



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 (AUTOMOTIVE DIESEL) DETERMINATION 2019 – FULIE ENERGY PTY LTD (EXPIRY 31 DECEMBER 2025)**

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**

Fulie Energy Pty Ltd (ABN 64 678 469 942)

**Details of the approval**

This approval varies the fuel standard for diesel set out in the Fuel Quality Standards (Automotive Diesel) Determination 2019 (Diesel Standard), so that fuel containing:

- a minimum density value of 765 kg/m<sup>3</sup>

is taken to comply with the relevant parameters specified in the Diesel Standard in respect of the supply of renewable diesel.

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

**(a) The protection of the environment**

Renewable diesel is not considered to have direct environmental impacts where it is being used with engines that can operate on lower-density diesel. Renewable diesel does not warrant additional precautions to handling, storage or distribution aspects from traditional diesel practices.

More broadly, renewable diesel has several environmental benefits over mineral diesel owing to some of its properties. There is little-to-no aromatics or sulfur in the fuel, which translates to more complete combustion and lower particulate emissions. It provides an alternative to mineral diesel with the benefit of lower life-cycle greenhouse gas (GHG) emissions.

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

The characteristics of renewable diesel are similar to those of mineral diesel, such as the flashpoint. Therefore, there are no additional precautions required for its handling, storage, or distribution beyond those for mineral diesel. There are no additional hazards for human exposure (inhalation and ingestion

remain key hazards as for mineral diesel), requirements for firefighting measures, or differences in material stability and reactivity. As such, existing protocols for the handling of fuel and management can be utilised.

Considering the comparable characteristics to mineral diesel, the department does not anticipate any increased occupational and public health and safety risks to arise from the use of these fuels.

**(c) The interests of consumers**

Fulie’s customers are in sectors that are heavily reliant on diesel and hard to decarbonise. Renewable diesel provides these customers with an accessible option to reduce lifecycle carbon emissions with relatively minimal upfront investment, as renewable diesel can be used by many engines without any modifications.

Supply of renewable diesel can assist Fulie’s customers to achieve any planned pathways to meet GHG emissions targets. An increase in available supply options for renewable diesel is better for consumers as it increases competition in the market.

**(d) The impact on economic and regional development**

Supporting demand and supply of renewable diesel in Australia allows for the development and growth of a local supply chain, including the potential emergence of new suppliers and distribution networks. Approval of this application will allow Fulie to support regional business looking to transition to renewable fuels.

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**Cris Cano**  
**Branch Head**  
**Liquid Fuels Operations and Analysis Branch**  
**19 December 2024**