



HEAD OF DIVISION, OFFSHORE RESOURCES AND LIQUID FUELS DIVISION

DEPARTMENT OF INDUSTRY, SCIENCE, ENERGY AND RESOURCES

**NOTICE UNDER SECTION 17A OF THE *FUEL QUALITY STANDARDS ACT 2000* FOR
VARIATION OF THE FUEL QUALITY STANDARDS (PETROL) DETERMINATION 2019
- ACB GROUP PTY LTD (EXPIRY 30 JUNE 2023)**

I, Shane Gaddes, Head of Division, Offshore Resources and Liquid Fuels Division, delegate of the Minister, provide the following information concerning my decision to grant an approval under section 13 of the *Fuel Quality Standards Act 2000* (the Act).

Name of approval holder

ACB Group Pty Ltd (ABN 85 606 368 647)

Details of the approval

The approval to ACB Group Pty Ltd was granted to vary the Fuel Standard (Petrol) Determination 2001 and the Fuel Quality Standards (Petrol) Determination 2019 (2019 Determination) to permit the supply of petrol specified in the original grant of approval. The Fuel Standard (Petrol) Determination 2001 was superseded by 2019 Determination. Original approvals and subsequent variations continued to apply under the 2019 Determination.

Pursuant to section 13A(1) and (2) of the Act, the listed approval came into force on the date specified in the approval, and remain in force for the period specified in the approval extension (being until 30 June 2022).

Details of the variation

Pursuant to section 17D(1) of the Act, the period of effect of the listed approval has been varied in respect of the supply of petrol until 30 June 2023. The conditions and regulated persons list have also been updated.

Summary of reasons for the approval

Having consulted with the Fuel Standards Consultative Committee as required by section 24A of the Act, I grant the approval as provided for in section 15 of the Act for the following reasons:

- a) The protection of the environment

As the fuel subject to this recommendation is supplied and used in small quantities for motor sport activities. In this context, higher levels of ethanol, oxygen and aromatics are not expected to impact significantly on ambient air quality.

The fuel is expensive compared with normal fuels available to the public and the price provides a strong disincentive for any waste, misuse, or spillage.

It is therefore not expected that permitting the supply of the fuel 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 a significant impact on the health and safety of users as the volume of fuel used is low and confined to racing 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 200 litres capacity and are used in small quantities, predominantly in off-road activities, and in widely dispersed locations. Safe handling information will be provided with the fuel. The volume of fuel to be supplied under an approval is limited. Under these conditions, occupational and public health and safety risks resulting from short-term/intermittent use of these fuels will be minimised.

c) The interests of consumers

Specialist racing fuels meet the needs of a niche market for specific categories of motor racing. The consumers using these fuels seek the performance and operability characteristics provided by these fuels. Without them, motor sport competitors may not be able to operate their vehicles effectively.

d) The impact on economic and regional development

Many racing venues are located outside major population areas. Motor and water sports events provide an ongoing financial benefit to these regional communities. A decision to disallow the continued and controlled supply of specialist racing fuels would have an adverse effect on national and regional motor sport competitions and the economic benefits that flow from them.

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Shane Gaddes
Head of Division, Offshore Resources and Liquid Fuels Division
23 June 2022