

IFCBAA POSITION STATEMENT 30 MARCH 2026 RE: NATIONAL FUEL SHORTAGE AND MARKET PRICING

4 pages

IFCBAA welcomes Prime Minister Albanese's decision to hold a Federal Cabinet meeting today with State and Territory leaders to address the current fuel shortage situation in Australia.

IFCBAA's provides the following practical solutions for Government consideration to address this situation at this time:

Fuel Shortages

IFCBAA supports the current position being proposed by the Road Freight NSW, The Bus Industry Confederation and the Waste Contractors and Recyclers Association, in jointly calling on the Australian Government to urgently prioritise fuel access for essential service operators, as ongoing supply constraints continue to place pressure on critical service delivery.

The Liquid Fuel Emergency Act 1984 gives the Federal Government clear authority to ensure fuel is directed to sectors vital to community safety, health and welfare.

Under this Act, public transport sits alongside emergency, health and public safety agencies as an essential user during a fuel emergency, granting the sector priority access and potential exemption from rationing to keep services operating.

The National Liquid Fuel Emergency Response Plan ("NLFERP") outlines the Australian Government's strategy for managing fuel supply disruptions of national significance.

Operating under The Liquid Fuel Emergency Act 1984, it authorises the Minister for Climate Change and Energy to regulate fuel sales, allocation and distribution during a declared national liquid fuel emergency.

Noting that The Minister must consult with state and territory governments in this process.



Fuel Supplies

Current fuel supplies are reported as being as follows:

Petrol = 39 days

Diesel = 30 days

Jet Fuel = 30 days

Australia is a member country of the International Energy Agency (IEA) which requires at least 90 days of fuel inventory to be held by member countries.

Australia reportedly currently holds the lowest level of fuel inventory of all International Energy Agency countries.

Whilst understanding that this situation is not able to be resolved immediately, IFCBAA calls on the Federal Government to develop a staged plan that puts in action processes that will see Australia meet its IEA member country requirements of holding 90 days fuel inventory at any time.

This staged plan relating to this solution should be released into the public domain in coming weeks, with Australia ultimately to be fully compliant with this requirement by 30 June 2026.

Fuel Market Pricing

The Australian Competition and Consumer Commission (“ACCC”) is tasked with monitoring the retail prices of unleaded petrol, diesel and LPG in Australian capital cities and in more than 190 regional locations throughout Australia.

Since the start of the current Middle East Conflict, the ACCC has been providing weekly updates on fuel price monitoring

This includes the latest movements in crude oil prices, international refined fuel benchmarks, and domestic wholesale and retail fuel prices in Australia’s capital cities and more than 190 regional locations.

This week’s movements can be viewed through this link:
[fuel price monitoring update.](#)





IFCBAA is concerned that the current price of diesel and petrol has increased in Australia's capital cities and regional areas, way ahead of and in possible expectation of, a complete national fuel shortage, which at this time, is not the situation.

There are reportedly fuel shortages, particularly with diesel availability, in a number of regional and remote locations in Australia, with many of these locations being serviced by second tier oil, gas and fuel distributors and retailers.

IFCBAA request that the ACCC to increase it's surveillance in this area at this time, particularly in relation to the pricing behaviour of the major (ie. first tier) oil, has and fuel distributors and retailers.

Fuel Excise

Currently, 52.6 cents in excise is charged by the Federal Government, per litre of consumed fuel in Australia, with a limited number of industries receiving a rebate of this excise.

Additionally, the Federal Government, via the Australian Taxation Office, collects 10% GST on retail sales of fuel.

Given the current situation with high market pricing of fuel, IFCBAA proposes that the Federal Government reduce the current excise amount to 30 cents per litre of consumed fuel, noting that the GST \$ take from the current inflated prices of all main forms of fuel in Australia, has been artificially increased.

The moving forward, this reduction should be reviewed on a weekly basis and not revert back to the current 52.6 cents per litre, until such time as the market pricing for fuel reduces down to pre Middle East Conflict levels.

The Wharf/Post Interface

IFCBAA has detected that a number of Container Freight Stations ("CFSs"), Empty Container Parks ("ECPs) and Stevedore Terminals have in recent weeks, introduced new and/or increased fuel/diesel based charges onto IFCBAA members, which ultimately need to then be passed onto Australia's importers and exporters.





Whilst appreciating that a number of these businesses have been experiencing some increases in fuel charges that would primarily relate to the operation of heavy equipment and machinery, these businesses should not be levy components of such increases across the market in general, noting that many IFCBAA members utilise their own container transport fleets, or subcontract out such services, meaning that they do not utilise the container transport services provided by these businesses.

Free Public Transport

Both the Victorian and Tasmanian State Governments recently announced plans to offer free public transport for a limited period of time, or until the current situation is resolved.

IFCBAA calls on the Premiers of all other State and Territory Governments, to also provide such assistance immediately to the general public, which would then see a unified national approach in reducing the costs to get to and from work for employee users of public transport during the working week, with this initiative to remain in place nationally, until the current situation eases.

This initiative would also likely reduce to an extent, existing consumer use of current petrol and diesel supplies.

Scott Carson
CEO
IFCBAA
02 9587 1986
swcarson@ifcbaa.com

