



ASSISTANT SECRETARY, ENVIRONMENT PROTECTION BRANCH,

DEPARTMENT OF THE ENVIRONMENT

**NOTICE UNDER SECTION 17A OF THE *FUEL QUALITY STANDARDS ACT 2000*
CONCERNING A DECISION UNDER SECTION 13 OF THAT ACT FOR AN APPROVAL FOR A
VARIATION OF THE FUEL STANDARD (PETROL) DETERMINATION 2001**

I, Simon Banks, Assistant Secretary, NSW and ACT Assessments and Fuel Branch, delegate of the Minister for the Environment, provide the following information concerning my decision to grant an approval under section 13 of the *Fuel Quality Standards Act 2000*.

Name of approval holder

Haltermann Carless UK Ltd

Period of operation

The period of operation is from the date of the approval until 31 October 2015.

Details of the approval

This approval varies the fuel standard for petrol set out in the Fuel Standard (Petrol) Determination 2001 (the Petrol Determination) so that specialist unleaded racing fuel containing either or both of the following parameters:

- methyl tertiary-butyl ether (MTBE) up to 14.1 percent v/v; and
- phosphorus up to 0.026 g/L,

will be taken to comply with the MTBE and phosphorus parameters specified in the Petrol Determination in respect of the supply of the fuel for use in legitimate motor sport activities.

This approval applies to petrol supplied by the approval holder and the regulated persons specified in Annexure 1.

This approval is granted subject to the conditions specified in section 17 of the Act and the conditions specified in Annexure 2 of the approval instrument.

Summary of reasons for the approval

I grant the approval as provided for in section 15 of the Act for the following reasons:

(a) The protection of the environment

The fuel subject to this recommendation is used in small quantities for motor sport activities. In this context, it is not expected to impact significantly on ambient air quality.

The consequences of even a small amount of MTBE contaminating water sources can be significant. It is a standard condition of section 13 approvals for fuel containing MTBE above the

limit specified in petrol standard that the fuel not be permitted in activities occurring on fresh water lakes and waterways.

The fuel will be dispensed on a self-bunded flooring system and fuel drums will be stored onsite within a transport container that meets international requirements for the transport of dangerous goods. Response procedures are in place for any spills on the course. It is not expected that permitting the supply of the fuels covered by this approval for motor sport activities will have an adverse effect on the environment.

(b) The protection of occupational and public health and safety

The fuel is not likely to have any impact on the health and safety of users as the volume used is minimal and for specific events. The fuel will be used by a small number of competitors and no contact with the general public is expected. Specialist racing fuels are supplied in sealed containers of up to 205 litres capacity and are used in small quantities, primarily in off-road activities, and in widely dispersed locations. Safe handling information will be provided with the fuel. Consequently, the committee does not expect any significant occupational and public health and safety risks to result from use of these fuels.

(c) The interests of consumers

A single batch of specialist fuel is produced each year for the World Rally Championship organisers to supply all cars in all events in all countries. This single batch standardises the fuel for all competitors and avoids cars needing to be retuned for local fuel in each different country. International rally cars would not function properly on standard petrol, and the event may not go ahead in Australia if approval is not granted.

(d) The impact on economic and regional development

As this is an international event, it will attract tourism to the area (Coffs Harbour) for the duration of the event, and like other motor sport events, will provide a financial benefit to the (non-metropolitan) host community.

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Simon Banks

Assistant Secretary

13 August 2015