



**LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY**

SELECT COMMITTEE ON FUEL PRICING

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Submission Cover Sheet

Inquiry into the Select Committee on Fuel Pricing

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Inquiry into Fuel Pricing

ACT Legislative Assembly

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Table of Contents

Table of Contents	2
About the NRMA	3
Introduction	4
Recommendations	6
Fuel price methodology and key determinants	7
Characteristics of the ACT fuel market	11
The impact of fuel prices on the ACT community	21
Pricing discrepancies within the ACT market.....	22
Best practice approaches to reduce fuel prices	23
Regulatory and legislative solutions and barriers.....	24
ACT Fuel Inquiry - Recommendations.....	24

About the NRMA

Better transport infrastructure has been a core focus of the NRMA since 1920 when our founders lobbied for improvements to the condition of Parramatta Road in Sydney. Independent advocacy was the foundation activity of the organisation and remains critical to who we are as we approach our first centenary.

The NRMA has grown to one of the largest tourism and transport companies in Australia, representing over 2.6 million Australians principally from NSW and the ACT. The NRMA provides motoring, transport and tourism services to our Members and the community.

Today, the NRMA works with policy makers and industry leaders to advocate for transport solutions that help solve key pain points such as congestion, access and affordability and connect people and communities. The NRMA is passionate about facilitating travel across Australia, recognising the vital role tourism plays in supporting regional communities.

By working together with all levels of government to deliver integrated transport and tourism options we can provide for the future growth of our communities and continue to keep people moving for generations to come.



Comments and Queries

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Introduction

The NRMA welcomes the opportunity to comment on the *Inquiry into Fuel Pricing* currently being conducted by the ACT Legislative Assembly.

The NRMA is the largest membership organisation in Australia, representing over 2.6 million members principally from NSW and the ACT. At the NRMA, we are no longer just a roads and motorists organisation, but represent one of the largest transport and tourism companies in the nation. Our interests stretch far beyond roadside assistance and car servicing, to include Thrifty Car Rentals, Travelodge, the Kurrajong Hotel, NRMA Parks and Resorts, and share platforms Divvy and Camplify that address mobility and travel needs within the community.

The inquiry provides the opportunity for a pivotal discussion on the cost of fuel in the ACT, at a time where transport and motoring costs represent a significant proportion of household incomes. The ACT region has higher average fuel prices than the Sydney, Melbourne, Brisbane, Adelaide and Perth metropolitan fuel markets, and has overtaken Darwin to become Australia's second most expensive city for fuel.¹ Daily average petrol prices can in some instances be 30 cents per litre higher in the ACT than other capital city markets.²

Most capital cities generally experience rising and falling price cycles in their fuel costs, caused by pricing strategies of fuel retailers in these markets. However this pricing behaviour does not occur in Canberra, Darwin and Hobart and most regional towns due to lack of competition and fuel price transparency.

Understandably, ACT motorists are frustrated by the impact discrepancies in fuel prices are having on their household finances. In a recent survey conducted by the NRMA, 67 per cent of respondents from the ACT identified rising fuel prices as the most significant motoring issue they were concerned about.

NRMA believes fuel price transparency, competition and planning reform is required to actively address higher fuel prices in the ACT.

The NRMA has long advocated for fuel price transparency and reform of the fuel market to deliver cost savings to the motoring public. Since its introduction in NSW, the NRMA Fuel app which uses real-time data sourced from FuelCheck has seen a reportable price difference between Canberra

¹ Australian Automobile Association. *Transport Affordability Index Q4 2018*. March 2019.

² Motormouth.com.au. *Daily average petrol price tool*. March 2019.

and Sydney of 5.8 cents in the average cost of fuel, for the period 2014 to present. Further external analysis found the price reduction in fuel resulting from the implementation of FuelCheck in NSW has resulted in a total gain in consumer surplus of \$28 million per year in Sydney.³

The NRMA believes that the ACT can greatly benefit from implementing measures such as real-time price monitoring. Offering motorists timely information about the cost of fuel can increase competition, and lead to stable, predictable and transparent pricing, thereby reducing the cost of motoring on the household budget.

The ACCC has previously identified weak competition in the Canberra petrol market as the reason for higher prices.⁴ Independent fuel retailers play a crucial role in placing downwards pressure on fuel prices.

Currently, independent retailers offer the cheapest fuel in the ACT market and their pricing can be up to 20 cents per litre cheaper than the 5 major brands. However, the ACT has a low percentage of discount or independent retailers, thereby reducing the opportunities available to Canberra motorists to access cheaper prices.

Given the impact high fuel prices are having on the cost of living in the ACT, the findings of this inquiry will be critical in ensuring that motorists have access to information about the cheapest fuel and that ACT government policies support competition in the market.

³ Griffith University. *The impact of FuelCheck on retail ULP prices in New South Wales*. March 2018.

⁴ Australian Competition and Consumer Commission. *Petrol prices are not the same: report on petrol prices by major retailer in 2017*. May 2018.

Recommendations

ACT Fuel Inquiry

Establish real-time fuel pricing to provide motorists with visibility of the location and price of fuel across the ACT.

Adopt government policy that encourages independent fuel operators into the ACT market.

Implement planning reform in terms of the location and visibility of new petrol stations.

Fuel price methodology and key determinants

The price of fuel in the Australian market is determined by three factors; the price of crude oil or the refined product, fuel taxes and operating costs and margins. The cost of crude and fuel taxes comprise about 80 to 85 per cent of the total price.

Operating costs and margins do vary across Australia due to the size of fuel markets, the cost of moving fuel from terminals to the various regions and the level of competition in the retail sector.

Tables 1 and 2 provide a breakdown of the three cost factors for the Sydney and Canberra regular unleaded and diesel markets for the financial year ending June 2018.

Regular Unleaded Fuel

The price of regular unleaded is made of three cost factors:

- International price of refined petrol known as Singapore Mogas 95 (Mogas 95);
- fuel taxes comprising fuel excise and GST; and
- operating costs and margins.

Table 1: 2017/18 Regular Unleaded Price Averages and Percentages

<i>Cost Component</i>	<i>Sydney Price</i>	<i>Sydney %</i>	<i>Canberra Price</i>	<i>Canberra %</i>
Mogas 95	60.6	45.5	60.6	42.9
Fuel taxes	52.6	39.5	53.4	37.8
Operating costs and margins	20.0	15.0	27.3	19.4
Total	133.2	100.0	141.3	100.0

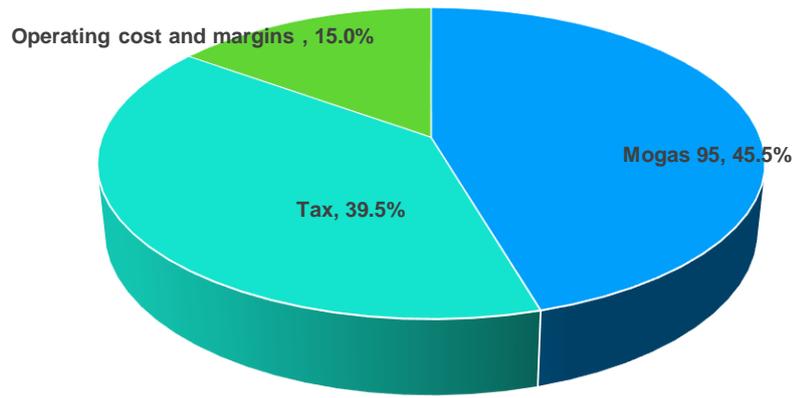
Source: Various - Platts, Fuel Check and Informed Sources

Table 1 shows a number of key points:

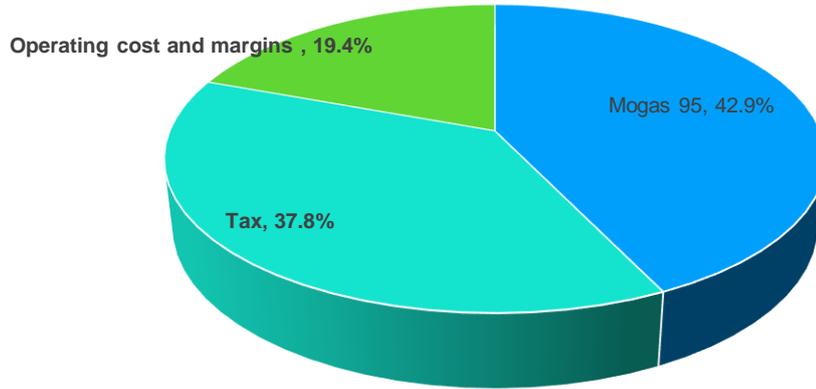
1. The average unleaded price in Canberra was 8.1 cents per litre dearer than Sydney in 2017/18.
2. The operating and margin cost component is 7.3 cents per litre higher in the Canberra market.
3. Operating costs and margins equate to 19.4 per cent of the average regular unleaded price in Canberra, compared with 15 per cent in the Sydney market.

The size of the two fuel markets and the distance from the main storage terminals and the level of retail price competition are the major factors contributing to price differences.

Percentage Cost Splits for Regular Unleaded Fuel in the Sydney market 2017-18



Percentage Cost Splits for Regular Unleaded Fuel in the Canberra 2017-18



Diesel

The price of diesel is made up of three cost factors:

- international price of refined diesel known as Gasoil;
- fuel taxes comprising fuel excise and GST; and
- operating costs and margins.

Table 2: 2017/18 Diesel Price Averages and Percentages

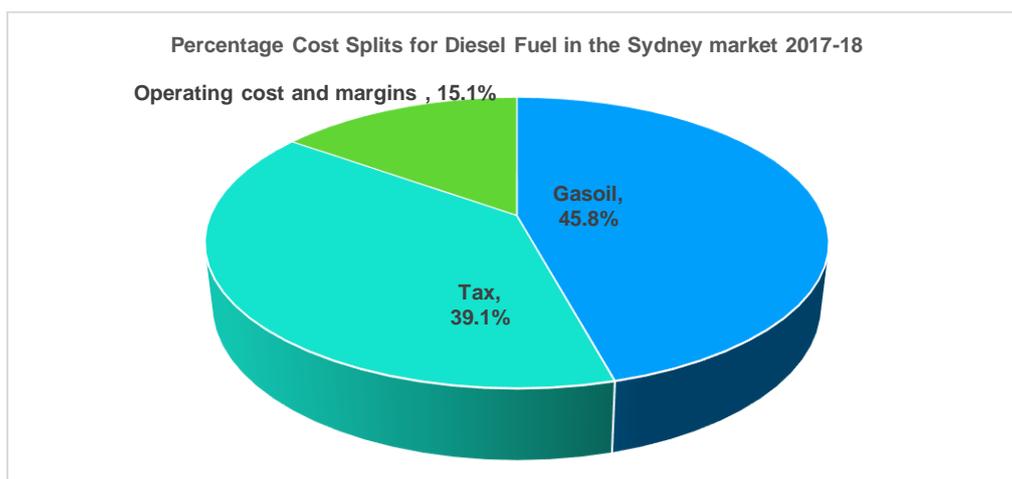
Cost Component	Sydney Price	Sydney %	Canberra Price	Canberra %
Gasoil	61.8	45.8	61.8	44.1
Fuel taxes	52.8	39.1	53.2	38.0
Operating costs and margins	20.4	15.1	25.1	17.9
Total	134.9	100.0	140.1	100.0

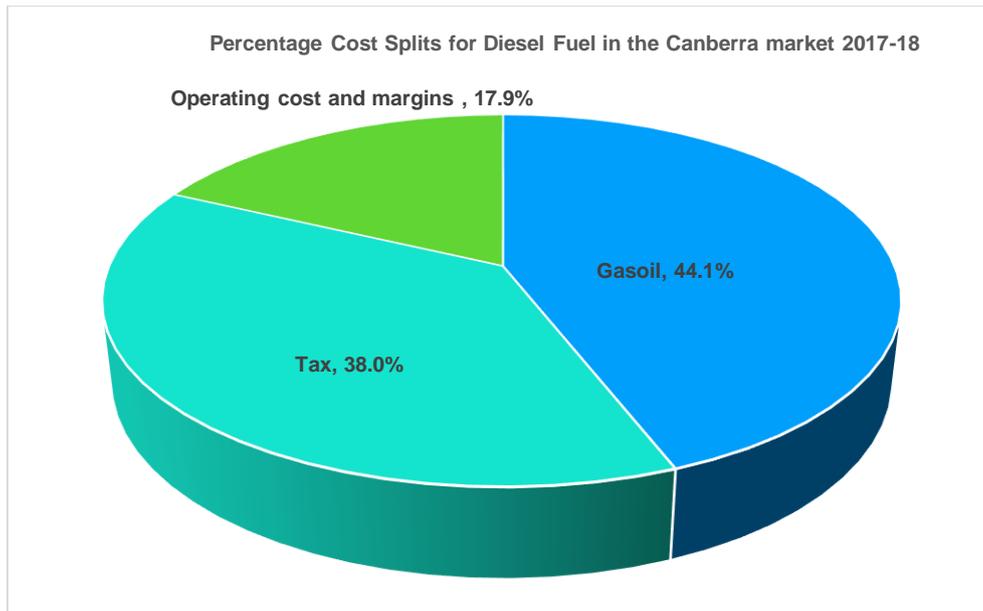
Source: Various Platts, Fuel Check and Informed Sources

Table 2 shows a number of key points:

1. The average unleaded price in Canberra was 5.2 cents per litre dearer than Sydney in 2017/18.
2. The operating costs and margin cost component is 4.7 cents per litre higher in the Canberra market.
3. Operating costs and margins equate to 17.9 per cent of the average regular unleaded price in Canberra, compared with 15.1 per cent in the Sydney market.

Again the size of the two fuel markets, the distance away from the main storage terminals and the level of retail price competition are the major factors contributing to price differences.





Characteristics of the ACT fuel market

ACT fuel market structure

The ACT fuel market is dominated by the two supermarket retailers, Coles Express and Woolworths. According to the Petrol Spy website and other industry sources, the supermarket retailers have 25 out of 58 sites in the ACT. This represents approximately 43 per cent market share (see Table 3).

Currently, average regular unleaded petrol prices in Canberra are over 10 cents per litre higher than in the Sydney market, after recording a 7.4 cents per litre difference in 2017 and 11.4 cents per litre difference in 2018. The NRMA has also observed that since 2012, the average prices in Canberra have neared the 150 cents per litre mark, resulting in the widening of the price differential between Sydney and Canberra.

Table 3: ACT Retail Fuel Market

Fuel brands	Site numbers	% share
Coles Express	15	25.9 %
Caltex	12	20.7 %
Woolworths	10	17.2 %
7 Eleven	9	15.5 %
BP	7	12.1 %
United Petroleum	2	3.4 %
Costco	1	1.7 %
Metro Petroleum	1	1.7 %
Other independent	1	1.7 %

Source: Petrol Spy website and other sources

The Sydney fuel market has over 840 sites compared to 58 in the ACT.⁵ The size of the two markets is obviously influenced by scale and density. Given current population levels, Sydney has a density factor of 400 people per square km compared to 173.3 people per km for Canberra.⁶

NRMA has been vocal in supporting and encouraging the growth of retail competition for fuel, with independent operators often offering cheaper fuel options to motorists. Currently, the penetration of non-aligned independents in the ACT is only 8.6 per cent, or 5 out of 58 retail service stations. Costco at Majura Park and Metro Petroleum in Fyshwick offer the cheapest fuel in the ACT market, and they can be up to 20 cents per litre cheaper than the 5 major brands.

⁵ ACCC. *Petrol prices are not the same: report on petrol prices by major retailer in 2017*. May 2018.

⁶ www.population.net.au.

Sydney and ACT unleaded fuel markets

The Sydney and ACT unleaded fuel market exhibit two different pricing cycles. This is due to the size of the fuel market, and the lack of independent retailers in the Canberra market.

It is estimated that around 40 per cent of the Sydney retail service station market operate as independent operators compared to only 8.6 per cent in the Canberra market. These operators are price discounters that compete against the major established players.

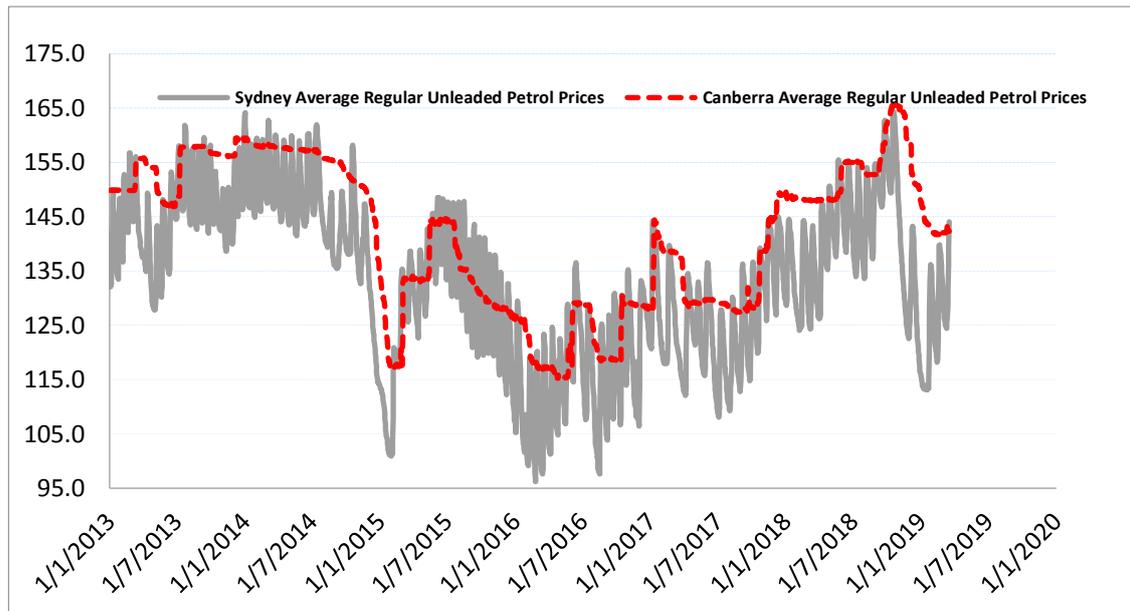
Additionally, the presence of independent operators has created price cycles in major capital cities, Sydney, Melbourne, Brisbane, Adelaide and Perth. This price cycle phenomenon does not exist in Canberra, Hobart and Darwin.

Price cycles do occur in large regional centres such as the Central Coast, Newcastle and Wollongong. Again this is due to the presence of independent service station retailers that compete on price.

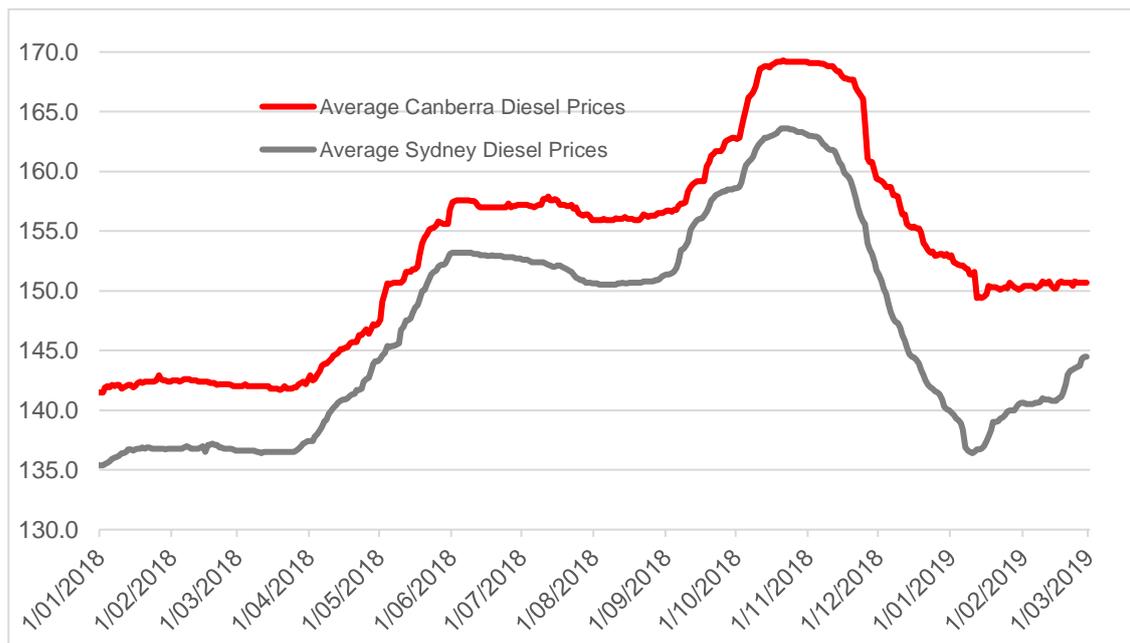
Chart 1 shows the average unleaded prices in the Sydney and Canberra fuel markets since January 2013.

Looking at Chart 1, when the Sydney market is at the top of the price cycle, that is, when there is no price discounting, the prices between the two capital cities are identical and only tend to differ by about 5-8 cents per litre. However, at the bottom of the price cycle, the price differential between Sydney and Canberra can vary as much as 30 cents per litre.

The E10, Premium 95 and Premium 98 fuels exhibit the same pricing behaviour as regular unleaded fuel in the two markets.

Chart 1: Daily Average Regular Unleaded Petrol Prices for Sydney and Canberra since 1 January 2013

Source: Informed Sources. *Data Reports*. 2013-2019

Chart 2: Daily Average Diesel Prices for Sydney and Canberra since 1 January 2018

Source: Informed Sources. *Data Reports*. 2018-2019

Chart 2 shows the average diesel prices in the Sydney and Canberra fuel markets since January 2018.

In comparison with Chart 1, there are a number of distinct differences in the diesel market:

1. There is no price cycle behaviour.
2. Prices tend to fluctuate in line with Gasoil prices, the global benchmark for diesel prices adjusted for \$A/\$US exchange rate movements.

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3. Average diesel prices are still higher in Canberra than in Sydney due to the presence of independent retailers in Sydney. The price differential has fluctuated between 4-13 cents per litre between Sydney and Canberra over the period 1 January 2018 to 28 February 2019.

Regional NSW and ACT unleaded fuel markets

Tables 4 to 9 show the average fuel prices for a number of southern regions surrounding Canberra and includes the major urban regions - Sydney, Central Coast, Newcastle and Wollongong.

Except for the LPG market, average fuel prices in Canberra are at the high end of the price rankings. This is predominantly due to the lack of independent retailers in Canberra.

Sydney, Central Coast, Newcastle and Wollongong unleaded fuel markets have larger scale and more independent operators than in the ACT.

Comparing the ACT fuel market against regional towns around the ACT, one can observe a number of findings:

1. There is a dominant presence of independent operators in Cootamundra, Wagga Wagga, Albury and Goulburn markets, and they tend to have lower average unleaded and diesel prices.
2. Gundagai, Queanbeyan and Yass, which are in close proximity to the ACT, have a lower penetration of independent operators, and therefore tend to have average fuel prices that are comparable to Canberra.

Table 4: Average E10 prices - cents per litre				
Region	2018		Region	Jan Feb 2019
Cootamundra	138.4		Mittagong	121.7
Sydney	139.2		Sydney	121.7
Wollongong	140.1		Cootamundra	121.8
Central Coast	140.3		Albury	122.5
Wagga Wagga	141.1		Moruya	122.8
Albury	142.5		Wollongong	123.3
Goulburn	142.6		Central Coast	123.6
Newcastle	143.5		Nowra	124.1
Nowra	144.1		Wagga Wagga	126.1
Moruya	144.3		Moss Vale	126.8
Temora	145.2		Batemans Bay	127.5
Cooma	145.3		Newcastle	127.6
Young	145.8		Ulladulla	132.8
Ulladulla	146.0		Goulburn	133.9
Yass	146.1		Cooma	134.9
Queanbeyan	146.2		Young	135.5
Moss Vale	146.8		Yass	139.0
Batemans Bay	147.8		Temora	139.1
Mittagong	148.6		Queanbeyan	140.4
Gundagai	150.8		Canberra	141.6
Canberra	151.5		Gundagai	148.3

Source: Informed Sources. *Data Reports*. 2018-2019

Table 5: Average Regular Unleaded prices - cents per litre			
Region	2018		Region
			Jan Feb 2019
Sydney	140.9		Sydney
Cootamundra	142.1		Albury
Wollongong	142.3		Wollongong
Central Coast	142.7		Nowra
Goulburn	143.6		Cootamundra
Wagga			
Wagga	144.5		Central Coast
Newcastle	144.8		Mittagong
			Wagga
Ulladulla	145.0		Wagga
Albury	145.1		Newcastle
Nowra	145.7		Moruya
Young	145.8		Moss Vale
			Batemans Bay
Moruya	147.1		
Temora	147.3		Ulladulla
Queanbeyan	147.6		Goulburn
Batemans Bay			
	147.6		Cooma
Yass	148.7		Young
Moss Vale	148.8		Yass
Mittagong	149.9		Gundagai
Cooma	150.1		Temora
Gundagai	150.5		Queanbeyan
Bega	151.4		Canberra
Canberra	153.3		Bega

Source: Informed Sources. *Data Reports*. 2018-2019

Table 6: Average Premium 98 prices - cents per litre			
Region	2018	Region	Jan Feb 2019
Albury	154.1	Albury	135.2
Cootamundra	155.0	Cootamundra	135.5
Wagga			
Wagga	155.6	Mittagong	138.1
Sydney	155.9	Sydney	138.4
Central Coast	156.8	Nowra	139.1
Wollongong	157.3	Wagga	
Temora	158.0	Wagga	139.5
Newcastle	158.1	Central Coast	139.9
Goulburn	158.3	Wollongong	140.2
Queanbeyan	158.9	Moruya	141.6
Moruya	159.7	Newcastle	142.2
Young	159.8	Batemans Bay	145.5
Nowra	160.1	Ulladulla	147.9
Yass	161.2	Cooma	148.1
Ulladulla	161.6	Young	149.6
Batemans Bay	162.1	Goulburn	150.4
Cooma	162.2	Queanbeyan	153.4
Mittagong	164.5	Canberra	153.6
Bega	164.6	Yass	153.8
Canberra	164.6	Temora	154.3
Gundagai	165.0	Gundagai	158.1
		Bega	163.7

Source: Informed Sources. *Data Reports*. 2018-2019

Table 7 Average Premium 98 prices - cents per litre			
Region	2018	Region	Jan Feb 2019
Sydney	161.7	Cootamundra	143.2
Central Coast	162.5	Sydney	144.5
Wollongong	162.8	Mittagong	144.9
Ulladulla	163.8	Albury	145.0
Wagga			
Wagga	164.0	Nowra	145.5
Young	165.1	Central Coast	145.7
Temora	165.2	Wollongong	146.3
Nowra	165.5	Moruya	147.4
		Wagga	
Moruya	165.7	Wagga	147.6
Albury	166.0	Newcastle	149.9
Newcastle	166.1	Moss Vale	150.6
		Batemans	
Cooma	166.3	Bay	153.0
Queanbeyan	166.3	Cooma	154.1
Goulburn	167.3	Ulladulla	154.6
Batemans			
Bay	167.3	Young	156.9
Yass	167.6	Goulburn	158.7
Mittagong	168.7	Canberra	159.9
Moss Vale	170.2	Yass	160.3
Bega	170.3	Temora	160.5
Canberra	170.9	Queanbeyan	161.3
Gundagai	175.4	Bega	167.3
		Gundagai	173.1

Source: Informed Sources. *Data Reports*. 2018-2019

Table 8: Average Diesel prices - cents per litre				
Region	2018		Region	Jan Feb 2019
Cootamundra	146.1		Cootamundra	138.6
Yass	147.7		Albury	140.0
Sydney	148.1		Sydney	140.1
Temora	148.5		Yass	140.2
Central Coast	148.8		Goulburn	140.9
Newcastle	148.9		Wollongong	140.9
Wollongong	149.0		Ulladulla	141.5
Goulburn	149.0		Nowra	141.7
Ulladulla	149.1		Central Coast	141.8
Albury	149.2		Newcastle	142.8
Wagga Wagga	149.6		Young	142.9
Nowra	150.0		Moruya	143.9
Young	150.5		Wagga Wagga	144.5
Batemans Bay	151.7		Gundagai	144.8
Mittagong	151.7		Moss Vale	144.9
Queanbeyan	151.8		Mittagong	146.9
Moruya	152.2		Queanbeyan	147.5
Moss Vale	153.3		Cooma	149.8
Gundagai	153.3		Batemans Bay	150.0
Canberra	153.8		Temora	150.2
Bega	154.4		Canberra	150.7
Cooma	155.1		Bega	154.7

Source: Informed Sources. *Data Reports*. 2018-2019

Table 9: Average LPG prices - cents per litre			
Region	2018	Region	Jan Feb 2019
Sydney	81.7	Sydney	78.7
Albury	82.5	Canberra	80.6
Canberra	84.2	Albury	81.7
Central Coast	84.9	Nowra	83.1
Queanbeyan	85.6	Yass	83.2
Yass	86.2	Central Coast	85.4
Newcastle	86.6	Wollongong	86.0
Wollongong	86.6	Newcastle	86.9
Nowra	87.3	Queanbeyan	86.9
Wagga Wagga	87.3	Young	87.2
Bega	88.9	Wagga Wagga	89.1
Ulladulla	89.5	Bega	89.4
Goulburn	89.7	Goulburn	89.7
Batemans Bay	97.4	Batemans Bay	93.1
Moruya	97.5	Mittagong	94.9
Cooma	98.3	Cooma	97.2
		Ulladulla	97.9
		Moruya	98.3

Source: Informed Sources. *Data Reports*. 2018-2019

The impact of fuel prices on the ACT community

The rising cost of living is a considerable concern for Australians. Household incomes remain flat and are expected to remain so over the next 10 years. Over the past decade average weekly earnings have risen 37 per cent while wage price inflation has risen 36 per cent according to Australian Bureau of Statistics. Economic forecasters are expecting this trend to continue.

This means any increase in the cost of living such as utilities and transport costs including fuel, pinches the motorist's back pocket, impacting their family budget and disposable income. Increased cost of living has a flow on effect to quality of life as it reduces discretionary spend on items such as holidays and travel, which are important for health and wellbeing.

Analysis undertaken by the Australian Bureau of Statistics indicates 4 out of the top 20 expenditure classes are transport-related costs, which includes, automotive fuel, the motor vehicle itself, and motor vehicle expenditure including maintenance and repair.⁷

The typical Australian city household now spends \$18,227 a year on transport, with the greatest increase in transport costs recorded in Canberra (an increase of \$268 per year).⁸ The average ACT family is now paying \$17,513 per year in household transport costs.

While the average Sydney house hold spends \$74.25 per week on fuel, a Canberra household can pay up to \$80.81 per week to fill up.⁹

The average price of unleaded petrol in Canberra can be in some instances 30 cents per litre higher than the price in each of Australia's five major cities. This is a financial drain on ACT residents, 75 per cent of whom rely on their motor vehicles to commute according to recent census figures.¹⁰

It is not surprising that in a recent survey conducted by the NRMA, 67 per cent of respondents from the ACT identified rising fuel prices as a significant motoring issue.

⁷ Australian Bureau of Statistics. *Catalogue 6401.0*. March Quarter 2017.

⁸ Australian Automobile Association. *Transport Affordability Index Quarter 4 report*. March 2019.

⁹ Ibid.

¹⁰ Australian Bureau of Statistics. *How far do Australians go to get to work?* May 2018.

Pricing discrepancies within the ACT market

Pricing discrepancies within the ACT fuel market seem to be a result of how the fuel industry has grown over time.

It is a medium-sized market that has been dominated by supermarket retailers, Coles Express and Woolworths. As previously mentioned, these two retailers have 25 out of the 58 sites present in the ACT. This represents approximately 43 per cent of the total sites. Independents only control 8.6 per cent of the market.

While variation in pump prices in the Canberra market for unleaded fuel moves in line with the Mogas 95 benchmark price for the regular unleaded price, the limited clout of independent retailers contributes to price discrepancies in the ACT. This can be observed by comparing the retail price at independents like Metro Petroleum at Fyshwick and Costco at Majura Park against major brands. This difference can be up to 20 cents per litre in some instances.

Of the independents, Metro and Costco exhibit more aggressive pricing behaviour against the established players. Both Metro and Costco are in the north-east region of the ACT, away from residential precincts. There is a lack of aggressive fuel discounters elsewhere in the ACT.

Most of the retail service stations in the ACT are not situated on major arterial roads, but in the suburbs and not concentrated in clusters, resulting in limited visibility to the prices offered by a range of providers. This too, contributes to discrepancies in prices and discourages operators from providing motorists the best possible deals.

Best practice approaches to reduce fuel prices

The NRMA has been a strong advocate for full price transparency in the retail fuel market. The NRMA campaigned successfully for the introduction of real time petrol prices in NSW. The FuelCheck website was introduced by the NSW Government on the 24 August 2016.

The NRMA Fuel app was also launched the same day as the FuelCheck website. The app allows motorists to search for the cheapest fuel prices in their area, and since its inception has been downloaded nearly a million times.

Fuel price transparency has a major role in ensuring motorists are able to make informed decisions about purchasing fuel based on price and location. The success of the FuelCheck website and the NRMA Fuel app is the result of real-time fuel price information being available to motorists.

Availability of real time price information can act as a catalyst to encourage greater price competition in the retail fuel market and help reduce fuel prices for motorists.

Average reportable fuel prices for capital cities

Since the introduction of the FuelCheck system (comparing both 870 days before and after FuelCheck was implemented) the reportable average regular unleaded price differential for the Sydney market had fallen 2.2 cents per litre against the Adelaide, Brisbane, Melbourne and Perth markets.

When compared to Canberra, Sydney has seen a reportable price fall of 5.8 cents per litre.¹¹

The NRMA is keen to expand the FuelCheck application into the ACT so that all motorists can gain access to real time fuel prices. Greater fuel price transparency through real time data gives motorists the opportunity to research and find the cheapest fuel in their region, leading to transport cost savings for families. It would also help to stimulate price competition in the ACT.

¹¹ Informed Sources. *Data reports*. 2019.

Regulatory and legislative solutions and barriers

Given the structure of the ACT fuel market and the lack of independent fuel operators, there has been some commentary around the role ACT planning and land regulations has played in the development of the fuel market. This may explain why independent fuel operators have not had the same opportunities to establish themselves in Canberra as they have in other capital cities.

The ACT government can stimulate price competition in the fuel market by:

- prioritising independent retailers when approving fuel stations near current or future land releases and property development; and
- also setting a target and increasing their numbers to account for at least 20% (currently 8.6%) of the fuel market.

It is therefore appropriate for the ACT Government to examine this issue in some detail to assess what impact ACT planning rules have had in the development of the retail fuel market structure and make necessary changes.

ACT Fuel Inquiry - Recommendations

The NRMA has long supported a full examination of the factors discussed in this submission that impact the determination of fuel prices in the ACT. This inquiry is pivotal to addressing these issues.

The NRMA asks that the ACT Government implement the following recommendations to address higher fuel prices in the ACT market:

- Establish real-time fuel pricing to provide motorists with visibility of the location and price of fuel across the ACT.
- Adopt government policy that encourages independent fuel operators into the ACT market.
- Implement planning reform in terms of the location and visibility of new petrol stations.

