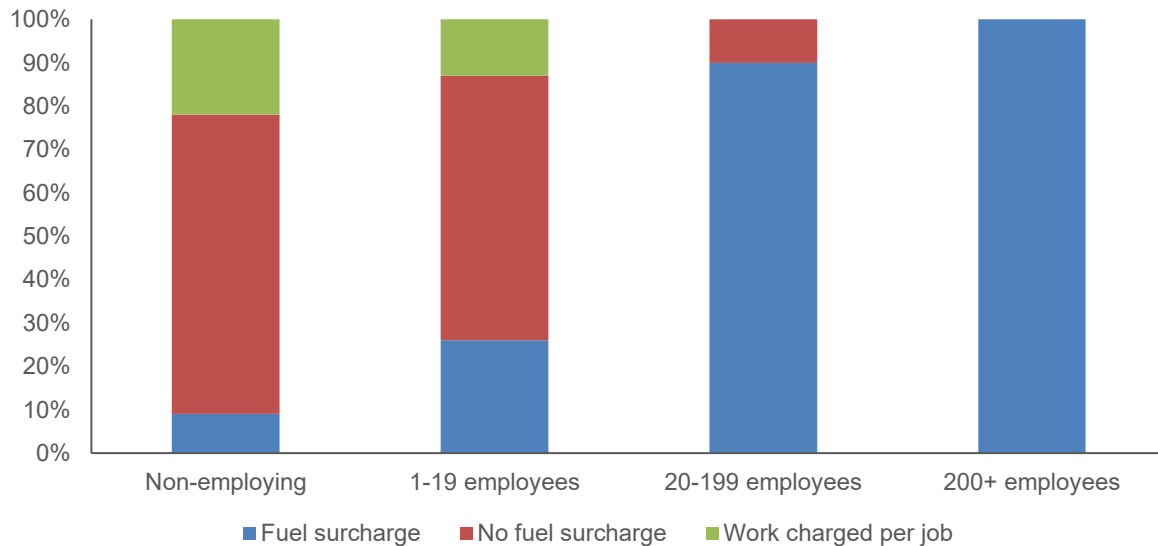
16. Approximately 93 per cent of the road freight transport industry consists of owner-drivers or operators with four employees or fewer.¹
17. While there are some very large and medium sized fleets, owner drivers and small fleets occupy specific niches in a highly diverse industry, offering unique services, knowledge, locations and flexibility. This complements the regular high-volume work generally undertaken by larger operators. Larger fleets often find it more operationally efficient and cost-effective to sub-contract work to smaller operators rather than attempt to compete with them directly.
18. The ATA accepts that the imposition of any new regulation affecting road transport operators may potentially impact market structure and operation.
19. However, in the context of an emergency declaration, it is not appropriate to consider this possibility with 'ordinary circumstances' in mind.
20. Rather, we assert that the relevant point of comparison is to compare the likely outcome of 'not implementing a fuel cost recovery order *in the current emergency circumstances*' with 'implementing a fuel cost recover order *in the current emergency circumstances*.'

¹ Australian Bureau of Statistics, Counts of Australian businesses, including entries and exits: businesses by main state by industry class by annualised employment size ranges, Total road freight transport, June 2025. Row 3287. [Link](#)

Option 1: Not implementing a fuel cost recovery order

21. The ATA conducted a survey in 2021 that asked participants if they used variable fuel surcharges. The results are summarised in figure 1.

Figure 1: Use of fuel surcharges by business size, 2021



22. While larger operators generally do use fuel surcharges, less than 10 per cent of non-employing operators (owner drivers) used fuel surcharges, and only around 25 per cent of operators with 19 employees or fewer used fuel surcharges.

23. It can be concluded from these results that smaller operators have less contractual protection and are likely to suffer most in the event of a significant fuel price shock.

24. Australia's trucking industry was already operating under intense financial pressure before the start of the war. The combined impact of past charging decisions, persistent workforce shortages, inflation, interest rate increases, natural disasters and the rapid emergence of sham contracting have produced an industry in crisis, illustrated by the record level of industry exits in 2025.

25. The roads component of heavy vehicle registration charges and the road user charge on fuel used in on-road heavy vehicles have increased by a compounded 19 per cent in three years.

26. Inflation has significantly driven up business inputs including electricity, labour, repairs, insurance and workers compensation. Inflation is not under control.

27. The RBA has responded by lifting interest rates, further impacting trucking operators who use finance arrangements to manage large and ongoing capital investments in their businesses.
28. Concurrently, a persistent and severe driver shortage continues to restrict capacity, with 28,000 truck driver positions unfilled and 43 per cent of Australian trucking businesses experiencing severe or very severe difficulty filling driver positions.²
29. Natural disasters, including repeated flooding, and increasingly severe weather patterns, have disrupted operations, damaging infrastructure, delaying freight movements and adding to maintenance and downtime costs.³
30. Perhaps unsurprisingly when faced with such acute financial pressures, there has been an explosion of sham contracting arrangements across the trucking industry. Businesses are circumventing the requirements of the FW Act by engaging drivers, who supply no more than their labour, as independent contractors, via an ABN.
31. According to CreditorWatch, the national business closure rate for road transport in the 12 months to November 2025 was 8.5 per cent, or one in every 12 businesses.⁴ There has been a sustained increase in invoice defaults; the number of trucking businesses with large tax debts has surged.⁵
32. Against this background, the most acute diesel price shock in history could not have come at a worse time.
33. Having now absorbed the diesel price increase for weeks, and with massively increased fuel bills falling due in April, thousands of smaller trucking businesses are on the brink of collapse. They are running out of money, and they are running out of time.
34. If a fuel price order is not made, many of these smaller trucking businesses will face a harrowing choice. They must either stop operating or risk insolvency.
35. In this eventuality, there is certain to be a significant impact on road transport market structure and operation. With smaller operators removed from the market (either temporarily or permanently) displacement and consolidation will become a necessity.

Option 2: Implementing a fuel cost recovery order

36. Making a fuel cost recovery order will primarily benefit smaller operators who have low market power and no contractual protections.

² IRU, [Global truck driver shortage report 2024](#). 32-33.

³ Fleet HV News, [Freight sector under strain as transport insolvencies surge](#). 29 November 2025.

⁴ CreditorWatch, [Running on empty: how defaults, cost pressures and competition are redefining the Australian road transport industry](#). November 2025. 3.

⁵ *ibid*, 2.

37. While it may not be the case in every individual circumstance, a temporary fuel cost recovery order would help the majority of smaller operators navigate a difficult period ahead. For many, it will mean the difference between survival and insolvency.
38. Importantly, if a higher proportion of smaller operators survive the historic diesel price shock because an order was made, we assert that on a net basis there will be a lesser overall impact on market structure and operation than would have occurred if an order was not made.
39. Ensuring that any fuel cost recovery order is applied as broadly as possible will also assist in lessening competitive pressures that might otherwise occur. Provided that hirers are faced with the same or similar fuel cost recovery obligations across all potential providers, there would be little net benefit in changing provider.
40. It is also relevant to consider that, in a highly competitive industry, if it was indeed possible to obtain a road transport service at a lower cost and with lower administrative overheads, most hirers would already have taken this option.

PROPOSED AMENDMENTS TO THE DISCUSSION VERSION ORDER

41. The commission has circulated a possible order for discussion. The discussion version of the order builds on the joint application from ARTIO and the TWU but reflects points made in the ATA submission to the initial hearing and by other parties.
42. The ATA supports the commission order as the basis for issuing a notice of intent under s 536PG with the following amendments—
 - (a) Clarify that the meaning of a **primary party** includes a government department, agency or authority.
 - (b) Clarify that the meaning of **road transport industry** includes furniture removals.
 - (c) Remove **clause 4.2**.
 - (d) Amend clause 4.4 to provide that parties may also meet the requirements of the order by **adjusting the level of a fuel increment or levy or changing the frequency of its adjustment**.
 - (e) Add a new clause, numbered 4.4A in this submission, to make it clear that parties can **adjust rates, increments or levies weekly** rather than fortnightly.
 - (f) Add a new clause, numbered 5.1A in this submission, to provide a clear **deadline for the initial round of cost recovery adjustments** under the Order.
 - (g) Amend clause 5.3 to change the diesel price that would trigger the ceasing of the order, as well as extending the clause to cover **petrol vehicle** operations.

A specific reference to government as a primary party

43. In its submission, the Civil Contractors' Federation noted that civil construction operates predominantly under fixed-price contracts. Between 80 and 95 per cent of contracts by number contain no effective mechanism to adjust for rapid cost escalation.⁶ These includes projects commissioned by Commonwealth, state and local governments.⁷
44. Governments are also a major customer of the waste management sector, which is part of the road transport industry as defined in the FW Act.⁸
45. The definition of primary party in the Act does not appear to exclude governments, provided that at least one other party to the first contract in the chain is a constitutional corporation,⁹ but government agencies may react to the order by asserting that it does not apply to them, resulting in unnecessary disputes that have to be settled before the commission.
46. For the avoidance of doubt, we propose that the definition of a primary party in clause 2 be amended to read—

Primary party is a person in a road transport contractual chain as described in s 15RA(2)(a) of the Act and includes government departments, agencies and authorities.

Furniture removals

47. Furniture removals are part of the road transport industry as defined in the FW Act. A furniture remover's assistant is a transport worker grade 1 under the *Road Transport and Distribution Award 2020*, so furniture removals fall within the industry as a result of s 15S(1)(a).
48. The ATA's experience, however, is that there can be policy and commercial uncertainty about the status of the furniture removals industry. During COVID, for example, the NSW Government at one time took home and office removal workers off the list of workers authorised to leave 12 local government areas, even though freight and logistics and road transport workers were authorised. The authorised worker list as of 12 August 2021 is attached (attachment A).

⁶ Civil Contractors Federation (CCF). Submission. 9 April 2026. [9].

⁷ CCF, [8].

⁸ FW Act, s 15S(1)(c).

⁹ s 15RA(1).

49. Given this previous experience, and to reduce the potential for unnecessary disputes, we propose that the definition of road transport industry in clause 2 be clarified to read—

Road transport industry has the meaning set out in s 15S of the Act and includes furniture removals.

Obligations on primary parties

50. Clause 4.2 would oblige primary parties to take all reasonable steps to ensure that secondary parties adjust their own rates to recover the increased cost of fuel.

51. Clause 4.3 already requires secondary parties to adjust their rates to ensure their counterparties can recover their increased fuel costs. Given that the order has a dispute settlement clause, there is no need to require primary parties to police the operation of the clause.

52. The 'all reasonable steps' requirement on primary parties is in any case very broad, and still raises the issues identified by AIG in its initial hearing submission.¹⁰ Primary parties may consider that the only way to comply is to insist on auditing contracts through the chain, which would be costly, time consuming and would create an additional dispute resolution burden for the commission.

53. For the reasons set out above, **clause 4.2 should be removed**.

Adjusting a fuel increment or levy

54. Clause 4.4 would provide that cost recovery adjustments can be made by an adjustment to the rate, the introduction of a fuel increment or levy, or a direct reimbursement.

55. Many larger trucking businesses already have a fuel increment or levy, although they may need to be adjust it to recover the full cost of their fuel or change its frequency. Others could introduce an increment or levy in the initial round of cost recovery adjustments and then adjust the level of the increment or levy in later periods

56. Accordingly, **clause 4.4 should be amended** to read—

The adjustments required under clauses 4.1, 4.2 or 4.3 of this Order may be made as an adjustment to the rate, the introduction or adjustment of a fuel increment or levy, including a change to its frequency, or by a direct reimbursement of money expended on the increased cost of fuel.

¹⁰ Australian Industry Group, Submission. 7 April 2026. [60]-[62].

Weekly adjustment of rates, fuel increments or levies

57. The consultation order would require fortnightly adjustments to rates, fuel increments or levies.
58. During the hearings, the commission heard that some businesses with fuel levies are now adjusting them weekly.¹¹
59. To preserve these commercial arrangements, we propose adding a new clause (numbered 4.4A in this submission), to read—

4.4A Clauses 4.1, 4.2 and 4.3 of this Order do not prevent adjustments being made more frequently than each fortnight.

Clarifying the date of the first adjustment in clause 5

60. Clause 5.1 would provide that the Order would take effect on 20 April 2026 but does not specify a deadline for the initial cost recovery adjustments required under clause 4.
61. Although this deadline is implied by the fortnightly adjustment requirement in the clause, the initial application of the order would be clearer if the deadline was specified.
62. The ATA proposes that a new clause (numbered 5.1A in this submission) be inserted as follows—

5.1A The first fortnightly adjustments under clause 4 of this Order must occur by 4 May 2026, with the new rate, increment or levy applying to work carried out after that date.

Amending the fuel prices in clause 5

63. Parties have raised the concern that the joint application draft order does not have an end or review date.¹² This concern is legitimate. An emergency measure developed in response to a crisis should not continue indefinitely.
64. Clause 5 proposes that the obligations in clause 4 would cease to apply six months after its commencement date, or when the weekly average terminal gate of price of diesel falls below \$2.00 per litre.
65. The ATA proposes that an appropriate weekly average terminal gate of price of diesel would instead be **164.0 cents per litre**, the national average for the week to Friday 27 February 2026. This is available on page 4 of attachment B.

¹¹ See, eg, O'Brien, Z. Witness statement, [16].

¹² See, eg, Housing Industry Australia, Submission, 7 April 2026, [6.1(d)]; Master Builders Australia, Outline of submissions, 7 April 2026, [18].

66. The order would apply to road transport operations using petrol-powered vehicles as well as diesel vehicles. Petrol and diesel are not substitutes, so their prices move independently. The price difference between the two is not stable.

67. As a result, the order should include a cessation clause with a petrol price as well. An appropriate figure would be **154.4 cents per litre**, the national average terminal gate price for ULP in the week to Friday 27 February 2026. This is available on page 4 of attachment C.

68. **Clause 5.3 should be amended** as follows—

The obligations in clause 4 will cease to apply on the occurrence of the earlier of the following—

- (a) for road transport operations involving diesel vehicles, the weekly national average terminal gate price for diesel, as measured in the weekly diesel price report from the Australian Institute of Petroleum, is equal to or below 164.0 cents per litre;
- (b) for road transport operations involving petrol vehicles, the weekly national average terminal gate price for unleaded petrol (ULP), as measured in the weekly petrol price report from the Australian Institute of Petroleum, is equal to or below 154.4 cents per litre;
- (c) six months from the date of the commencement of this Order.

CONSULTATION AND ENGAGEMENT REQUIREMENTS

69. Section 536PF(2) relevantly provides that in making a road transport contractual chain order the commission—

- (a) must not make or vary the road transport contractual chain order unless there has been genuine engagement with the parties to be covered; and
- (b) must not make or vary the road transport contractual chain order unless the Road Transport Advisory Group has been consulted; and
- (c) must not make or vary the road transport contractual chain order unless the consultation process set out in Subdivision C of this Division has been followed.

70. Subdivision C requires the commission to ensure that affected entities have a reasonable opportunity to make submissions on a draft order.¹³ The Fairer Fuel Act provides that in relation to a time-sensitive RTCCO a 'short period' to make written submissions may be a reasonable opportunity.¹⁴

¹³ s 536PH(1).

¹⁴ Item 10, inserted s 536PH(1A).

71. The Fairer Fuel Act does not define a short period, but its Explanatory Memorandum provides guidance about how to interpret the term. The EM states that a 'short period' could be—

as short as a few working days, if that would be required to facilitate a timely response to the time sensitive event / circumstances, and as long as the shortened period still provided affected entities with a reasonable opportunity to make submissions in relation to the draft order.¹⁵

72. There has already been extensive and genuine engagement. The ATA submits that the commission could be satisfied that it has met all three tests by adopting a short, week-long process that would still allow the order to commence on 20 April.

Meeting the genuine engagement requirement

73. The general approach to fuel cost recovery in the order was thoroughly discussed in the fuel cost recovery conferences that Vice President Gibian held on 18 and 25 March 2026.

74. The commission has already held two days of hearings on the joint application and will hold another day of hearings on Monday 13 April 2026. By the end of these hearings, the commission will have heard from a representative range of primary parties, secondary parties and road transport businesses, as well as expert evidence.

75. The ATA considers that the commission has more than satisfied its genuine engagement obligation. After the notice of intent and draft order is published, affected parties would still have an opportunity to make written submissions and could put forward witnesses for the final hearing that we propose to be held on 17 April.

Consultation with the Road Transport Advisory Group

76. Section 536PF(2)(b) requires the commission to consult with the Road Transport Advisory Group before making an order.

77. As soon as it issues the notice of intent, the commission should refer the notice and draft order to RTAG for rapid consideration, with RTAG required to provide advice on the same timeframe as written submissions from affected entities.

Written submissions from affected entities

78. Section 536PH(1) requires the commission to ensure that affected entities have a reasonable opportunity to make written submissions on a draft order.

¹⁵ Explanatory Memorandum, Fair Work Amendment (Fairer Fuel) Bill 2026. [28]. 10.

79. In line with guidance in the EM, the ATA considers that a submission period of three working days would be reasonable.

Proposed consultation schedule

80. Given the considerations in paragraphs 69-79, the ATA proposes the following revised consultation schedule. This replaces the schedule that we advanced in our initial hearing submission.

Table 1: Proposed consultation schedule for MS2026/1

Notice of intent and draft order issued	13 April 2026
RTAG to provide advice to commission	16 April 2026
Written submissions from affected entities due	16 April 2026
Final hearing	17 April 2026
Final order made	17 April 2026
Order commences	20 April 2026

Authorised workers

Last updated: 12 August 2021

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The list of workers authorised to travel outside their local government areas of concern if they are required to leave home for work.

Rules for leaving your local government area

If you live in the local government areas of Bayside, Blacktown, Burwood, Campbelltown, Canterbury-Bankstown, Cumberland, Fairfield, Georges River, Liverpool, Parramatta, Strathfield or some suburbs of Penrith ([LGAs of concern](#) (<https://www.nsw.gov.au/covid-19/rules/affected-area>)), you can only leave the local government area you live in to go to work if

- the business is allowed to be open and
- you are an authorised worker.

The list of authorised workers on this page only applies to people living in the 12 local government areas of concern. It does not apply to people living outside these areas.

Learn more

- [Related information](#)

Industry sectors

Explore the [authorised workers](#) list by industry sectors.

- [Administrative and support services](#)
- [Agriculture](#)
- [Construction](#)
- [Education](#)
- [Electricity, gas, water and waste services](#)
- [Financial services](#)
- [Health care and social assistance](#)
- [Information media and telecommunications](#)
- [Manufacturing](#)
- [Parliament](#)

- Public administration and safety
- Retail trade
- Transport, postal and warehousing
- Other services

Where an item in the list specifies an activity, the effect is to exempt a worker employed or engaged to provide services that are necessary for that activity.

Item	Sector	Exempted activity or person (authorised worker)
1.	Retail trade	<ul style="list-style-type: none"> • a person employed or engaged to work for a retail premises (https://legislation.nsw.gov.au/information/covid19-legislation/temporary-movement-gathering-restrictions) specified in <u>clause 24(1A) of the Order</u> <ul style="list-style-type: none"> ◦ supermarkets and neighbourhood shops ◦ shops that predominantly sell food or drinks ◦ chemists and pharmacies ◦ kiosks ◦ shops that predominately sell any of the following in the course of their normal operations <ul style="list-style-type: none"> ▪ office supplies ▪ pet supplies ▪ newspapers, magazines and stationery ▪ alcohol ▪ maternity and baby supplies ▪ medical or pharmaceutical supplies ◦ food and drink premises, but only as permitted under clause 24(1)(b) of the Order ◦ cellar door premises, but only as permitted under clause 24(1)(e) of the Order ◦ hardware and building supplies ◦ landscaping material supplies ◦ rural supplies ◦ timber yards ◦ garden centres and plant nurseries ◦ vehicle hire premises, not including the premises at which vehicles are sold • industrial or commercial food retailing • fuel retailing
2.	Administrative and support services	<ul style="list-style-type: none"> • "click and collect" services
3.	Parliament	<ul style="list-style-type: none"> • functions or requirements of an Australian Parliament

Item	Sector	Exempted activity or person (authorised worker)
4.	Public administration and safety	<ul style="list-style-type: none"> • a member of the NSW Police Force, Fire and Rescue NSW, the NSW State Emergency Service, the NSW Rural Fire Service or the Ambulance Service of NSW or other emergency services worker • a person who provides ancillary or support services to the work of an emergency services worker • fire protection and safety • the administration of justice, including in relation to the operation of courts and tribunals, correctional centres and community corrections • critical legal services • a person employed or engaged by or on behalf of the NSW or Commonwealth Government for the purposes of responding to the COVID-19 pandemic • defence, national security and law enforcement • a person employed or engaged by Services Australia • a person employed or engaged by Service NSW • the conduct of local government, State or Commonwealth elections • consular services
5.	Health care and social assistance	<ul style="list-style-type: none"> • a person who provides health services within the meaning of the Health Services Act 1997 (whether or not in the public or private sector) or a registered health practitioner or a person who works for a registered health practitioner (each a “health services provider”) • a person who provides ancillary or support services to the work of a “health services provider” (as defined above) (including, for example, cleaners, cooks and security providers at hospitals) • a person employed or engaged by the Department of Communities and Justice to provide housing or homelessness services • a community housing provider • a person employed or engaged to provide services to persons with disability or vulnerable persons • a person employed or engaged at a residential aged care facility • family violence and sexual assault services • veterinary services (including laboratory and diagnostic services and clinics) • animal welfare, care and accommodation services (excluding pet grooming unless there is an immediate animal welfare reason) • end of life services including funeral, crematorium and cemetery services, mortuaries and morgues, spiritual or religious services connected to end of life services
6.	Education	<ul style="list-style-type: none"> • education and schooling • early childhood education and care
7.	Agriculture	<ul style="list-style-type: none"> • biosecurity and food safety personnel undertaking critical duties

Item	Sector	Exempted activity or person (authorised worker)
8.	Manufacturing	<ul style="list-style-type: none"> • production and manufacturing of food, beverages, groceries, cleaning and sanitary products • food and fibre processing and manufacturing • manufacture of food and beverage packaging • manufacture of coffins and caskets • manufacturing of medical equipment, consumables and personal protective equipment • manufacturing of pharmaceutical and blood products • manufacturing of telecommunications equipment and infrastructure • manufacturing of firefighting equipment and supplies • manufacturing, installation, maintenance or repair of items that are required for the operation of infrastructure, plant or equipment that is necessary to protect human health or safety • manufacture of building supplies to support construction
9.	Construction	<ul style="list-style-type: none"> • a person who works on a construction site in Greater Sydney who has <ul style="list-style-type: none"> ◦ had 2 doses of a COVID-19 vaccine (/covid-19/health-and-wellbeing/covid-19-vaccination-nsw/get-your-covid-19-vaccination-nsw), or ◦ had one dose of a COVID-19 vaccine at least 21 days ago or ◦ had one dose of a COVID-19 vaccine within the preceding 21 days and has been tested for COVID-19 within the preceding 72 hours (3 days) or ◦ a certified medical contraindication and has been tested for COVID-19 within the preceding 72 hours (3 days) <p>A construction site is a place at which work, including related excavation, is being carried out to erect, demolish, extend or alter a building or structure, or at which civil works are being carried out, but not work carried out in relation to a dwelling in which a person is residing.</p> <p>Learn more about construction rules and restrictions (/covid-19/rules/construction-rules-and-restrictions).</p>

Item	Sector	Exempted activity or person (authorised worker)
10.	Transport, postal and warehousing	<ul style="list-style-type: none"> • seaport and airport operations • freight, logistics, postal, courier or delivery services <ul style="list-style-type: none"> ◦ including food logistics, delivery and grocery fulfilment and delivery of building supplies to support construction ◦ but not including home and office removals • export supply chain operators • distribution of food, groceries and sanitary products for sale by supermarkets, grocery shops or other shops that predominantly sell food or drinks • warehousing • road transport (passenger and freight) apart from taxi, rideshare and chauffeur services • rail transport (passenger and freight) – including rail yards • water transport (passenger and freight) • air transport (passenger and freight) • pipeline and other transport • transport support services • vehicle repairs and critical maintenance including disinfection • towing services • critical safety operational staff for transport
11.	Electricity, gas, water and waste services	<ul style="list-style-type: none"> • electricity services • operation of energy systems • gas services • liquid fuels • water supply, sewerage, sanitation and drainage services • waste resource recovery services (including collection, treatment and disposal services)
12.	Information media and telecommunications	<ul style="list-style-type: none"> • telecommunications services, internet service providers, web search portals and data processing services • data specialists and technicians • data storage • journalism and media services for news and other critical public communications purposes
13.	Financial services	<ul style="list-style-type: none"> • critical financial services and infrastructure
14.	Other services	<ul style="list-style-type: none"> • essential services for the maintenance, safety and upkeep of public and recreational spaces • faith leaders broadcasting services and ceremonies at places of worship, or providing end of life care and support • professional, scientific and technical services at critical scientific facilities, for critical scientific experiments, labs and collections

Related information

WEEKLY DIESEL PRICES REPORT

Week ending 8 March 2026

ATTACHMENT B

Welcome to the latest AIP Weekly Diesel Prices Report.
All data, charts and tables in this report are based on the latest available market data to **Sunday, 8 March 2026**

For more detailed information on:

Pricing Facts – see
<https://www.aip.com.au/facts-about-prices>

Terminal Gate Prices (wholesale) – see
<https://aip.com.au/pricing/terminal-gate-prices>

Pump Prices (retail) – see
<https://aip.com.au/pricing/pump-prices>

International Fuel Prices – see
<https://aip.com.au/pricing/international-prices/international-market-watch>

In the AIP Weekly Diesel Prices Report:

- the data for international crude oil and diesel prices is supplied by Argus Media – see www.argusmedia.com/.
- the data for wholesale diesel prices is based on market data published by AIP member companies (BP, Viva Energy Australia, Mobil and Ampol) – see www.aip.com.au.
- the data for retail diesel prices is based on available market data supplied by MotorMouth – see www.motormouth.com.au.

Should you have any questions about the material in this report,
please contact AIP at aip@aip.com.au.

The Australian Fuel Market - An Overall Snapshot

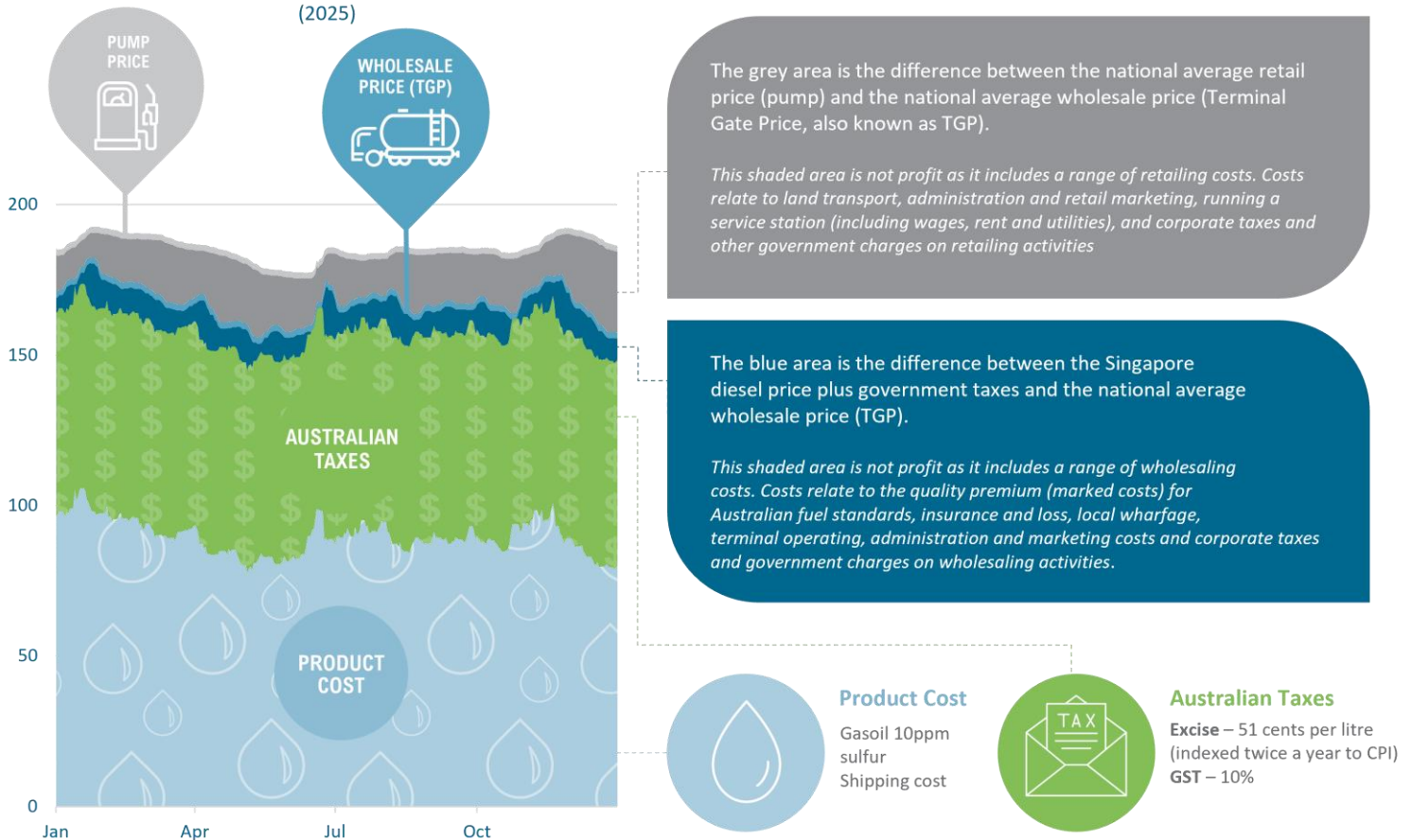
Understanding Movements in Key Diesel Price Indicators

The Chart below is a static snapshot from 2024 that demonstrates the movements in key market indicators relevant to the price of diesel in Australia.

The Australian refining sector is a price taker. Domestic prices are closely linked to international prices. The Singapore benchmark price of diesel (Gasoil 10ppm sulfur) is the key diesel price benchmark for Australia. As the chart below shows:

- the Gasoil price plus shipping costs and Australian taxes represents almost the entire wholesale price of diesel (around 95%)
- there is no retail discounting cycle (i.e. sawtooth pattern) for diesel, as only 25% of diesel is sold through retail outlets and most of this goes to contract or fuel card customers rather than private motorists; most diesel is sold in bulk to commercial/industrial customers (e.g. mining, transport and farming) on long term contract; such contracts are subject to rigorous competition under regular market tenders.

Daily Diesel Prices – Australian National Average (2025)



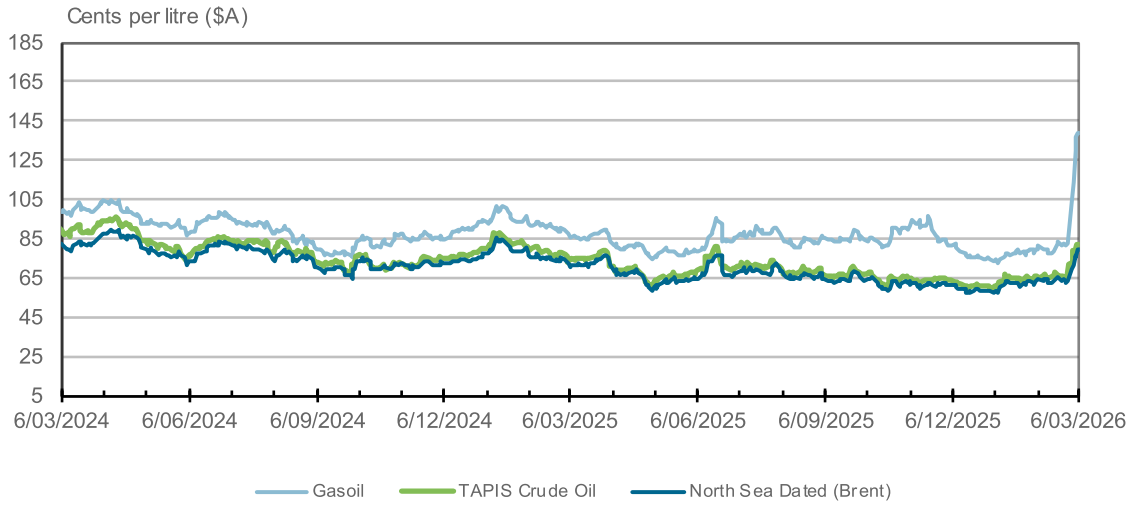
Average Diesel retail price this week: 196.5 cents
Average Diesel wholesale price this week: 172.1 cents

NOTES

- (1) **INTERNATIONAL DIESEL PRICE:** the international diesel prices are provided by the Argus Media Group, and represent the end of day assessment for the price of Gasoil (50ppm sulfur from 1 January 2006, and 10ppm sulfur from 1 January 2009). The Australian Institute of Petroleum obtains confidential proprietary data from the Argus Media group under license, from which data the Australian Institute of Petroleum conducts and publishes its own calculations and opinions. Argus makes no warranties, express or implied, as to the accuracy, adequacy, timeliness, or completeness of its data or the Australian Institute of Petroleum's calculations or opinions, or their fitness for any particular purpose. Argus shall not be liable for any loss or damage arising from any party's reliance on Argus' data or the Australian Institute of Petroleum's calculations or opinions, and disclaims any and all liability related to or arising out of use of Argus' data and/or the Australian Institute of Petroleum's calculations and opinions to the full extent permissible by law. For further information about Argus products and services, see www.argusmedia.com.
- (2) **SHIPPING:** AIP estimate, based on various sources (e.g. Argus, ACCC, Australian Petroleum Statistics and the Reserve Bank of Australia).
- (3) **TAXES:** is excise and GST less any relevant state rebates weighted by fuel volume consumed in each State.
- (4) **NATIONAL AVERAGE WHOLESALE PRICES:** are derived from capital city prices weighted by fuel volume consumed in each State.
- (5) **NATIONAL AVERAGE RETAIL PRICES:** are calculated as the weighted average of each State/Territory's metropolitan and non metropolitan retail diesel prices, with the weights based on the number of registered diesel vehicles in each of these regions.

International Market Trends

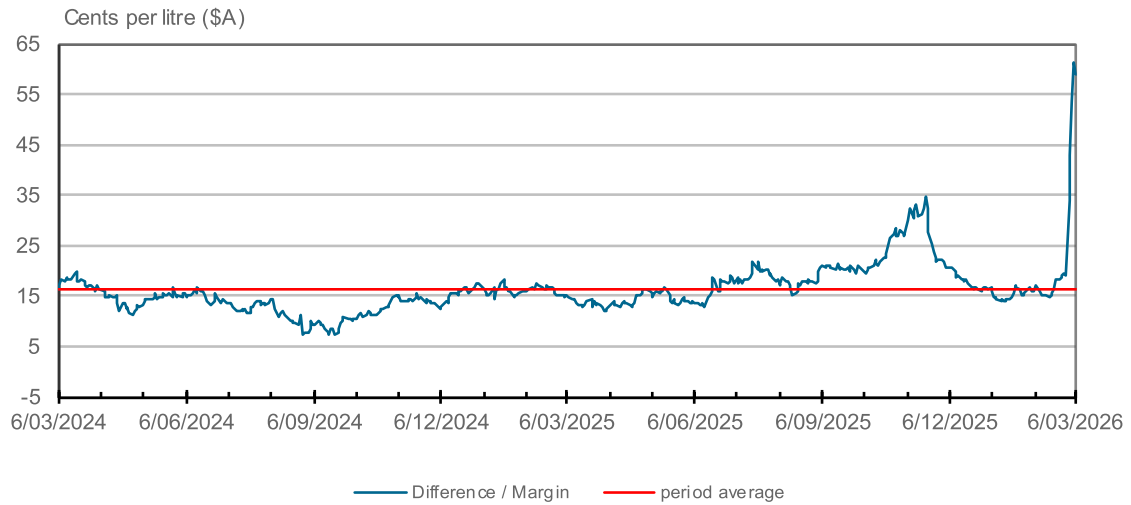
Figure 1: Comparison of Singapore Diesel Price (Gasoil) with Crude Oil Prices



NOTE: Australia is a significant part of the Asia-Pacific fuel market. The Australian market looks to Singapore, which is the regional refining and distribution centre, for relevant pricing benchmarks for diesel prices (Gasoil 10ppm) and to Tapis and North Sea Dated (Brent) for crude oil. Argus Media publishes prices for Tapis and Dated Brent ("North Sea Dated" in Argus terminology). Countries across the Asia-Pacific region including Australia use North Sea Dated (Brent) and its derivatives as benchmarks for crude oil contract purposes and spot transactions. For information on crude oil pricing in Asia see <http://www.aip.com.au/pricing/crude.htm>.

Figure 2: Difference Between Market Prices

Singapore Diesel price minus North Sea Dated (Brent) Crude Oil price



NOTE: The refiner margin above is the difference between market prices for Gasoil and Brent. It is not a figure determined by refiners.

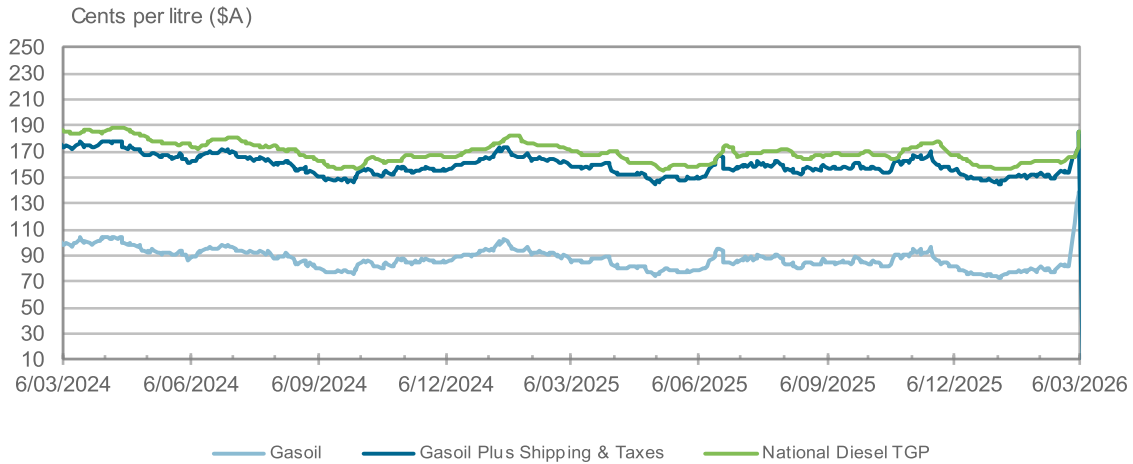
Cents per litre (A\$)	TAPIS CRUDE OIL	NORTH SEA DATED (BRENT) CRUDE OIL	GASOIL
Average: Last Week (to Friday 06/03/26)	76.6	74.4	124.6
Average: Previous Week (to Friday 27/02/26)	65.3	63.2	81.9
Average: Last 4 Weeks	68.8	66.6	92.7
Average: Last 12 Weeks	64.9	62.6	81.9
Average: Last 12 Months	67.6	65.1	83.9

PLEASE NOTE

Differences/margins between market prices or benchmarks are used as indicators of general trends in the petroleum market, they do not represent profits accruing to oil companies at the refining, wholesale or retail segments of the market. For each market segment, a range of costs would need to be deducted to determine actual profits.

Australian Wholesale Market Trends

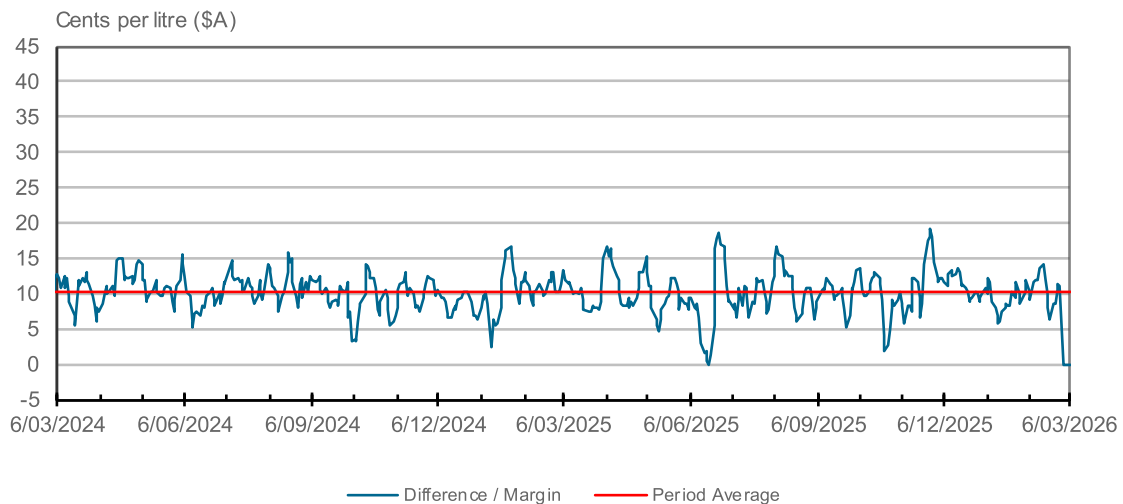
Figure 3: Comparison Of Australian Diesel TGP (Or 'Wholesale Price') With Singapore Diesel Price (Gasoil)



NOTE: The Gasoil prices and Shipping rates are provided by Argus Media group, see Notes on page 2.

Figure 4: Difference Between Market Prices

National Average Diesel TGP minus Singapore Diesel Price (plus shipping & taxes)



GASOIL	Cents per litre (A\$)	DIESEL TGP (National Average)	Cents per litre (A\$)
Average: Last Week (to Friday 06/03/26)	124.6	Average: Last Week (to Friday 06/03/26)	172.1
Average: Previous Week (to Friday 27/02/26)	81.9	Average: Previous Week (to Friday 27/02/26)	164.0
Average: Last 4 Weeks	92.7	Average: Last 4 Weeks	165.4
Average: Last 12 Weeks	81.9	Average: Last 12 Weeks	161.3
Average: Last 12 Months	83.9	Average: Last 12 Months	165.4

PLEASE NOTE

Differences/margins between market prices or benchmarks are used as indicators of general trends in the petroleum market, **they do not represent profits** accruing to oil companies at the refining, wholesale or retail segments of the market. For each market segment, a range of costs would need to be deducted to determine actual profits. For example, **at the wholesale level**, a range of costs (including 'landed costs' and 'wholesaling costs') would need to be deducted to determine actual profits at the wholesale level. These 'landed costs' include the costs of the quality premium (market cost) for Australian fuel standards, insurance and loss, and local wharfage costs. The standard 'wholesaling costs' include terminal operating costs, administration and wholesale marketing costs and corporate taxes and government charges on wholesaling activities.

Average Diesel Terminal Gate Prices (TGP's) Across Australian States/Territories

Week ended 8 March 2026

DIESEL (cents per litre \$A)

	Monday 2 March 2026	Tuesday 3 March 2026	Wednesday 4 March 2026	Thursday 5 March 2026	Friday 6 March 2026
Sydney	165.9	166.2	169.7	174.3	186.7
Melbourne	165.6	166.0	169.1	172.9	184.3
Brisbane	165.8	166.1	169.6	174.2	185.7
Adelaide	165.6	165.8	168.9	173.2	185.0
Perth	164.6	164.8	168.2	172.7	184.8
Darwin	170.6	170.8	174.4	178.8	190.5
Hobart	169.9	170.3	172.0	175.8	187.7

NOTES

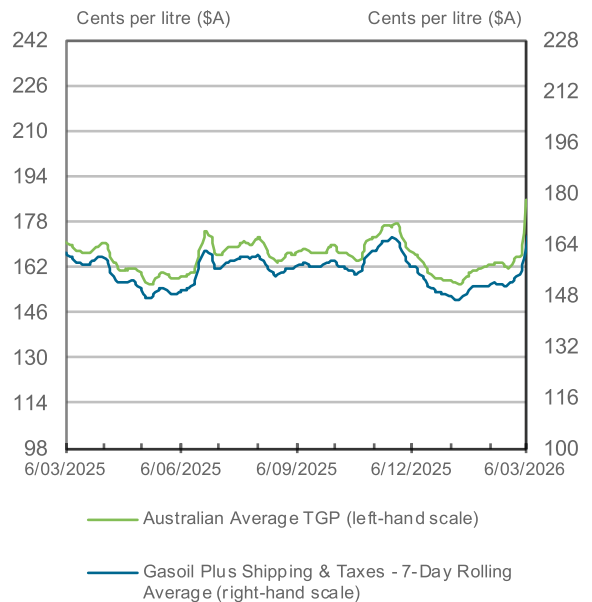
Daily TGP data are published by all wholesale fuel suppliers. AIP's website presents average TGP data for each weekday – see www.aip.com.au/pricing/tgp.htm. This data has been prepared by ORIMA Research Pty Ltd on behalf of AIP, using information from BP Australia, Ampol, Viva Energy Australia, and ExxonMobil Australia. Prices shown are the average TGP for diesel across each of these companies for the day.

Explaining The Time Lag Between Changes in Singapore Prices and Changes in Australian Wholesale Diesel Prices

Generally, there is a short time lag of 1-2 weeks between changes in Singapore prices and changes in Australian prices.

- The lag can be seen in FIGURE 3 on the previous page. That is, see the slight delay in the peaks and troughs in the **green line** (National Average TGP) compared to the **blue line** (Gasoil 50ppm sulfur plus Shipping & Taxes).
- Importantly, this time lag occurs whether: prices are going up (when the lag slows price rises to consumers) or prices are going down (when the lag delays price falls).
- The lag is a result of using a rolling average of Singapore prices as part of the wholesale pricing methodology (very similar to that used by the ACCC when wholesale prices were regulated by government). The pricing methodology is called import parity pricing (IPP).
- The use of rolling averages smooths day-to-day price volatility.
- Not accounting for this lag, introduced by the rolling average, leads to incorrect conclusions about how Singapore prices flow through to prices in Australia.

The very close relationship between changes in Gasoil prices and changes in Australian TGPs can be seen by applying a rolling average to the Gasoil price data (a 7 day rolling average is used in the Chart to the right to illustrate this).



Australian Retail Market Trends For Diesel

Figure 5: Comparison Of Australian Pump Price With Australian TGP

Average Retail Diesel Price versus Average Wholesale Diesel Price

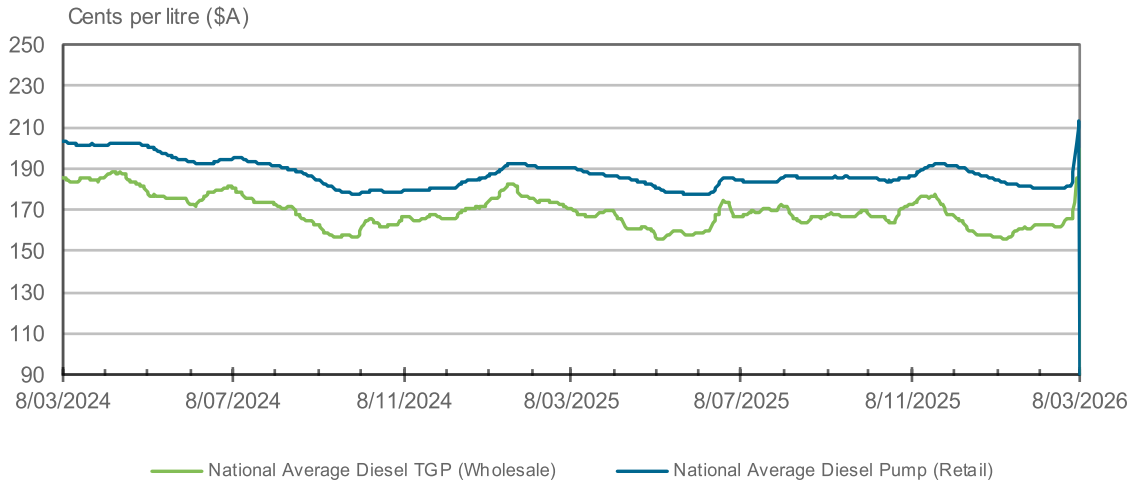
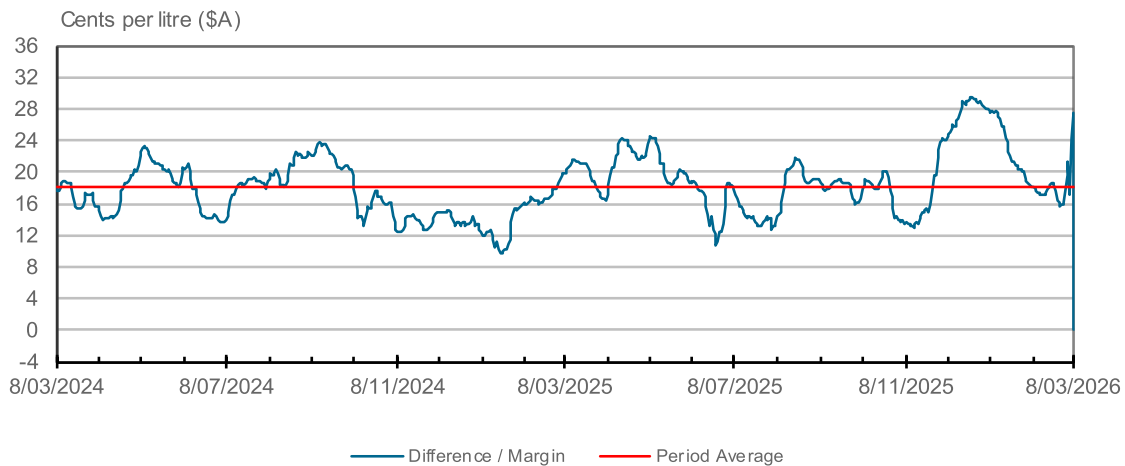


Figure 6: Difference Between Market Prices

Australian Average Retail Price minus Average Wholesale Price



Wholesale: Diesel TGP (National Average)	Cents per litre (A\$)	Retail: Diesel Pump Price (National Average)	Cents per litre (A\$)
Average: Last Week (to Friday 06/03/26)	172.1	Average: Last Week (to Sunday 08/03/26)	196.5
Average: Last Week (to Friday 27/02/26)	164.0	Average: Last Week (to Sunday 01/03/26)	180.9
Average: Last 4 Weeks	165.4	Average: Last 4 Weeks	184.5
Average: Last 12 Weeks	161.3	Average: Last 12 Weeks	184.4
Average: Last 12 Months	165.4	Average: Last 12 Months	184.8

PLEASE NOTE

- (1) The data for retail diesel prices is based on available market data supplied by MotorMouth (see www.motormouth.com.au).
- (2) There is a time lag between changes in Australian wholesale (TGP) diesel prices and the change in retail diesel prices which needs to be taken into account when comparing relative price movements. According to the ACCC, this time lag can be longer during times of significant volatility in international and wholesale diesel prices.
- (3) Differences/margins between market prices or benchmarks are used as indicators of general trends in the petroleum market, they do not represent profits accruing to oil companies at the refining, wholesale or retail segments of the market. For each market segment, a range of costs would need to be deducted to determine actual profits. For example at the retail level, a range of standard retailing costs would need to be deducted to determine actual profits. These costs include:
 - land transport costs (of getting fuel from the terminal gate to the petrol bowser)
 - administration and retail marketing costs
 - the costs of running service stations like wages, rent and utilities
 - corporate taxes and other government charges on retailing activities

Retail Diesel Price Trends Across States/Territories

Week ended 8 March 2026

'NATIONAL AND STATE' AVERAGE DIESEL PRICES (cents per litre \$A)

	Weekly Average	Weekly Change	Low	High
National Average	196.5	15.6	181.9	213.1
NSW / ACT	199.2	18.6	181.6	217.3
Victoria	194.3	14.2	180.9	209.3
Queensland	198.3	16.6	182.9	215.2
South Australia	192.6	12.4	180.8	209.9
Western Australia	191.1	12.5	179.4	207.2
Northern Territory	216.5	11.6	205.6	226.3
Tasmania	197.0	14.6	183.1	214.2

'METROPOLITAN' AVERAGE DIESEL PRICES (cents per litre \$A)

	Weekly Average	Weekly Change	Low	High
National Metropolitan Average	196.2	16.9	180.6	213.3
Five Major Capital City Average	194.9	17.0	179.1	212.2
Sydney	197.4	22.0	176.9	218.0
Canberra	198.9	11.9	187.1	217.8
Melbourne	195.3	15.0	181.4	210.0
Brisbane	199.4	17.5	183.4	216.2
Adelaide	192.1	16.5	176.6	209.4
Perth	190.5	13.8	177.6	207.8
Darwin	199.5	15.9	184.5	212.4
Hobart	198.6	15.4	184.4	215.4

'REGIONAL' AVERAGE DIESEL PRICES (cents per litre \$A)

	Weekly Average	Weekly Change	Low	High
National Regional Average	196.8	14.5	182.9	213.0
NSW / ACT	200.2	17.1	183.9	216.9
Victoria	193.1	13.3	180.4	208.4
Queensland	197.3	15.7	182.4	214.3
South Australia	192.6	12.4	180.8	209.9
Western Australia	191.8	10.5	181.8	206.3
Northern Territory	242.9	5.0	238.2	247.8
Tasmania	196.3	14.3	182.5	213.6

For more information on average weekly retail (pump) prices for diesel and petrol across Australia, please see <https://aip.com.au/pricing/pump-prices>

NOTES

- (1) The data for retail diesel fuel prices is based on available market data supplied by MotorMouth (see www.motormouth.com.au).
- (2) The National Average Retail price is calculated as the weighted average of each State/Territory's metropolitan and non metropolitan retail diesel prices, with the weights based on the number of registered diesel vehicles in each of these regions.
- (3) The National Metropolitan Average price is calculated as the weighted average of the retail diesel prices across each capital city, where the weights are based on the number of vehicles using diesel registered in each city.
- (4) The Five Major Capital City Average is the unweighted average of the prices for Sydney, Melbourne, Brisbane, Adelaide and Perth.
- (5) The Regional Average prices (including the National Regional Average) are calculated as the weighted average of the retail diesel prices for the non-metropolitan regions in each State/Territory, where the weights are based on the number of vehicles using diesel.
- (6) The vehicle data source is *ABS Motor Vehicle Census, 2011, Cat No 9309.0*.
- (7) 'Weekly Low' and 'Weekly High' are based on the lowest and the highest average daily prices in the relevant area.
- (8) Weekly Average prices are a straight average of the seven days.
- (9) Weekly Change is the change compared with the Weekly Average last week.

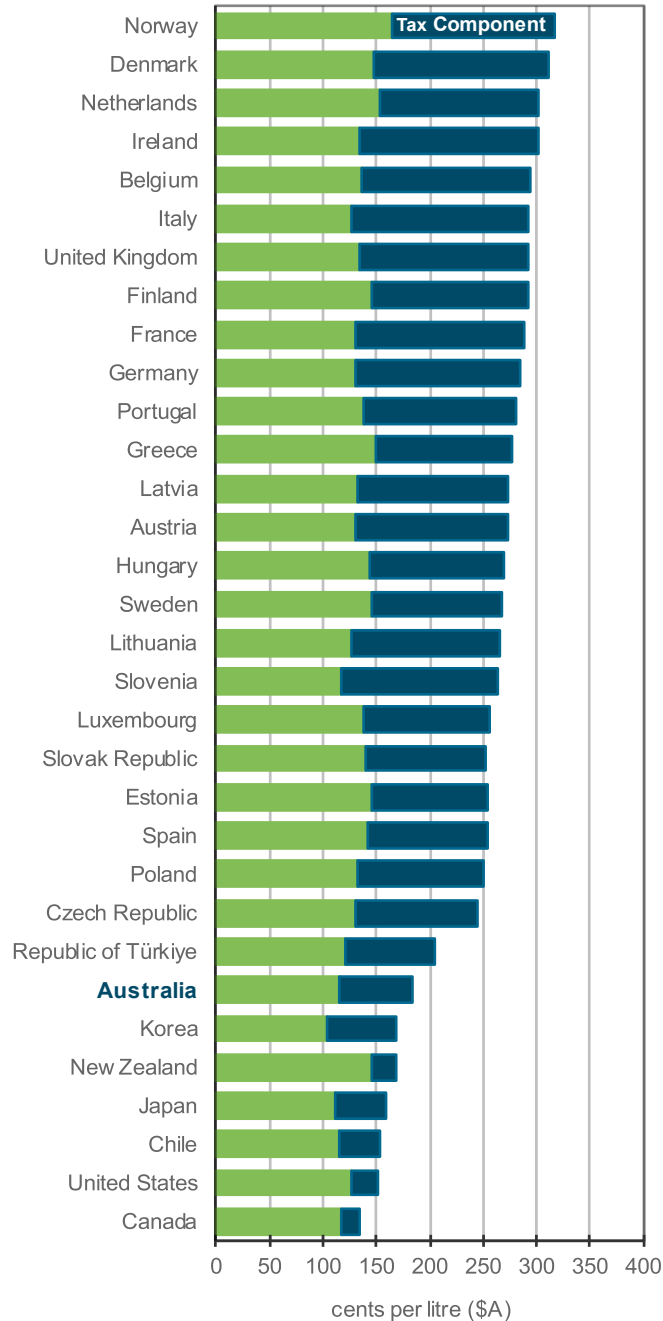
For more information on data methodology, please see the AIP Website (www.aip.com.au/pricing/retail.htm).

Diesel Prices & Taxes in OECD Countries

September Quarter 2025

The Charts below shows Australia has among the lowest diesel prices of all OECD countries.

Diesel Prices and Taxes in OECD Countries



Source: Australian Petroleum Statistics, Office of the Chief Economist

WEEKLY PETROL PRICES REPORT

Week ending 8 March 2026

ATTACHMENT C

Welcome to the latest AIP Weekly Petrol Prices Report.

All data, charts and tables in this report are based on the latest available market data to **Sunday, 8 March 2026**

For more detailed information on:

Pricing Facts – see

<https://www.aip.com.au/facts-about-prices>

Terminal Gate Prices (wholesale) – see

<https://aip.com.au/pricing/terminal-gate-prices>

Pump Prices (retail) – see

<https://aip.com.au/pricing/pump-prices>

International Fuel Prices – see

<https://aip.com.au/pricing/international-prices/international-market-watch>

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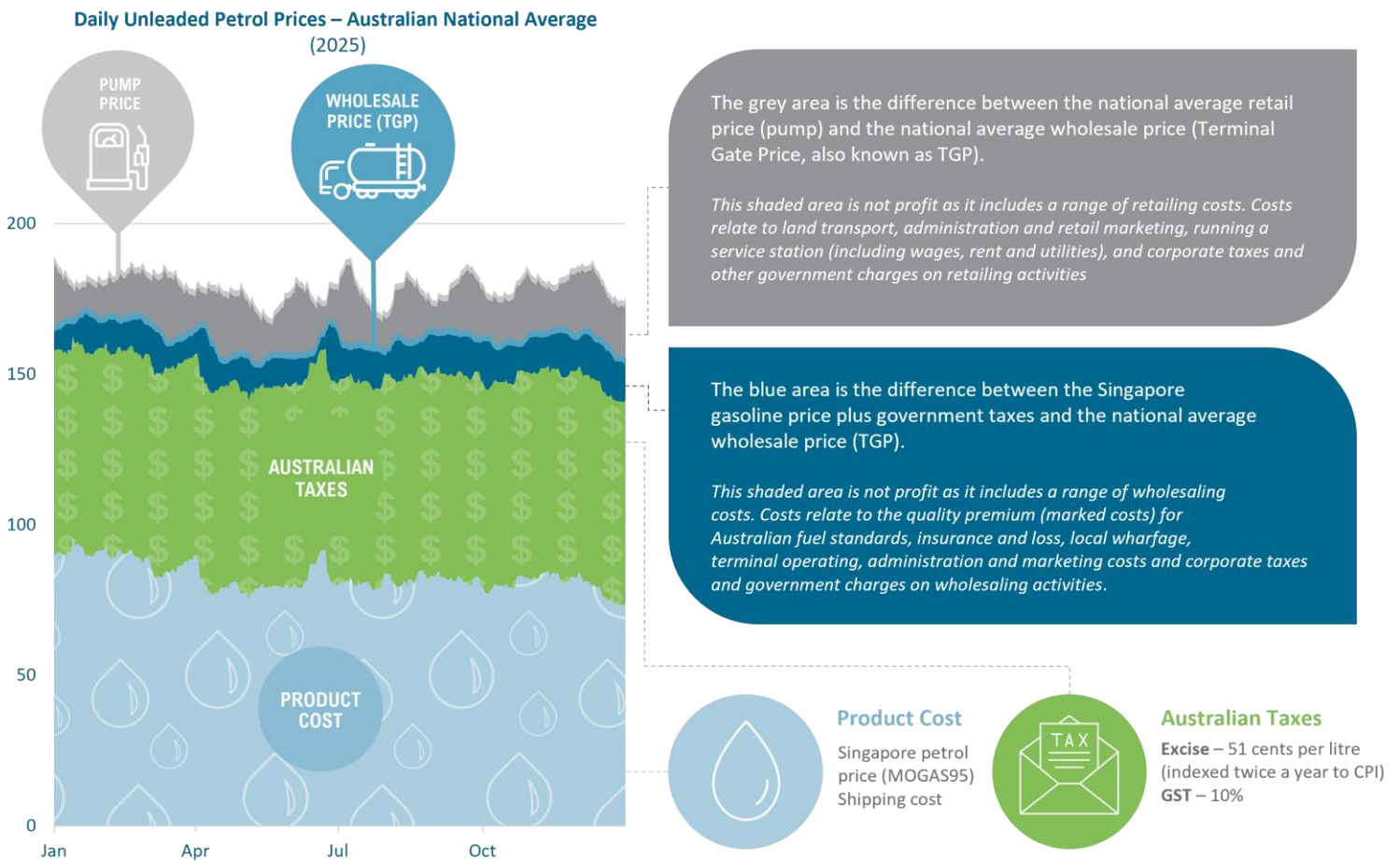
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The Australian Fuel Market - An Overall Snapshot

Understanding Movements in Key Petrol Price Indicators

The Chart below is a static snapshot from 2024 that demonstrates the movements in key market indicators relevant to the price of petrol in Australia.

The Australian refining sector is a price taker. Domestic prices are closely linked to relevant international prices. The Singapore benchmark price of petrol (MOGAS95) is the key price benchmark for petrol in Australia. As the chart below shows, MOGAS95 Petrol plus shipping costs and Australian taxes represents almost the entire wholesale price of petrol.



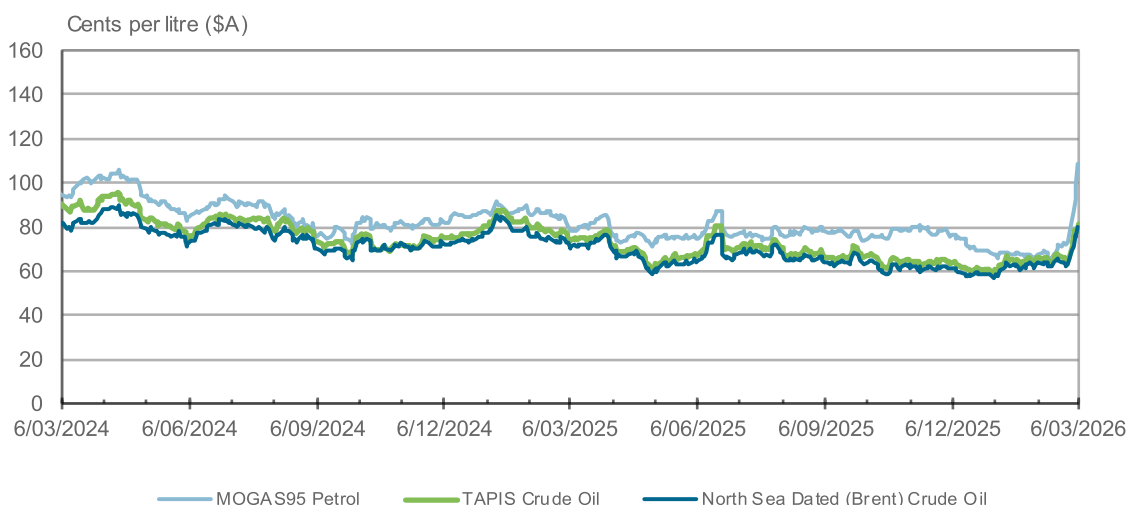
Average Petrol retail price this week: 198.0 cents
Average Petrol wholesale price this week: 161.2 cents

NOTES

- (1) **MOGAS95 PETROL:** the international petrol prices are provided by the Argus Media Group, and represent the end of day assessment for the midpoint of Singapore prices for 95 Octane Petrol (MOGAS95). The Australian Institute of Petroleum obtains confidential proprietary data from the Argus Media group under license, from which data the Australian Institute of Petroleum conducts and publishes its own calculations and opinions. Argus makes no warranties, express or implied, as to the accuracy, adequacy, timeliness, or completeness of its data or the Australian Institute of Petroleum's calculations or opinions, or their fitness for any particular purpose. Argus shall not be liable for any loss or damage arising from any party's reliance on Argus' data or the Australian Institute of Petroleum's calculations or opinions, and disclaims any and all liability related to or arising out of use of Argus' data and/or the Australian Institute of Petroleum's calculations and opinions to the full extent permissible by law. For further information about Argus products and services, see www.argusmedia.com
- (2) **SHIPPING:** AIP estimate, based on various sources (e.g. Argus, ACCC, Australian Petroleum Statistics and the Reserve Bank of Australia).
- (3) **TAXES:** is excise and GST less any relevant state rebates weighted by the volume of petrol consumed in each State.
- (4) **NATIONAL AVERAGE WHOLESALE PRICES:** are derived from capital city prices weighted by fuel volume consumed in each State.
- (5) **NATIONAL AVERAGE RETAIL PRICES:** are calculated as the weighted average of each State/Territory's metropolitan and non metropolitan retail petrol prices, with the weights based on the number of registered petrol vehicles in each of these regions.

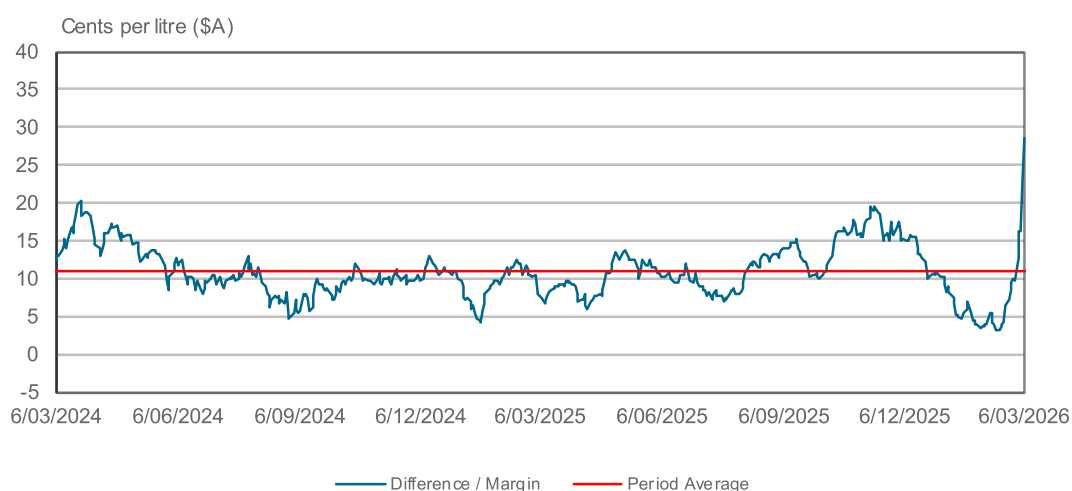
International Market Trends

Figure 1: Comparison of Singapore petrol price (MOGAS95) with crude oil prices



NOTE: Australia is a significant part of the Asia-Pacific fuel market. The Australian market looks to Singapore, which is the regional refining and distribution centre, for relevant pricing benchmarks for petrol prices for unleaded petrol (Argus 95R gasoline/MOGAS95) and to Tapis and North Sea Dated (Brent) for crude oil. Argus Media publishes prices for Tapis and Dated Brent ("North Sea Dated" in Argus terminology). Countries across the Asia-Pacific region including Australia use North Sea Dated and its derivatives as benchmarks for crude oil contract purposes and spot transactions. For information on crude oil pricing in Asia see <http://www.aip.com.au/pricing/crude.htm>.

Figure 2: Difference between market prices
MOGAS95 Petrol Price Minus North Sea Dated (Brent) Crude Oil price



NOTE: The refiner margin above is the difference between market prices for MOGAS95 and Brent. It is not a figure determined by refiners.

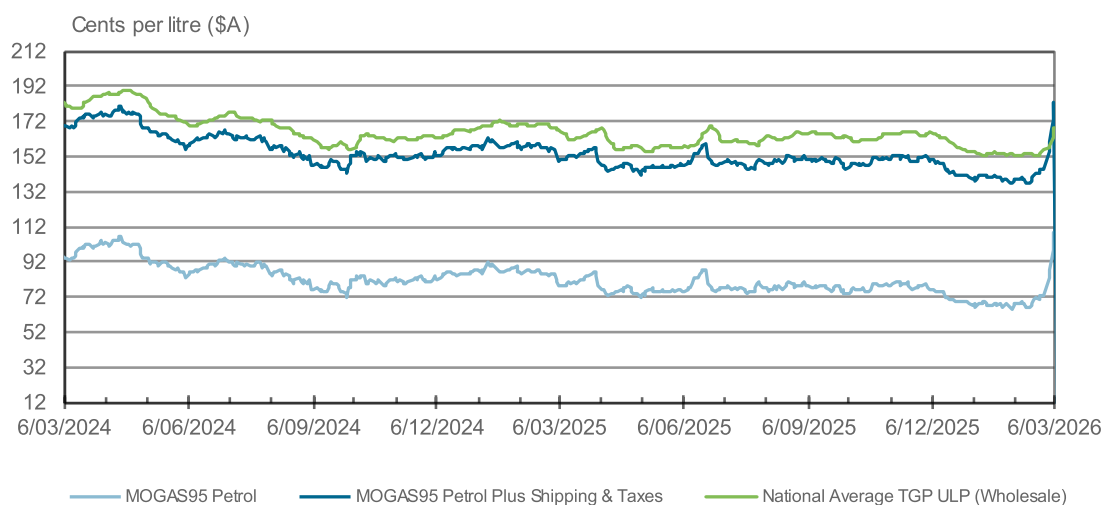
Cents per litre (A\$)	TAPIS CRUDE OIL	NORTH SEA DATED (BRENT) CRUDE OIL	MOGAS95 PETROL
Average: Last Week (to Friday 06/03/26)	76.6	74.4	93.9
Average: Previous Week (to Friday 27/02/26)	65.3	63.2	72.1
Average: Last 4 Weeks	68.8	66.6	76.5
Average: Last 12 Weeks	64.9	62.6	71.0
Average: Last 12 Months	67.6	65.1	76.1

PLEASE NOTE

Differences/margins between market prices or benchmarks are used as indicators of general trends in the petroleum market, **they do not represent profits** accruing to oil companies at the refining, wholesale or retail segments of the market. For each market segment, a range of costs would need to be deducted to determine actual profits.

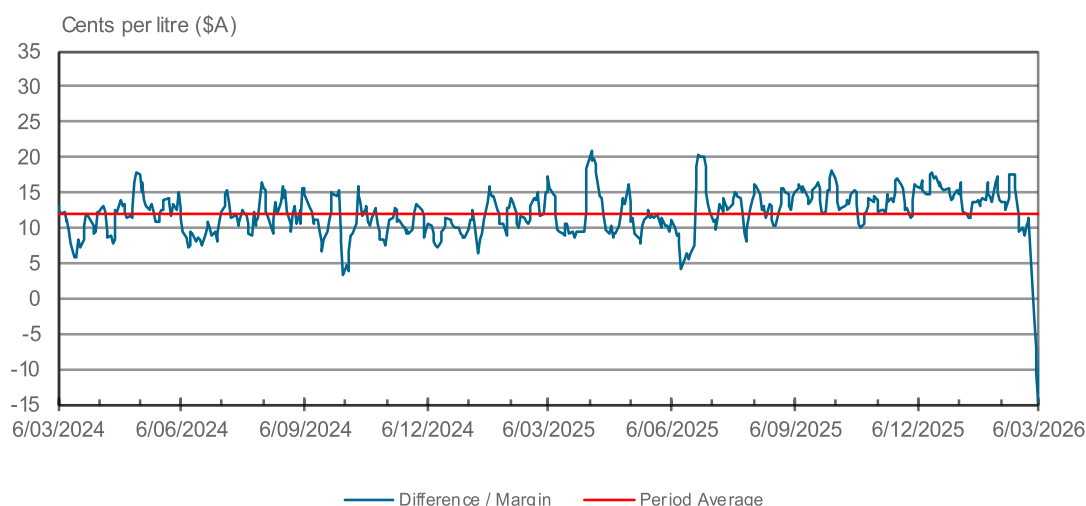
Australian Wholesale Market Trends

Figure 3: Comparison of Australian TGP ULP (or ‘wholesale price’) with Singapore petrol price (MOGAS95 Petrol)



NOTE: The MOGAS95 Petrol prices and shipping rates are provided by Argus Media Group, see Notes on page 2.

Figure 4: Difference between market prices
National Average TGP ULP minus MOGAS95 Petrol (plus shipping and taxes)



MOGAS95 PETROL	Cents per litre (A\$)	TGP ULP (National Average)	Cents per litre (A\$)
Average: Last Week (to Friday 06/03/26)	93.9	Average: Last Week (to Friday 06/03/26)	161.2
Average: Previous Week (to Friday 27/02/26)	72.1	Average: Previous Week (to Friday 27/02/26)	154.4
Average: Last 4 Weeks	76.5	Average: Last 4 Weeks	155.4
Average: Last 12 Weeks	71.0	Average: Last 12 Weeks	155.3
Average: Last 12 Months	76.1	Average: Last 12 Months	160.4

PLEASE NOTE

Differences/margins between market prices or benchmarks are used as indicators of general trends in the petroleum market, **they do not represent profits** accruing to oil companies at the refining, wholesale or retail segments of the market. For each market segment, a range of costs would need to be deducted to determine actual profits. For example, at the wholesale level, a range of costs (including ‘landed costs’ and ‘wholesaling costs’) would need to be deducted to determine actual profits at the wholesale level. These ‘landed costs’ include the costs of the quality premium (market cost) for Australian fuel standards, insurance and loss, and local wharfage costs. The standard ‘wholesaling costs’ include terminal operating costs, administration and wholesale marketing costs and corporate taxes and government charges on wholesaling activities.

Average Terminal Gate Prices (TGP's) Across Australia

Week ended 8 March 2026

UNLEADED PETROL (cents per litre \$A)

	Monday 2 March 2026	Tuesday 3 March 2026	Wednesday 4 March 2026	Thursday 5 March 2026	Friday 6 March 2026
Sydney	156.7	157.3	159.9	162.5	169.0
Melbourne	156.8	157.4	159.7	162.0	168.1
Brisbane	157.1	157.8	160.2	162.8	168.9
Adelaide	156.9	157.5	159.6	162.0	168.3
Perth	157.0	157.6	159.9	162.4	168.7
Darwin	161.4	161.7	164.0	166.4	173.0
Hobart	160.7	161.6	163.4	165.4	171.3

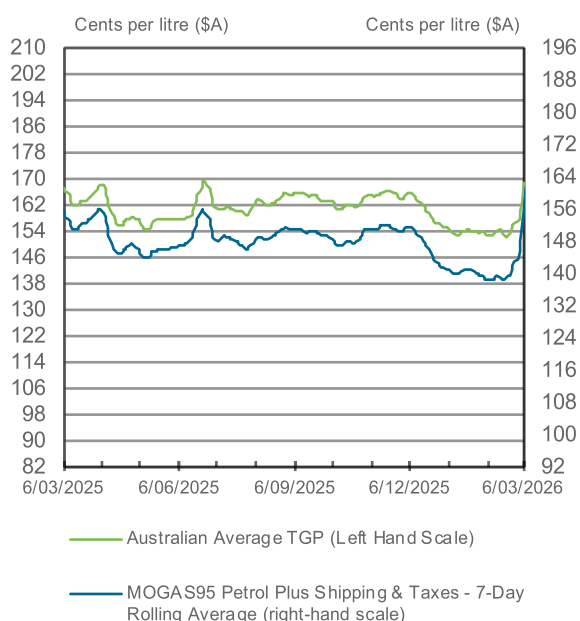
NOTES: Daily TGP data are published by all wholesale fuel suppliers. AIP's website presents average TGP data for each weekday – see www.aip.com.au/pricing/tgp.htm. This data has been prepared by ORIMA Research Pty Ltd on behalf of AIP, using information from BP Australia, Ampol, Viva Energy Australia, and ExxonMobil Australia. Prices shown are the average TGP for unleaded petrol across each of these companies for the day.

Explaining the time lag between changes in Singapore prices and changes in Australian wholesale petrol prices

Generally, there is a **short time lag of 1-2 weeks between changes in Singapore prices and changes in Australian prices.**

- ⇒ The lag can be seen in **FIGURE 3** on the previous page. That is, see the slight delay in the peaks and troughs in the **green line** (National Average TGP) compared to the **blue line** (MOGAS95 Petrol plus Shipping & Taxes).
- ⇒ Importantly, this time lag occurs whether:
 - prices are going up (when the lag slows price rises to consumers)
 - or prices are going down (when the lag delays price falls).
- ⇒ The lag is a result of using a **rolling average** of Singapore prices as part of the wholesale pricing methodology (very similar to that used by the ACCC when wholesale prices were regulated by government). The pricing methodology is called import parity pricing (IPP).
- ⇒ The use of rolling averages **smooths day-to-day price volatility.**
- ⇒ Not accounting for this lag, introduced by the rolling average, leads to **incorrect conclusions** about how Singapore prices flow through to prices in Australia.

The very close relationship between changes in MOGAS95 Petrol and changes in Australian TGP's can be seen by applying a rolling average to the MOGAS95 Petrol data (a 7 day rolling average is used in the Chart to the right to illustrate this).



Australian Retail Market Trends

Figure 5: Comparison of Australian pump price with Australian TGP
Average Retail Price versus Average Wholesale Price

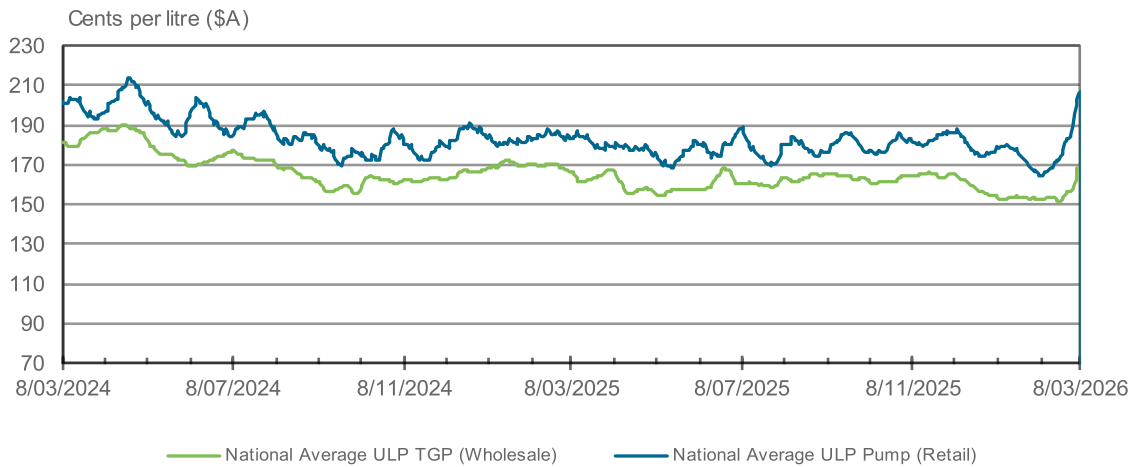
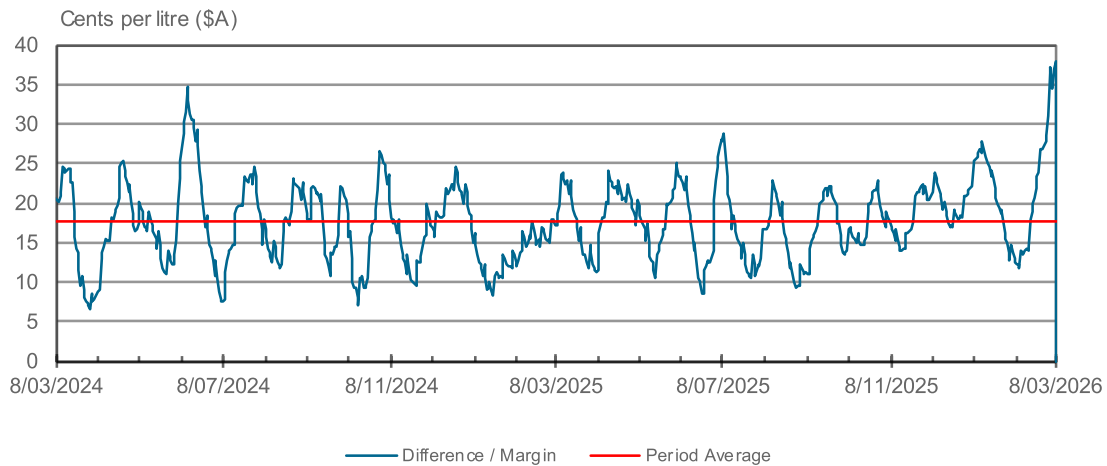


Figure 6: difference between market prices
Australian Average Retail Price minus Average Wholesale Price



Wholesale: TGP ULP (National Average)	Cents per litre (A\$)	Retail: Pump Price ULP (National Average)	Cents per litre (A\$)
Average: Last Week (to Friday 06/03/26)	161.2	Average: Last Week (to Sunday 08/03/26)	198.0
Average: Last Week (to Friday 27/02/26)	154.4	Average: Last Week (to Sunday 01/03/26)	181.0
Average: Last 4 Weeks	155.4	Average: Last 4 Weeks	179.1
Average: Last 12 Weeks	155.3	Average: Last 12 Weeks	176.5
Average: Last 12 Months	160.4	Average: Last 12 Months	178.7

PLEASE NOTE

- (1) The data for **retail petrol prices** is based on available market data supplied by MotorMouth (see www.motormouth.com.au).
- (2) There is a **time lag** between changes in Australian wholesale (TGP) petrol prices and the change in retail petrol prices which needs to be taken into account when comparing relative price movements. According to the ACCC, this time lag can be longer during times of significant volatility in international and wholesale petrol prices.
- (3) Differences/margins between market prices or benchmarks are used as indicators of general trends in the petroleum market, **they do not represent profits** accruing to oil companies at the refining, wholesale or retail segments of the market. For each market segment, a range of costs would need to be deducted to determine actual profits. For example **at the retail level**, a range of standard retailing costs would need to be deducted to determine actual profits. These costs include:
 - ⇒ land transport costs (of getting fuel from the terminal gate to the petrol bowser)
 - ⇒ administration and retail marketing costs
 - ⇒ the costs of running service stations like wages, rent and utilities
 - ⇒ corporate taxes and other government charges on retailing activities

Summary: Retail Petrol Price Trends Across States/Territories

Week ended 8 March 2026

'NATIONAL AND STATE' AVERAGE PRICES (cents per litre \$A)

	Weekly Average	Weekly Change	Low	High
National Average	198.0	17.0	185.5	206.7
NSW / ACT	201.3	25.3	186.6	210.4
Victoria	201.1	13.7	192.3	207.6
Queensland	203.5	11.7	192.6	211.7
South Australia	187.5	12.3	174.3	198.9
Western Australia	181.3	14.2	162.8	191.4
Northern Territory	204.7	11.1	194.5	214.6
Tasmania	183.6	14.3	170.8	197.7

'METROPOLITAN' AVERAGE PRICES (cents per litre \$A)

	Weekly Average	Weekly Change	Low	High
National Metropolitan Average	203.5	17.1	192.8	209.9
Five Major Capital City Average	200.1	16.3	188.2	207.2
Sydney	211.1	29.7	200.2	216.7
Canberra	189.9	8.8	181.5	199.2
Melbourne	208.8	13.6	201.9	212.9
Brisbane	211.1	9.5	202.3	216.1
Adelaide	189.1	13.0	174.8	200.0
Perth	180.8	15.7	159.4	190.6
Darwin	193.6	14.2	180.5	205.9
Hobart	182.4	16.0	168.5	197.5

'REGIONAL' AVERAGE PRICES (cents per litre \$A)

	Weekly Average	Weekly Change	Low	High
National Regional Average	186.7	16.6	170.8	200.1
NSW / ACT	190.0	21.7	169.3	203.7
Victoria	179.5	13.9	165.7	192.7
Queensland	189.3	15.8	174.4	203.4
South Australia	182.8	10.2	172.9	195.7
Western Australia	183.0	8.8	174.6	194.2
Northern Territory	234.9	2.5	232.6	238.3
Tasmania	184.5	13.1	172.4	197.9

For average weekly retail (pump) prices for petrol and diesel across Australian cities and towns, please see <https://aip.com.au/pricing/pump-prices>

NOTES

- (1) The data for retail petrol prices is based on available market data supplied by MotorMouth (see www.motormouth.com.au).
- (2) The National Average Retail Price is calculated as the weighted average of each State/Territory's metropolitan and non metropolitan retail petrol prices, with the weights based on the number of registered petrol vehicles in each of these regions.
- (3) The National Metropolitan Average price is calculated as the weighted average of the retail petrol prices across each capital city, where the weights are based on the number of vehicles using petrol registered in each city.
- (4) The Five Major Capital City Average is the unweighted average of the prices for Sydney, Melbourne, Brisbane, Adelaide and Perth.
- (5) The Regional Average price is calculated as the weighted average of the retail petrol prices for the non-metropolitan regions in each State/Territory, where the weights are based on the number of vehicles using unleaded petrol.
- (6) The vehicle data source is *ABS Motor Vehicle Census, 2011, Cat No 9309.0*.
- (7) 'Weekly Low' and 'Weekly High' are based on the lowest and the highest average daily prices in the relevant area. The average daily price for each region (eg. Geelong) is calculated as a straight numerical average of all 'price points' provided for that day. Aggregate daily prices are based on a weighted average of all regions (eg. Geelong, Ballarat, Wodonga etc) in the relevant area (eg. Victoria) where weights are based on the number of vehicles using unleaded petrol in each region.
- (8) Weekly Average prices are a straight average of the seven days.
- (9) Weekly Change is the change compared with the Weekly Average last week.

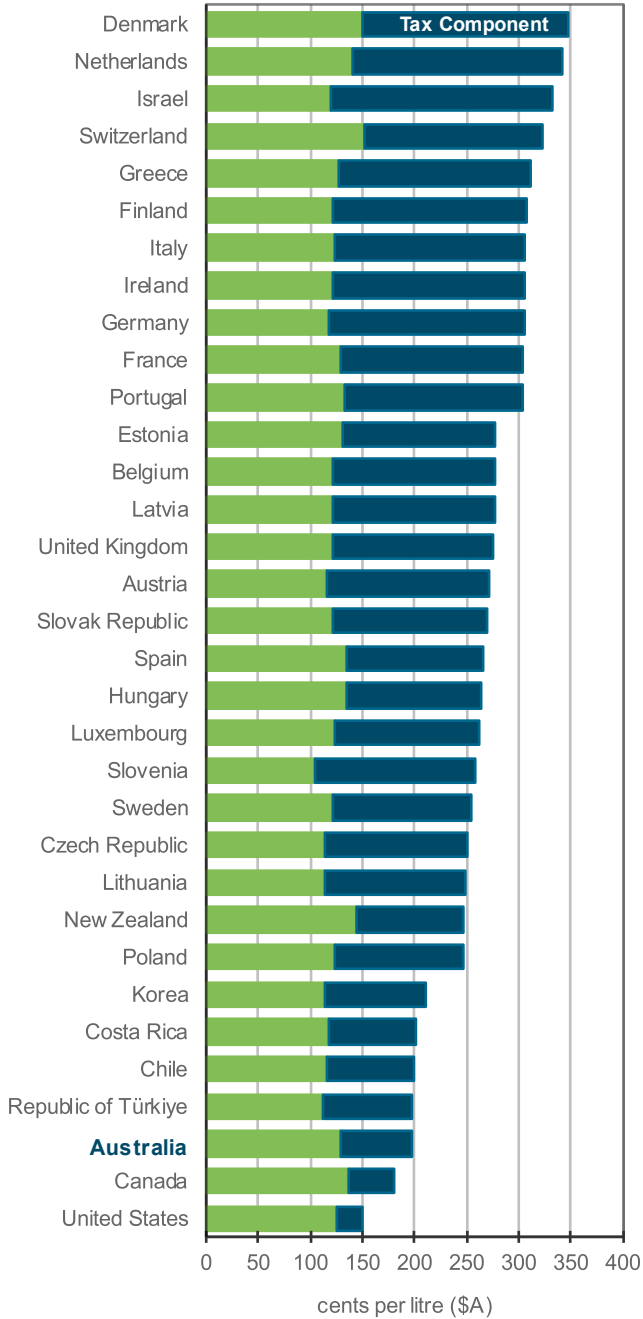
For more information on data methodology, please see the AIP Website (www.aip.com.au/pricing/retail.htm).

Petrol and Diesel Prices & Taxes in OECD Countries

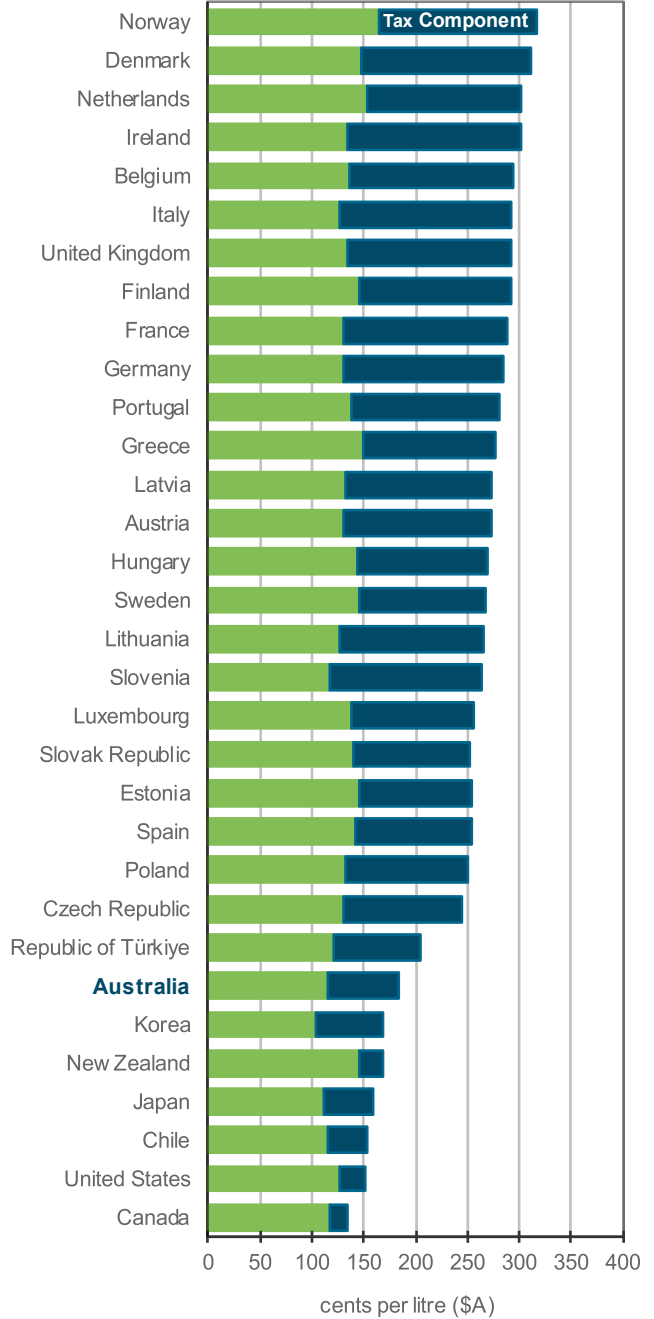
September Quarter 2025

The Charts show Australia has among the lowest petrol and diesel prices of all OECD countries.

Petrol Prices and Taxes in OECD Countries



Diesel Prices and Taxes in OECD Countries



Source: Australian Petroleum Statistics, Office of the Chief Economist