



BRANCH HEAD, LIQUID FUELS OPERATIONS AND ANALYSIS BRANCH

DEPARTMENT OF CLIMATE CHANGE, ENERGY, THE ENVIRONMENT AND WATER

NOTICE UNDER SECTION 17A OF THE *FUEL QUALITY STANDARDS ACT 2000* FOR VARIATION OF THE FUEL
QUALITY STANDARDS (PETROL) DETERMINATION 2024
– RACE TORQUE ENGINEERING PTY LTD (EXPIRY 30 JUNE 2026)

I, Cris Cano, Branch Head, Liquid Fuels Operations and Analysis Branch, delegate of the Minister for Climate Change and Energy, 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

Race Torque Engineering Pty Ltd (ABN 65 096 925 996)

Details of the approval

This approval varies the fuel standard for petrol set out in the Fuel Quality Standards (Petrol) Determination 2024 (Petrol Standard), so that fuel containing:

- a maximum ethyl tertiary butyl ether (ETBE) content of 20% v/v
- a maximum methyl tertiary butyl ether (MTBE) content of 13% v/v
- a maximum olefins content of 20% v/v
- a maximum oxygen content of 4.65% m/m

is taken to comply with the relevant parameters specified in the Petrol Standard in respect of the supply of specialist racing fuels.

Pursuant to paragraphs 13A(1) and (2) of the Act, the listed approval comes into force on the date of approval and remains in force for the period specified in the approval (being until 30 June 2026).

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 with regard to matters specified under section 15 of the Act, in particular:

(a) The protection of the environment

The strict management of the motorsport industry results in fewer emissions released into the environment from the use of specialist racing fuels. Racing vehicle engines are tuned specifically to the type of race fuel used in each event, which often aids in achieving more complete combustion. These fuels generally have low levels of impurities and only trace levels of minerals such as sulfur and phosphorus compared to pump fuels, and therefore often burn cleaner.

Specialised racing fuels are supplied and used in small quantities in sealed drums, ranging from 20 litres to 200 litres, intended for motorsport activities in controlled environments with strict protocols in place for storage, handling, and spill management. Fuels are only sold in sealed, approved dangerous goods containers which comply with the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code).

Motorsport events have protocols in place to reduce environmental impacts. The fuelling area is managed using environmental fuel spill kits, mats, bunding and other equipment to reduce any risk of impact to the environment.

With these handling protocols in place, it is expected the specialist racing fuels supplied by Race Torque under this approval for motorsport activities will not have any material 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, highly controlled and confined to race vehicles. The fuel will generally be used by competitors at events in large, outdoor areas.

Specialist racing fuels are supplied in sealed containers of up to 200 litres capacity and are used in small quantities. Safety Data Sheets are provided to each consumer that outline the health risks, how to mitigate any associated risks, and penalties associated with failure to safely store and manage the fuels.

Occupational and public health and safety risks resulting from short-term/intermittent use of these fuels will be minimised through the conditions of approval.

(c) The interests of consumers

Enabling the supply of specialist race fuels through Race Torque’s section 13 approval provides a fuel that is professionally produced and safely made available for racing consumers.

Specialist racing fuels meet the needs of a niche market for specific categories of motor racing. Participants use vehicles with engines built and manufactured to the international fuel specifications set by racing organisations. Consumers seek the performance and operability characteristics provided by these fuels. Without the supply of fuels that optimise performance, these motorsport industries would be severely impacted in Australia.

(d) The impact on economic and regional development

Motorsport events are regularly held in regional Australian areas and provide an ongoing benefit to these regional communities by generating income and opportunities for growth. Limiting continued and controlled supply of specialist racing fuels would have an adverse effect on national and regional motorsport competitions and the economic benefits that flow from them.

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Cris Cano
Branch Head
Liquid Fuels Operations and Analysis Branch
25 February 2025