



## BRANCH HEAD, LIQUID FUELS 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 AND THE FUEL QUALITY STANDARDS (ETHANOL E85) DETERMINATION 2024 - INTERNATIONAL MOTORSPORT SOLUTIONS PTY LTD (EXPIRY 30 JUNE 2025)

I, Jennifer Anne, Branch Head, Liquid Fuels Branch, 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

International Motorsport Solutions Pty Ltd (ABN 40 122 179 524)

#### Period of operation

The approval comes into force on the date below and remains in force until 30 June 2025.

#### Details of the approval

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

- a maximum aromatics content in petrol of up to 70% v/v
- a maximum diisopropyl ether (DIPE) content of up to 25% v/v
- a maximum ethanol content in petrol of up to 30% v/v
- a maximum ethyl tertiary butyl ether (ETBE) content of up to 20% v/v
- a maximum methyl tertiary butyl ether (MTBE) content of up to 50% v/v
- a maximum oxygen content in petrol of up to 10.2% m/m

is taken to comply with the relevant parameters specified in the Petrol Determination in respect of the supply of specialised racing fuels until 30 June 2025.

This approval varies the fuel standard for ethanol as set out in the Fuel Quality Standards (Ethanol E85) Determination 2024 (E85 Determination), so that fuels containing:

- a minimum Motor Octane Number (MON) of 84.5

is taken to comply with the relevant parameters specified in the E85 Determination in respect of the supply of specialised racing fuels until 30 June 2025.

#### 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**

The fuel subject to this approval 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.

Motorsport events have many protocols in place to reduce environmental impacts. The fuel area is managed using environmental fuel spill kits, mats, bunding and other equipment to reduce any risk of impact to the environment. It is therefore expected that permitting the supply of the fuel covered by this approval for motorsport activities will not have an adverse effect on the environment.

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.

Each racing category is managed by industry bodies that set homologation for their events. These set the allowable specifications of the fuel for each racing type. Without the supply of these racing fuels, many motorsport events would no longer be possible in Australia.

Most of the motorsport industry have engines that are not able to safely operate on Australian fuel at retail pump sites, compliant under the Act. A large percentage of these cars and engines are from overseas and are built and manufactured to the international fuel specifications set by international racing organisations like the Fédération Internationale de l'Automobile (FIA). Without the supply of many of these fuels, these motorsport industries would cease to exist.

**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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**Jennifer Anne**  
**Branch Head, Liquid Fuels Branch**  
**25 June 2024**