

The RACQ's Annual Fuel Price Report for 2014 provides an overview of fuel price movements during the year, with a focus on the key Brisbane capital city market.

Key Points

- The average price of unleaded petrol (ULP) in Brisbane for 2014, was the highest price on record at 150.1 cents per litre (cpl), and 2.2 cpl higher than 2013. Retail margins, at 10.2 cpl, were 2.2 cpl higher than 2013. Average total margins were 21.6 cpl, 2.1 cpl higher than 2013.
- The average price of 95 RON Premium ULP (PULP 95) in Brisbane for 2014 was 157.9 cpl, 0.3 cpl lower than 2013. Retail margins, at 10.1 cpl, were also 0.4 cpl lower than 2013.
- The average price of E10 in Brisbane for 2014 was 147.2 cpl, 1.7 cpl higher than 2013. Retail margins, at 9.4 cpl, were 1.3 cpl higher than 2013.
- A new record high daily average ULP price was observed in Brisbane on 2 January 2014, when the price was 165.5 cpl.
- The price of ULP in Brisbane was broadly in-line with international benchmark prices in 2014, although margins were greater than 2013.
- The average price of ULP across Queensland in 2014 was 156.8 cpl, 2.5 cpl higher than 2013. The average price of diesel across Queensland in 2014 was 156.5 cpl, 3.3 cpl higher than 2013. A record monthly average retail margin of 20.0 cpl was observed in December and a record daily average retail margin of 23.1 was observed on 24 and 26 December 2014.
- The average price of diesel in Brisbane in 2013 was 155.4 cpl, 2.0 cpl more than the 2012 average of 149.3 cpl. Retail margin, at 13.9 cpl, were 3.5 cpl greater than 2013. The price of diesel in Brisbane in the first half of 2014 was broadly in-line with international benchmark prices. In the second half of 2014 substantial falls in the international benchmarks were not reflected in the diesel retail price.
- Of the 36 regional centres monitored by RACQ in 2014, 22 experienced record high ULP prices.
- The Brisbane ULP price cycle increased in length during 2014. The average cycle length was 22.8 days, compared to 16.2 days in 2013
- Sunshine Coast was the cheapest place to buy ULP (147.4 cpl) in Queensland and Gympie was the cheapest region for diesel (152.4 cpl).

Key Numbers

	Average Price	High Price (Date)	Low Price (Date)
ULP (cpl) Brisbane	150.1	165.5 (02/01/14)	120.5 (31/12/14)
PULP 95 (cpl) Brisbane	157.9	175.5(02/01/14)	131.7 (31/12/14)
Diesel Brisbane	155.4	162.3 (05/02/14)	140.7 (30/12/14)
LPG (cpl) Brisbane	82.5	95.0 (02/01/14)	72.4 (31/12/14)
Exchange Rate (A\$/US\$)	0.9028	0.9458 (02/07/14)	0.8112 (24/12/14)
Brent Crude (A\$/bbl)	110.2	124.4 (04/03/14)	71.4 (30/12/14)

Source: RACQ calculations using MotorMouth, Bloomberg and RBA data

Summary of ULP Price Movements in 2014

Table 1 summarises Brisbane ULP prices and margins for 2014, as well as wholesale prices and exchange rates, and the prices of Asia Pacific regional benchmarks – Singapore MOGAS and Tapis crude, and the international crude oil benchmark – Brent.

Table 1: Summary of Brisbane ULP Prices

Date	Average ULP Retail Price (cpl)	Average TGP Price (cpl)	Brent Crude Oil (A\$/bbl)	Tapis Crude Oil (A\$/bbl)	MOGAS Price (A\$/bbl)	Exchange Rate (A\$/US\$)	Average Retail Margin (cpl)	Average Total Margin (cpl)
Average for 2014	150.1	138.8	110.2	113.5	122.2	0.9028	10.2	21.6
Fourth Quarter 2014	140.6	126.7	91.0	92.8	102.2	0.8569	12.8	23.1
Third Quarter 2014	148.6	139.6	112.1	115.8	124.1	0.9254	11.4	19.7
Second Quarter 2014	153.2	143.5	117.6	121.0	130.8	0.9330	8.6	21.2
First Quarter 2014	157.3	145.7	120.3	126.0	133.0	0.8964	10.5	22.5
Average for 2013	147.9	138.3	112.6	118.7	123.4	0.9686	8.5	19.5
Average for 2012	145.4	135.2	107.5	114.7	119.1	1.0359	9.5	20.4
Average for 2011	142.5	132.3	107.4*	113.2	116.2	1.0315	9.5	13.5

Source: RACQ calculations using MotorMouth, FUELtrac, AIP, IRESS, Bloomberg and RBA data

*Data limited to the third and fourth quarter of 2011

The average price of ULP in Brisbane in 2014, at 150.1 cpl was the highest recorded, and 2.2 cpl greater than the average price in 2013. The ULP price peaked in the first quarter of 2014 at an average price of 157.3 cpl before softening for the rest of 2014. The average price of the fourth quarter was 140.6 cpl, 16.7 cpl lower than the first quarter and lower than any time since 2010.

Indicative retail margins, at 10.2 cpl, were 1.7 cpl higher than 2013 and 0.7 cpl higher than both 2012 and 2011. Average total margins increased by 1.7 cpl compared to 2013.

The price of the regional refined fuel benchmark (Singapore MOGAS) started the year at 136.1 A\$/bbl (85.6 cpl), softened throughout 2014, ending the year at 86.0A\$/bbl (54.1 cpl).

Table 2 summarises Brisbane E10 and PULP95 prices and margins for 2014 and the price differences compared to Regular ULP.

The E10 and PULP95 price in Brisbane closely followed the trends set by the ULP price.

Retail margins on E10 were 0.8 cpl lower than ULP. This is consistent with previous years. Retail margins on PULP95 were 0.1 cpl lower than ULP.

Table 2: Summary of Brisbane E10 and PULP95 Prices

Date	Average E10 Retail Price (cpl)	Average E10 TGP Price (cpl)	E10 Retail Margin	E10 Price difference compared to ULP	Average PULP95 Retail Price (cpl)	Average PULP95 TGP Price (cpl)	PULP95 Retail Margin	PULP95 Price difference compared to ULP
Average for 2014	147.2	136.7	9.4	-2.2	157.9	146.7	10.1	10.7
Fourth Quarter 2014	136.8	124.6	11.1	-2.1	149.9	134.8	14.0	11.0
Third Quarter 2014	146.5	137.5	7.9	-2.1	159.4	147.4	10.9	10.8
Second Quarter 2014	150.9	141.4	8.4	-2.3	163.9	151.3	11.5	10.7
First Quarter 2014	155.0	143.6	10.3	-2.3	167.4	153.5	12.8	10.1
Average for 2013	145.5	136.3	8.1	-2.4	158.2	146.6	10.5	10.3
Average for 2012	143.1	133.1	9.3	-2.3	155.7	144.5	10.5	10.3
Average for 2011	141.8	131.3	9.8	-2.1	154.1	143.1	10.3	10.2

Summary of Diesel Price Movements in 2014

Table 3 summarises Brisbane diesel prices and margins for 2014, as well as wholesale prices and exchange rates, and the prices of Asia Pacific regional benchmarks – Singapore GASOIL and Tapis crude, and the international crude oil benchmark – Brent.

The average price of diesel was 2.0 cpl greater than the average price in 2013, due to increased margins. The average total margin in 2014 was 2.8 cpl greater than 2013 and retail margins were 3.3 cpl greater.

Following a similar trend to MOGAS, the price of Singapore GASOIL softened throughout 2014.

Table 3: Summary of Brisbane Diesel Prices

Date	Average Diesel Retail Price (cpl)	Average TGP Price (cpl)	Brent Crude Oil (A\$/bbl)	Tapis Crude Oil (A\$/bbl)	GASOIL Price (A\$/bbl)	Exchange Rate (A\$/US\$)	Average Retail Margin (cpl)	Average Total Margin (cpl)
Average for 2014	155.4	140.4	110.2	113.5	125.7	0.9028	13.9	28.1
Fourth Quarter 2014	147.5	129.0	91.0	92.8	107.2	0.8569	17.4	31.8
Third Quarter 2014	154.8	140.5	112.1	115.8	126.6	0.9254	13.2	26.2
Second Quarter 2014	158.5	144.0	117.6	121.0	132.2	0.9330	13.4	27.7
First Quarter 2014	161.1	148.4	120.3	126.0	137.9	0.8964	11.6	26.8
Average for 2013	153.4	141.7	112.6	118.7	129.6	0.9686	10.6	25.3
Average for 2012	149.3	138.2	107.5	114.7	124.8	1.0359	10.4	20.7
Average for 2011	145.2	136.4	107.4*	113.2	116.2	1.0315	8.2	16.6

Source: RACQ calculations using MotorMouth, FUELtrac, AIP, IRESS, Bloomberg and RBA data

*Data limited to the third and fourth quarter of 2011

Brisbane Retail, Wholesale and Benchmark Prices

Oil and petrol are traded globally in very high volumes, therefore Australia is a price taker for all automotive fuels.

The price of regular unleaded petrol (ULP) sold in Brisbane is influenced by four key factors:

1. The cost of the crude oil
2. Production and transport costs
3. Government tax and excise
4. Refinery, wholesale and retail margins.

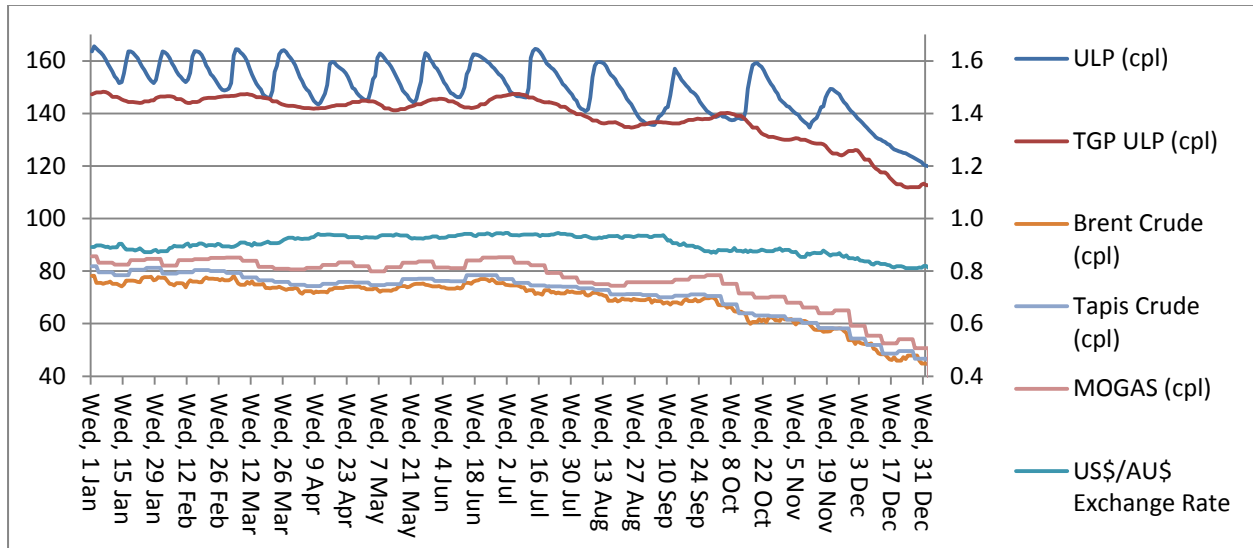
The Terminal Gate Price (TGP) is the key wholesale price for all liquid automotive fuels in the Australian market. TGP is strongly correlated to Singapore wholesale prices. For regular 91RON unleaded petrol (ULP) the refined product benchmark is MOGAS. The Singapore MOGAS price has historically been linked to the price of Tapis crude oil. However, in 2012 this started to change with Brent having a greater impact on the Singapore MOGAS price. In 2014 the difference between the Tapis and Brent prices decreased. While both prices are highly correlated to MOGAS, Brent is considered to be the global benchmark oil price and should be considered of greater importance.

Figure 1 displays the Brent crude oil price, the Tapis crude oil price, the average Brisbane TGP – the local wholesale price – for ULP, alongside the Brisbane retail price. These prices are all presented in Australian cents per litre (cpl). Brent, Tapis and MOGAS are internationally traded products bought and sold in US dollars. In Figure 1 the US\$ price has been converted to Australian dollars. Figure 2 similarly displays the diesel prices.

The difference between the price of MOGAS (or GASOIL for diesel) and the TGP is largely government excise and GST, refinery and wholesale margins, shipping and other costs. The

difference between the TGP and the Brisbane retail price is largely the retail margin, and to a smaller extent, local transport costs. In 2014 the Brisbane TGPs for ULP and diesel were closely correlated with the MOGAS and GASOIL price.

Figure 1: Brisbane ULP Wholesale Price, Retail Price, Tapis, Brent and MOGAS Price, and the A\$/US\$ Exchange Rate in 2014



Source: FUELtrac, MotorMouth, AIP, RBA and Bloomberg

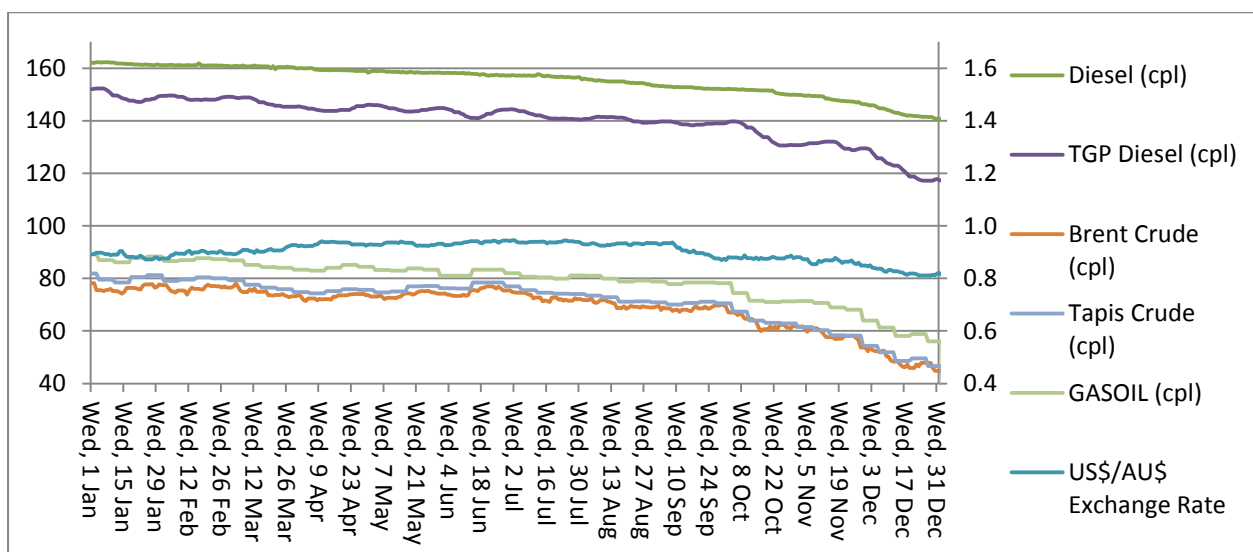
In Figure 1 the fuel and oil prices are plotted against the left axis and the exchange rate is plotted against the right axis.

The daily average Brisbane price of unleaded petrol (ULP) reached its highest point for 2014 on 2 January, when the daily average reached 165.5 cpl. The highest monthly average ULP price, of 158.4 cpl, was observed in January.

Brisbane ULP retail prices were at their lowest during 2014 in December, with a monthly average of 128.3 cpl, and a low daily average of 120.5 cpl recorded on 31 December 2014. This was the lowest daily average price observed in Brisbane for four and a half years. An average ULP price of 120.1 cpl was observed on 3 March 2010.

In Figure 2 the fuel and oil prices are plotted against the left axis and the exchange rate is plotted against the right axis.

Figure 2: Brisbane Diesel Wholesale Price, Retail Price and Singapore Gasoil Price in 2014



Source: FUELtrac, MotorMouth, RBA, AIP and Bloomberg

While the price of diesel has softened throughout 2014, retail margins on diesel have progressively increased. The diesel price remained relatively stable in the first quarter of 2014, with the rate of fall increasing as the year progressed. The Brisbane diesel TGP followed the trend set by Tapis, Brent and Singapore GASOIL. However, falls in the retail price did not match falls in the TGP. Subsequently, diesel retail margins increased as the year progressed.

Record High Prices

At 150.1 cpl, the annual average price of ULP in Brisbane for 2014 exceeded the previous record high 147.9 cpl, observed in 2013. In January 2014, the average monthly price of ULP in Brisbane reached an all-time record high of 158.4 cpl, exceeding an earlier record of 154.7 cpl observed in December 2013. The highest daily average ULP price was 165.5 cpl observed on 2 January 2014, marginally higher than the previous high of 165.4 cpl (observed on 24 July 2013).

Record high ULP prices were also observed in Ayr, Biloela, Blackwater, Bowen, Goondiwindi, Ingham, Innisfail, Ipswich, Mackay, Miles, Rockhampton, Townsville, Tully, Gold Coast, the Sunshine Coast, Blackall, Longreach, Moranbah, Cairns, Gladstone, Yeppoon, Dalby, Atherton, Charters Towers, Mareeba and Mount Isa.

Record high prices for LPG were observed in January 2014. The average price of LPG January was 94.8 cpl exceeding the previous record of 91.1 cpl observed in December 2013. The highest daily price was 95.0 cpl observed on 2 January 2015, lower than the record high observed three days earlier on 30 December 2013.

The price of diesel in Brisbane reached a five-year high daily average of 162.5 cpl (observed on 5 February 2014) and a five-year high monthly average of 161.7 cpl (observed in January 2014). These prices are substantially lower than the all-time record highs observed in July 2008.

More information on the record prices is provided in table 4 and table 5. Table 4 shows the current and previous record high.

Table 4: Summary of Record High Fuel Prices

Record	Record highest price	Date Observed	Second highest price	Date Observed
Daily average ULP price in Brisbane	165.5 cpl	2 January 2014	165.4 cpl	24 July 2013
Monthly average highest ULP price in Brisbane	158.4 cpl	January 2014	154.7 cpl	December 2013
Daily average diesel price in Brisbane	177.7 cpl	15 July 2008	162.5 cpl	5 February 2014
Monthly average highest diesel price in Brisbane	176.7 cpl	July 2008	161.7 cpl	January 2014
Daily average LPG price in Brisbane	95.4 cpl	30 December 2013	95.0 cpl	2 January 2014
Monthly average LPG price in Brisbane	94.8 cpl	January 2014	91.1 cpl	December 2013
Highest ULP price in regional Queensland (monthly average)	178.9 cpl	January to November 2014 (observed in Weipa)	174.1 cpl	August 2013 (observed in Cloncurry)
Highest diesel price in regional Queensland (monthly average)	191.9 cpl	July 2008 (observed in Charleville)	177.4 cpl	January 2014 (observed in Cloncurry)

The record ULP high price observed in regional Queensland in 2014 was 178.9 cpl. This price was recorded in Weipa for most of 2014 (January through to November), exceeding the previous record of 174.1 cpl observed in Cloncurry in August 2013. However data for many remote towns was not available in 2014 so RACQ cannot be certain that Weipa was the highest.

Table 5 displays the record high monthly average prices observed in regional centres in 2014. Of the 36 regional centres monitored by RACQ, 22 recorded record high ULP prices in 2014.

Table 5: Record High Monthly Average ULP Prices in Regional Queensland

Town/City	Record Price	Month Observed
Atherton	159.9	June 2014 and July 2014
Ayr	159.9	November 2013 to March 2014
Biloela	160.2	January 2014
Blackall	166.5	February 2014
Blackwater	159.1	January 2014
Bowen	160.2	January 2014
Brisbane	158.4	January 2014
Bundaberg	157.4	July 2008
Cairns	160.9	March 2014
Charleville	169.5	July 2008
Charters Towers	160.5	June 2014
Childers	157.1	August 2013 and January 2014
Cloncurry	174.1	August 2013
Cunnamulla	166.4	July 2008
Dalby	160.3	April 2014
Emerald	158.6	July 2008
Gladstone	159.4	March 2014
Gold Coast	157.1	February 2014
Goondiwindi	159.8	January 2014
Gympie	155.5	August 2013
Hervey Bay	156.5	August 2013
Ingham	159.1	January 2014
Innisfail	159.9	January 2014 to August 2013
Ipswich	157	January 2014
Kingaroy	158.4	September 2013
Longreach	168.4	February 2014
Mackay	158	January 2014
Mareeba	158.7	June 2014
Maryborough	157	August 2013
Miles	164.4	January 2014 and March 2014
Moranbah	165.7	February 2014
Mount Isa	162.5	September 2014

Town/City	Record Price	Month Observed
Rockhampton	159.5	January 2014
Roma	163.2	July 2008
Sunshine Coast	156.6	February 2014
Toowoomba	154.5	July 2008
Townsville	156.2	January 2014
Tully	159.9	January 2014 to August 2014
Warwick	155.2	July 2008
Yeppoon	158	March 2014

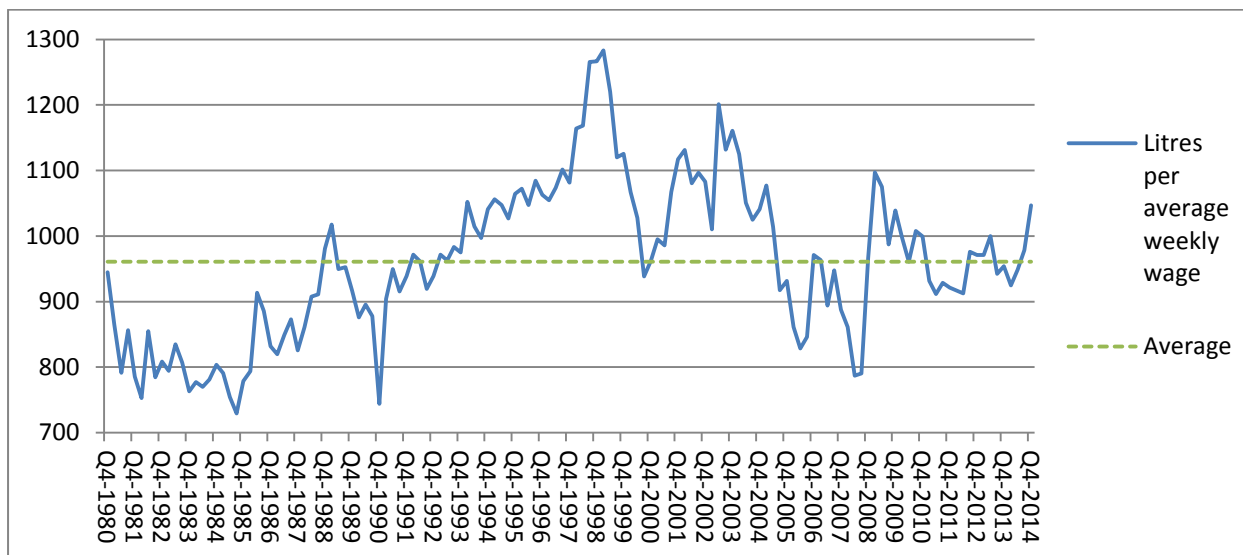
July 2008 remained the most expensive month to buy diesel in Queensland. The highest prices observed in 2014 were about 15 cpl lower than those observed in 2014.

Affordability of ULP in Brisbane

The affordability index compares the average price of ULP in Brisbane to the average weekly wage of employed persons in Australia. The index calculates how many litres of ULP could be purchased if the entire pre-tax average weekly wage was spent on fuel. The wage data used is the Average Weekly Ordinary Time Earnings (AWOTE) published by the ABS. In figure , the solid blue line indicates the number of litres that could be purchased; the dashed green line indicates the average affordability from 1980 to 2014.

In 2014, the average pre-tax wage could be used to buy 974 litres of ULP, an increase from 957 litres in 2013 and 934 litres in 2012.

Figure 3: ULP Affordability Index for Brisbane



Source: RACQ calculations using MotorMouth, AIP and ABS data

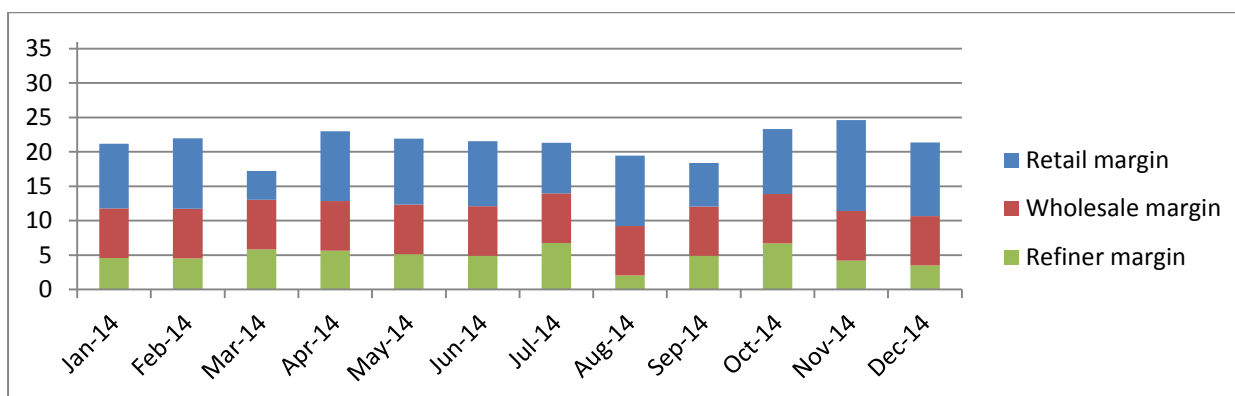
In the fourth quarter of 2014 ULP affordability (at 1047 litres) reached a level last observed in the second quarter of 2009 during the height of the GFC.

ULP in Brisbane was most affordable in the late 1990s and early 2000s. Affordability reached a recent low in mid-2008, just prior to the onset of the GFC. By 2009 this had reversed. With countries in economic decline and reduced demand for fuel, fuel affordability improved during the GFC. In recent years affordability fell reaching a local low point in the first quarter of 2014. This corresponded to record retail prices observed in Queensland.

Fuel Margins

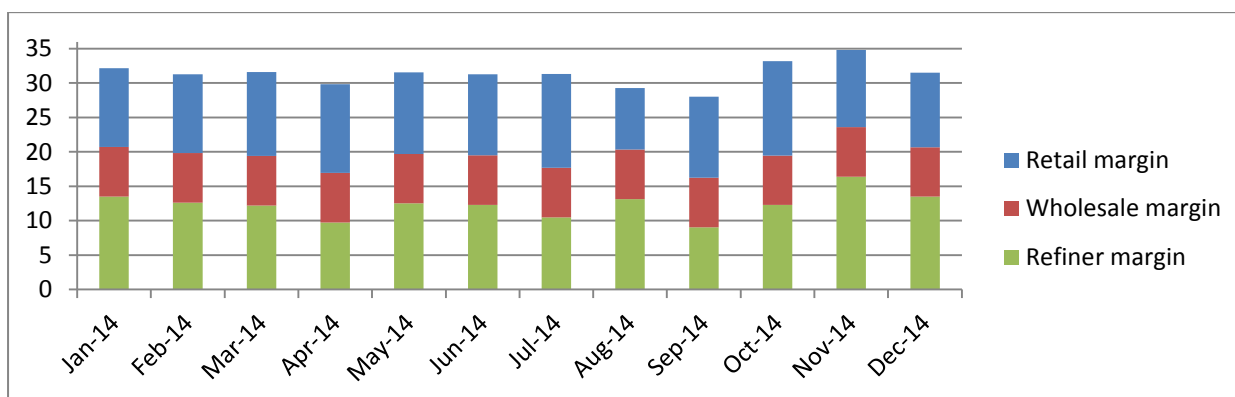
Figures 4, 5 and 6 present the total margins for ULP, PULP 95 and diesel respectively. In each figure the total size of the bar indicates the average total margin for each month. The blue section of the bar indicates the retail margin, the red section indicates the wholesale margin and the green section indicates the refiner margin. The retail margin is calculated from the observed retail price less the wholesale price and estimated local freight costs of 1.12 cpl. The refiner and wholesale margins are calculated using the wholesale price less the shipping costs, and less the 7-day lagged Brent crude price and other costs. With limited data available to RACQ, it is not possible to fully differentiate between the refiner and wholesale margins. The wholesale margin is therefore assumed to be 7.2 cpl. If the calculated daily retail or refiner margin falls below zero and returns a negative number, the wholesale margin is reduced to compensate for this discrepancy. This means that in some months, the average wholesale margin is less than 7.2 cpl.

Figure 4: Brisbane ULP Margins



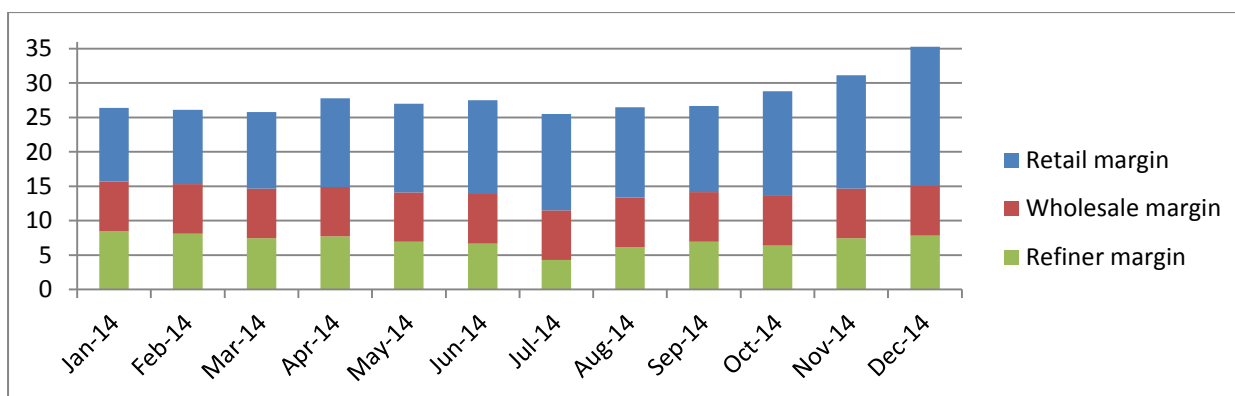
Source: RACQ calculations using FUELtrac. MotorMouth, Bloomberg data

Figure 5: Brisbane PULP 95 Margins



Source: RACQ calculations using FUELtrac. MotorMouth, Bloomberg data

Figure 6: Brisbane Diesel Margins



Source: RACQ calculations using FUELtrac. MotorMouth, Bloomberg data

The average total margin on ULP in 2014 was 21.3 cpl, 1.8 cpl greater than the 2013 average of 19.5 cpl, and 0.9 cpl higher than the 2012 average of 20.4 cpl. The average total margin on PULP 95 in 2014 was 31.3 cpl, 2.5 cpl greater than the 2013 average of 28.8 cpl, and 6.0 cpl higher than the 2012 average of 25.3 cpl. The average margin for diesel was 27.9 cpl, 2.6 cpl greater than the 25.3 cpl in 2013, and 7.2 cpl higher than 20.7 cpl in 2012.

There were no early Christmas presents or Boxing Day sales for diesel users in 2014. A record daily average retail margin of 23.1 cpl was observed in Brisbane on 24 and 26 December 2014. The December monthly average retail margin on diesel in Brisbane reached a record high of 20.2 cpl.

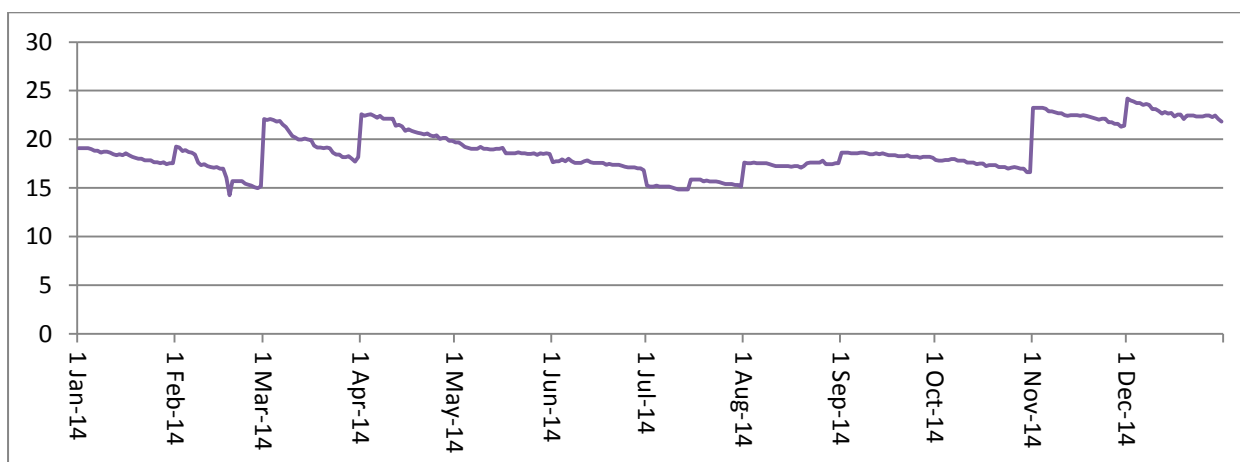
The retail margin for diesel was greater than ULP. Retail margins on diesel were 13.9 cpl, compared to 10.2 cpl for ULP. PULP 95 retail margins at 10.1 cpl were also high compared to ULP. Refinery margins on diesel were 7.0 cpl, compared to 4.9 cpl for ULP and 12.3 cpl for PULP 95.

Data on LPG pricing is limited and it is not possible to calculate retail, wholesale and refinery margins for LPG. An alternative measure calculates the difference between the international benchmark price (the Saudi Aramco Contract Price – the Saudi CP) and the pre-tax retail price. The Saudi CP is calculated monthly. It is the average of all the wholesale contracts for propane and butane gas, negotiated by the Saudi Arabian state-owned Aramco oil company. This price is published on the first business day of each month and it remains fixed for the whole month.

Historically the price difference between the Brisbane retail LPG price and the Saudi CP has been about 14 cpl. In 2014 the average price difference was 18.9 cpl, 3.8 cpl greater than in 2013 (15.1 cpl).

Figure 7 displays an indicative measure of total margins for LPG. This measure is the difference between the Saudi CP and the pre-tax retail price.

Figure 7: Brisbane LPG, Difference between the Pre-tax Retail Price and the Saudi CP 2014



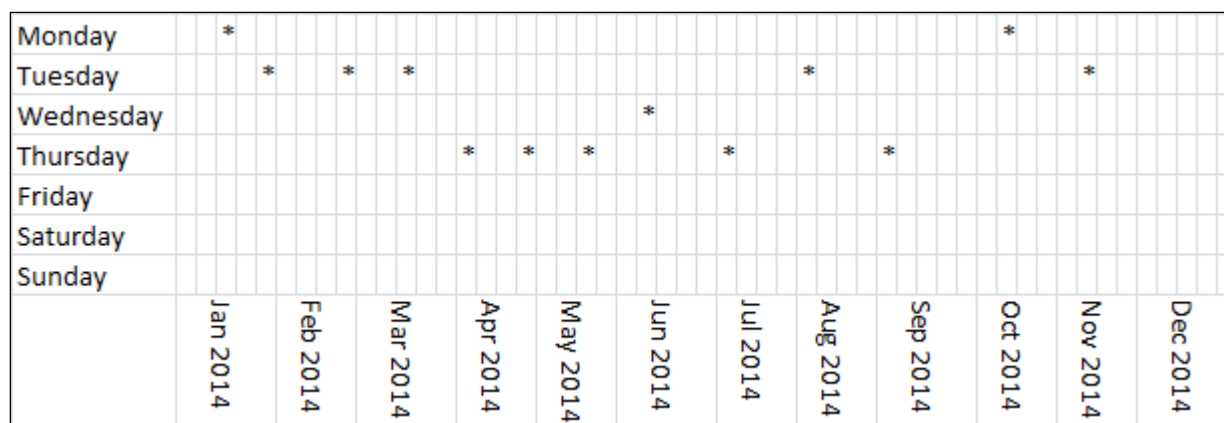
The Brisbane ULP Price Cycle

Prior to 2011, the ULP price cycle was relatively stable in Brisbane. The cycle was consistently seven days long, and the cheapest day to buy petrol generally fell on the same day each week. This has not been the case since early 2011. As Figures 8 and 9 illustrate, both the cheap day and the price cycle length varied significantly in 2014.

There were 14 complete price cycles in Brisbane during 2014, fewer than 2013 and 2012 when there were 23 and 29 cycles, respectively. The last price cycle observed in Brisbane started on 11 November 2014 and continued into 2015.

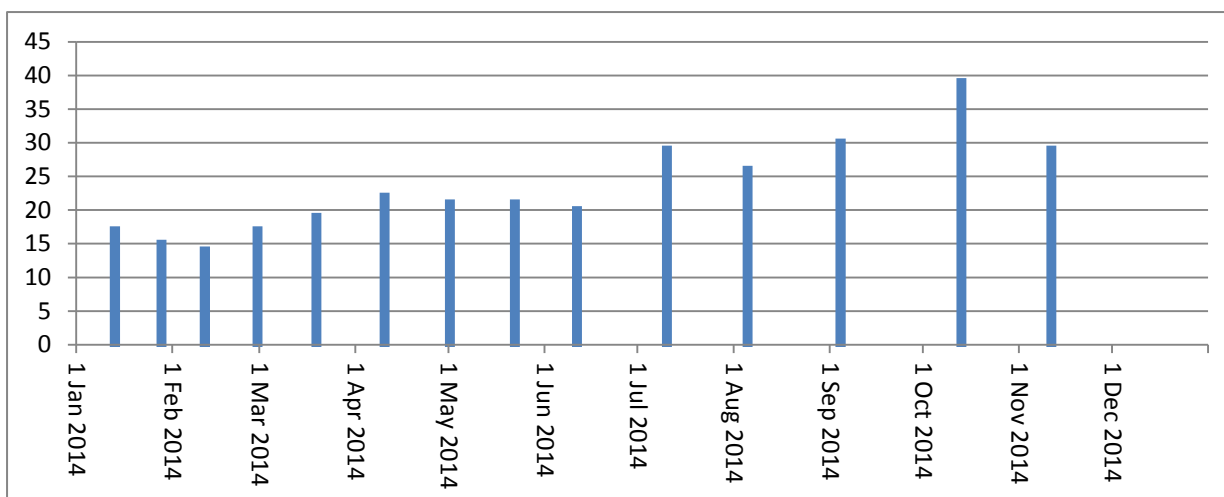
The average cycle length (of the complete cycles) was 22.8 days, compared to 16.2 and 12.6 days in 2013 and 2012, respectively. The longest cycle lasted 39 days (excluding the cycle that continued into 2015) and shortest cycle lasted 14 days. The level of price cycle variability reinforces the need for motorists to be regularly informed about fuel prices so they can purchase petrol at the low end of the cycle, when it is cheapest.

Figure 8: Brisbane Cheap Days in 2014



Source: RACQ calculations using MotorMouth data

Figure 9: Length of the Brisbane Price Cycle 2014



Source: RACQ calculations using MotorMouth data

Comparison of Brisbane Prices to Other Capital City Prices

In 2014 Brisbane ULP cost more than Adelaide, Sydney, Melbourne and Perth, but was cheaper than Canberra, Hobart and Darwin. On average, the discrepancy between Brisbane and the other east coast capitals was greater in 2014 compared to 2013. Table 6 presents the average price difference, in cpl, of the Brisbane ULP retail price compared to the other capital cities. In Table 6 the value of 5.5 for Adelaide in 2014 indicates that the average 2014 price of ULP in Brisbane was 5.5 cpl greater than Adelaide's. The negative value in 2014 of -19.0 for Darwin indicates the average ULP price in Brisbane was 19.0 cpl lower than the average Darwin price.

Table 6: Increase in the Average Brisbane Retail Price of ULP Compared to the Other Capitals

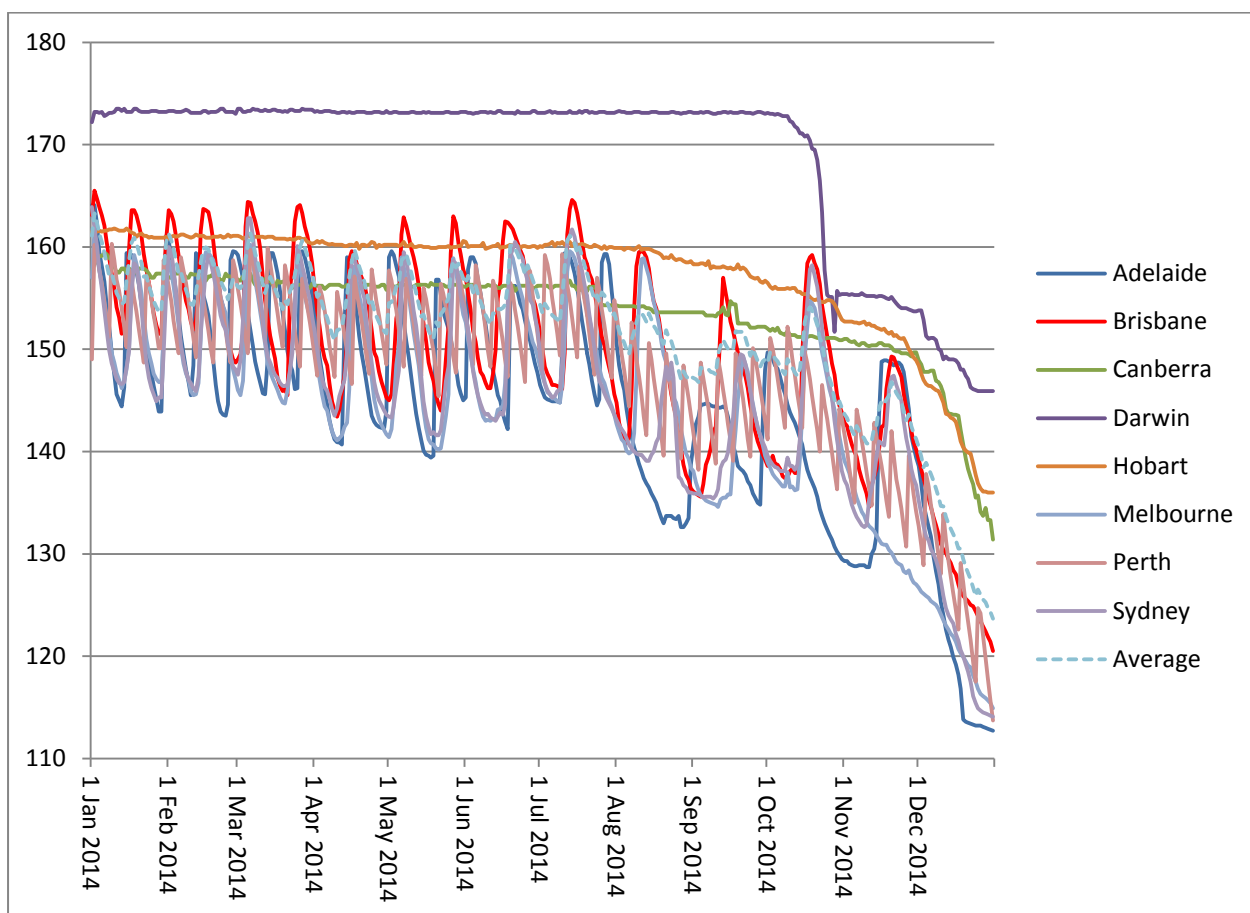
	Adelaide	Canberra	Darwin	Hobart	Melbourne	Perth	Sydney
2014	5.5	-3.7	-19.0	-7.4	5.6	2.3	4.7
2013	3.8	-5.6	-17.1	-9.4	3.6	1.7	2.9
2012	3.6	-2.5	-12.4	-5.1	4.8	2.4	3.9
2011	3.6	0.0	-7.3	-5.0	2.8	1.9	0.7
2010	3.9	0.4	-6.0	-6.2	1.6	2.3	1.9

The relatively high price of Brisbane ULP and high retail margins compared to Adelaide, Melbourne, Sydney and Perth are partly due to the dominance of the major brands in the Brisbane fuel market, as well as the absence of an aggressive fuel discounter. The level of daily discounting tends to be less vigorous in Brisbane compared to the other large capitals.

The average Brisbane retail margin on ULP was 10.2 cpl in 2014. This was lower than the capital city average of 10.9 cpl. Those cities with lower retail margins compared to Brisbane were Melbourne with 5.0 cpl, Adelaide with 5.2 cpl, Sydney with 5.4 cpl and Perth with 8.5 cpl.

Figure 10 displays the average prices of ULP for the state and territory capital cities. The Brisbane price is represented by the red line and the average of all capitals is represented by the hashed pale blue line. Prices in the other capital cities are represented by the different coloured lines identified in the legend. The tabulated monthly data is presented in Table 9.

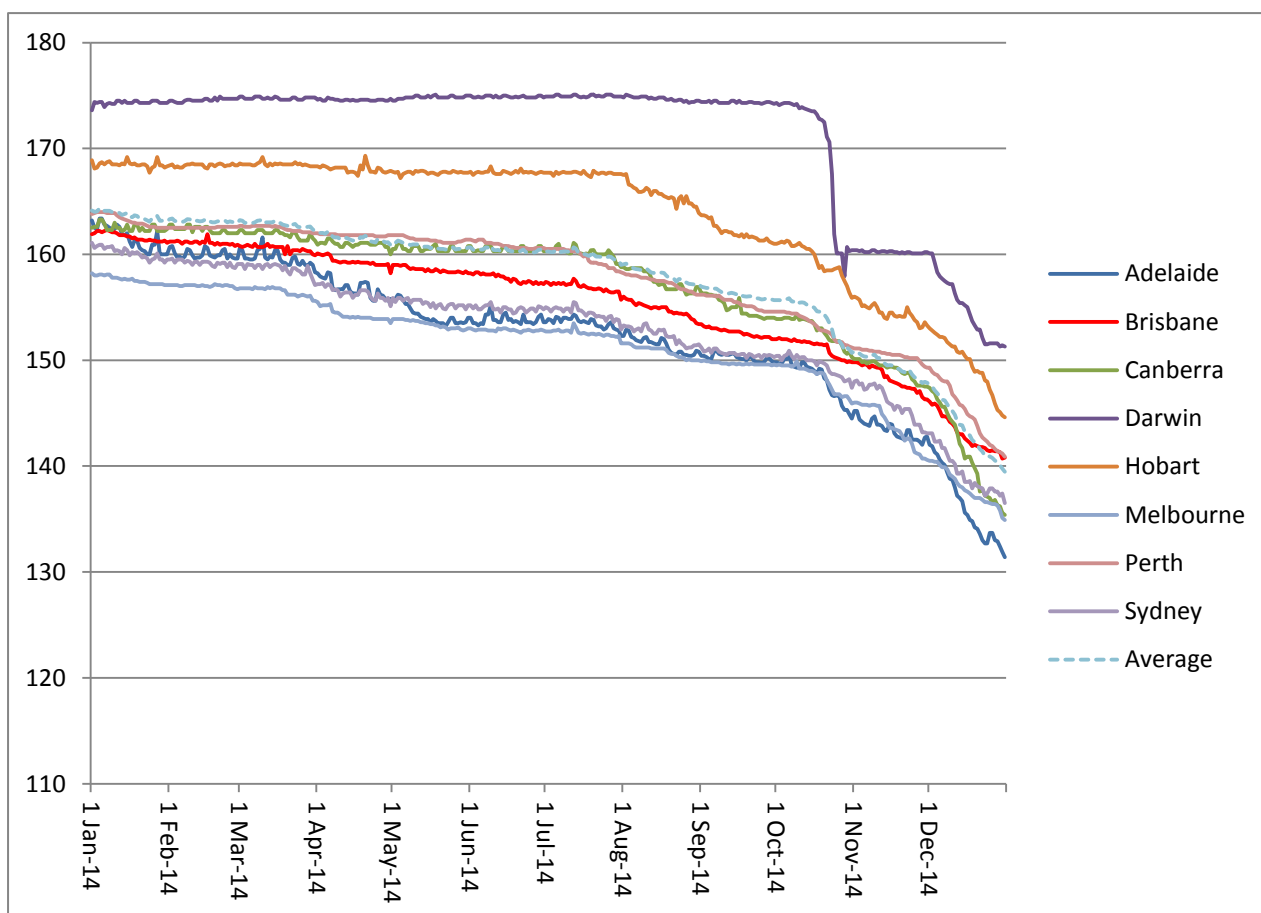
Figure 10: Average ULP Prices for all Capital Cities 2014



Source: RACQ calculation using MotorMouth data

Figure 11 displays the average prices of diesel for the state and territory capital cities. The Brisbane price is represented by the red line and the average of all capitals is represented by the hashed pale blue line. Prices in the other capital cities are represented by the different coloured lines identified in the legend. The tabulated monthly data is presented in Table 10.

Figure 11: Average Diesel Prices for all Capital Cities 2013



Source: RACQ calculations using MotorMouth data

The average Brisbane retail margin on diesel was 13.9 cpl in 2014. This was lower than the capital city average (15.2 cpl). Melbourne, Adelaide and Sydney, with average diesel retail margins of 9.7 cpl, 10.7 cpl and 11.2 cpl respectively, are lower than Brisbane.

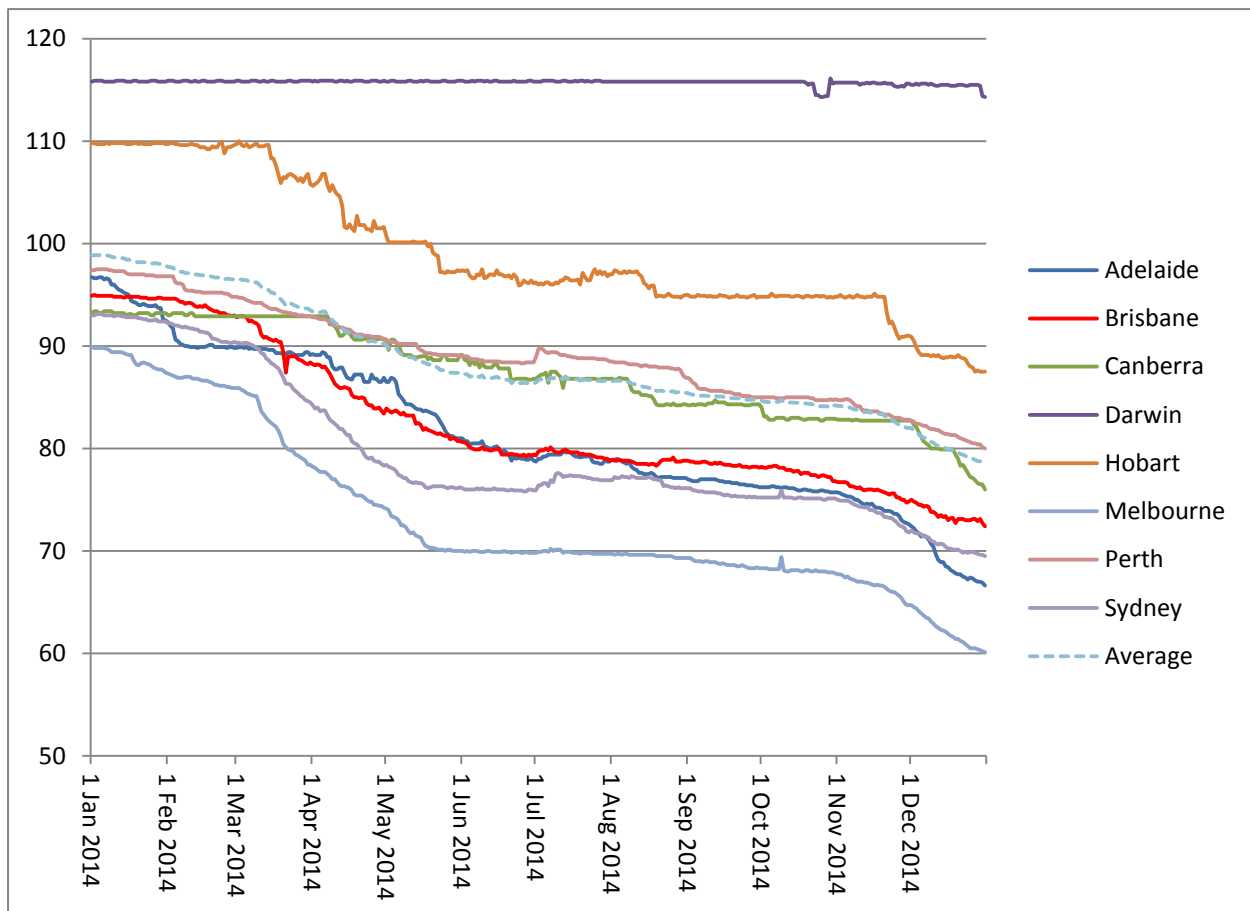
Those cities with a higher retail margin than Brisbane in 2014 were Canberra (15.1 cpl), Darwin (26.6 cpl), Hobart (17.6 cpl) and Perth (16.4 cpl). Table 7 presents the average price difference, in cpl, of the Brisbane diesel retail price compared to the other capital cities.

Table 7: Increase in the Average Brisbane Retail Price of Diesel Compared to the Other Capitals

	Adelaide	Canberra	Darwin	Hobart	Melbourne	Perth	Sydney
2014	3.0	-1.6	-16.0	-8.6	4.2	-2.4	2.4
2013	1.4	-0.7	-13.3	-5.7	3.6	-0.6	1.7
2012	-0.2	-1.2	-9.8	-5.5	3.3	-1.2	1.3
2011	1.1	-0.6	-7.1	-6.2	2.9	0.8	-0.9
2010	4.0	0.5	-5.9	-6.2	1.7	2.3	2.0

Figure 12 displays the average prices of LPG for the state and territory capital cities. The Brisbane price is represented by the red line and the average of all capitals is represented by the hashed pale blue line. Prices in the other capital cities are represented by the different coloured lines identified in the legend. The tabulated monthly data is presented in Table 11.

Figure 12: Average LPG Prices for all Capital Cities 2014



Source: RACQ calculations using MotorMouth data

The average Brisbane price of LPG was 82.5 cpl, 7.2 cpl higher than the average for 2013 (75.3 cpl). This was lower than the capital city average (88.5 cpl). Melbourne, with an average LPG price of 73.2 cpl, had the lowest LPG price. Sydney (79.5 cpl) and Adelaide were also cheaper than Brisbane. At an average price of 115.8 cpl, Darwin was the dearest of all the Australian capitals for LPG. The average price difference, in cpl, of the Brisbane LPG retail price compared to the other capital cities is shown in Table 8.

Table 8: Increase in the Average Brisbane Retail Price of LPG Compared to the Other Capitals

	Adelaide	Canberra	Darwin	Hobart	Melbourne	Perth	Sydney
2014	1.0	-4.9	-33.3	-16.7	9.3	-6.5	3.0
2013	-1.3	-5.4	-35.8	-18.2	7.4	-4.2	0.7
2012	0.6	-1.2	-28.7	-10.8	8.5	-4.0	3.8

Tables 8, 9 and 10 display the average ULP, diesel and LPG retail prices for all Australian capital cities.

Table 8: Average ULP Prices for all Capital Cities

	Jan-2014	Feb-2014	Mar-2014	Apr-2014	May-2014	Jun-2014	Jul-2014	Aug-2014	Sep-2014	Oct-2014	Nov-2014	Dec-2014	2014 Ave	2013 Ave	2012 Ave	2011 Ave	2010 Ave
Adelaide	153.1	152.1	153.2	147.3	149.4	151.5	151.3	137.7	141.4	139.5	138.4	121.1	144.6	144.1	141.7	138.9	123.6
Brisbane	158.4	157.0	156.2	151.0	153.9	154.8	153.3	148.0	144.5	146.1	142.0	128.6	150.1	147.9	145.4	142.5	127.6
Canberra	157.9	157.1	156.5	156.2	156.2	156.2	155.7	153.9	153.1	151.3	150.2	141.6	153.8	153.6	147.9	142.4	127.1
Darwin	173.2	173.2	173.3	173.2	173.1	173.1	173.2	173.1	173.1	167.0	154.8	148.7	169.1	165.0	157.9	149.7	133.5
Hobart	161.3	161.0	160.8	160.2	160.1	160.1	160.2	159.4	157.8	155.2	151.7	142.0	157.5	157.3	150.4	147.5	133.8
Melbourne	152.3	152.7	151.4	146.7	148.5	149.4	150.1	147.0	139.6	143.2	131.9	121.1	144.5	144.2	140.6	139.6	125.9
Perth	154.6	153.9	154.3	152.0	152.7	152.8	153.4	146.3	144.4	145.0	137.9	126.5	147.8	146.2	143.1	140.6	125.3
Sydney	151.6	152.5	153.2	149.2	149.3	150.5	150.8	141.1	140.8	144.6	139.1	122.7	145.4	145.0	141.5	141.8	125.6
Average	157.8	157.4	157.4	154.5	155.4	156.1	156.0	150.8	149.3	149.0	143.3	131.5	151.5	150.4	146.1	142.9	127.8

Source: RACQ calculations using MotorMouth data (2013 and 2012 data) and FUELtrac (2011 and 2010 data)

Table 9: Average Diesel Prices for all Capital Cities

	Jan-2014	Feb-2014	Mar-2014	Apr-2014	May-2014	Jun-2014	Jul-2014	Aug-2014	Sep-2014	Oct-2014	Nov-2014	Dec-2014	2014 Ave	2013 Ave	2012 Ave	2011 Ave	2010 Ave
Adelaide	161.6	160.0	159.6	156.8	154.3	153.8	153.6	151.4	150.2	148.3	143.5	136.2	152.4	151.9	149.5	146.0	123.6
Brisbane	161.7	161.1	160.6	159.3	158.6	157.7	156.9	154.8	152.6	151.2	148.3	143.0	155.4	153.4	149.3	147.1	127.6
Canberra	162.5	162.3	161.9	161.0	160.5	160.5	160.1	157.5	155.0	152.9	149.1	141.1	157.0	154.0	150.5	147.7	127.1
Darwin	174.3	174.6	174.7	174.6	174.8	174.9	175.0	174.7	174.4	169.9	160.2	154.8	171.4	166.6	159.1	154.2	133.5
Hobart	168.5	168.4	168.5	168.1	167.7	167.8	167.7	165.6	162.1	159.5	154.5	149.6	164.0	159.1	154.8	153.3	133.8
Melbourne	157.6	157.0	156.5	154.3	153.4	152.8	152.6	150.8	149.7	148.4	143.8	137.9	151.2	149.7	146.0	144.2	125.9
Perth	163.2	162.5	162.5	161.8	161.4	160.9	159.7	157.3	155.4	153.2	150.5	145.0	157.8	154.0	150.5	146.3	125.3
Sydney	160.1	159.2	158.7	156.4	155.4	154.9	154.5	152.4	150.6	149.6	146.0	139.3	153.0	151.7	148.0	148.0	125.6
Average	163.7	163.1	162.9	161.5	160.8	160.4	160.0	158.1	156.2	154.1	149.5	143.4	157.8	155.0	151.0	148.4	127.8

Source: RACQ calculations using MotorMouth data (2013 and 2012 data) and FUELtrac (2011 and 2010 data)

Table 10: Average LPG Prices for all Capital Cities

	Jan-2013	Feb-2013	Mar-2013	Apr-2013	May-2013	Jun-2013	Jul-2013	Aug-2013	Sep-2013	Oct-2013	Nov-2013	Dec-2013	2014 Ave	2013 Ave	2012 Ave
Adelaide	95.0	90.2	89.5	87.6	83.7	79.8	79.1	77.7	76.7	76.0	74.3	69.0	81.5	76.6	75.0
Brisbane	94.8	93.8	90.5	85.8	82.3	79.7	79.5	78.7	78.4	77.7	75.9	73.5	82.5	75.3	75.6
Canberra	93.2	93.0	92.9	91.4	89.2	87.7	86.9	85.2	84.3	82.9	82.7	79.3	87.4	80.7	76.8
Darwin	115.8	115.8	115.8	115.9	115.8	115.8	115.8	115.8	115.8	115.5	115.6	115.4	115.8	111.2	104.2
Hobart	109.8	109.5	108.0	103.3	99.2	96.8	96.5	96.0	94.8	94.8	93.7	88.8	99.2	93.6	86.4
Melbourne	88.8	86.6	82.2	76.1	71.3	69.9	69.9	69.5	68.7	68.1	66.5	62.1	73.2	68.0	67.1
Perth	97.1	95.5	93.7	91.7	89.7	88.5	89.0	88.0	85.6	84.9	83.7	81.4	89.0	79.6	79.6
Sydney	92.8	91.3	87.8	81.2	76.7	76.0	77.0	76.8	75.5	75.2	73.8	70.5	79.5	74.6	71.8
Average	98.4	97.0	95.1	91.6	88.5	86.8	86.7	86.0	85.0	84.4	83.3	80.0	88.5	82.4	78.9

Source: RACQ calculations using MotorMouth data

Regional Queensland

Table 12 (presented at the end of this report) displays the average monthly price of ULP in major Queensland cities and towns. The average price for ULP across Queensland centres in 2014 was 156.8 cpl, 2.5 cpl higher than 2013, 6.7 cpl higher than 2012 and 11.9 cpl higher than 2011. However, this price does not include all centres in Queensland. The value has been calculated using only the centres for which RACQ has price data for 2011, 2012, 2013 and 2014. Table 13 displays the average monthly price of diesel in major Queensland cities and towns. The average price for diesel across Queensland in 2014 was 159.3 cpl, 3.0 cpl higher than 2013, 6.1 cpl higher than 2012, and 9.4 cpl higher than the 2011 average. Table 14 displays the average monthly cost of LPG across Queensland. The average price for LPG across Queensland in 2014 was 102.1 cpl, 11.3 cpl higher than 2013, and 11.7 cpl higher than 2012. In Tables 12, 13 and 14 the green shading highlights centres where the average monthly price was less than or the same as the price in Brisbane. The red shading highlights centres where the average monthly price was more than 10cpl greater than the Brisbane price.

At an average of 147.4 cpl, the Sunshine Coast was the cheapest place to buy ULP in Queensland in 2014. The Sunshine Coast average was 2.7 cpl lower than the average price of 150.1 cpl in Brisbane. Warwick, Gold Coast, Ipswich and Gympie were also cheaper than Brisbane.

Weipa, with an average ULP price of 178.4 cpl, was the most expensive of all centres listed in Table 12.

Gympie had the cheapest diesel in Queensland during 2014 at an average of 152.4 cpl. This was 3.0cpl cheaper than the Brisbane price of 155.4 cpl. Maryborough, Ayr, Bowen, Hervey Bay, Childers, Ipswich, Bundaberg and Townsville were also cheaper than Brisbane.

Weipa, with an average diesel price of 173.4 cpl, was the most expensive of all centres listed in Table 13 for diesel fuel.

At an average of 82.5 cpl, Brisbane had the cheapest LPG in Queensland during 2014. The average LPG price on the Gold Coast was 0.8 cpl dearer than the Brisbane price, Ipswich was 1.4 cpl dearer, and the Sunshine Coast was 1.8 cpl dearer.

Cloncurry, with an average LPG price of 124.6 cpl was the most expensive of all centres listed in Table 14.

LPG in most regional centres was substantially more expensive than Brisbane. Of the 32 towns and cities outside SEQ listed in Table 14, all except Toowoomba recorded an average LPG price at least 10cpl greater than the Brisbane price.

In Tables 15 and 16 the green shading highlights centres where the average monthly indicative retail margin was considered fair according to the RACQ Fair Fuel Price Benchmark. The RACQ Fair Fuel Price service calculates a benchmark price based on the international price of oil and refined fuel, the TGP and fair costs and margins.

Retail margins for ULP and diesel in Queensland increased as 2014 progressed. In the first half of 2014 ULP and diesel sold in many of Queensland's towns and cities was sold for a fair price. In the second half of 2014 a fair ULP price was observed on a handful of occasions. There were few centres where diesel was being sold for a fair price.

On average for the whole of 2014 only ULP sold in Ayr was sold for a fair price. However, margins were steadily increasing towards the end of the year. For diesel only Blackall had on average a fair price for 2014.

International Benchmark Prices

The global price of oil fell substantially during 2014. The Brent price dropped 42.5% over the course of the year from A\$124.3 to A\$71.4 a fall of A\$53. Falls of this magnitude were last observed in the second half of 2008 during the height of the GFC. Most of the price fall occurred in the second half of 2014.

As can be observed in Figure 13, the Tapis and WTI crude oil prices, and the MOGAS and GASOIL Singapore wholesale prices, followed a similar trend as the Brent crude oil price.

The Australian dollar steadily strengthened through the first three quarters of 2014. In January 2014 one Australia dollar was buying 89.1 US cents, peaking in mid-July at 94.5 US cents and remaining steady through to early September. In the last quarter the AUD fell to 82.0 US cents.

In late 2013 and early 2014 international conflict appeared to be placing upward pressure on the oil price. Relatively high production levels were already influencing the oil price and preventing price increases despite conflict and uncertainty. By the final quarter of 2014 the high levels of supply compared to demand had caused the substantial falls in the oil price.

Conflict in Ukraine, Libya, Syria, Iraq, Israel and the Israeli-occupied territories placed upwards pressure on the oil price.

Conflict in Ukraine was caused by ethnic Russians demands to secede from Ukraine and Russia annexing Crimea. On 18 July Malaysia Airlines Flight 17 was shot down over the disputed regions in eastern Ukraine adding further to the political conflict between Russia and the West.

A series of strikes, protests and blockades as well as on-going armed conflict in Libya limited Libyan oil production in 2014.

In Syria and Iraq, escalating conflict in Syria between the Assad government and various separatist groups has dampened confidence in oil production from this region. Conflict escalated and spread into neighbouring Iraq with the emergence of ISIS and US (and latterly Australia and others) air strikes against ISIS. While this conflict affects confidence in oil production, most of the major oil producing areas are outside the conflict zones.

There was also conflict between Israel and Palestinians in the Gaza Strip occupied territory.

Despite widespread conflict in the Middle East and Ukraine the price of oil fell dramatically in the second half of 2014. Two major supply-side factors have contributed to this recent drop in crude oil prices.

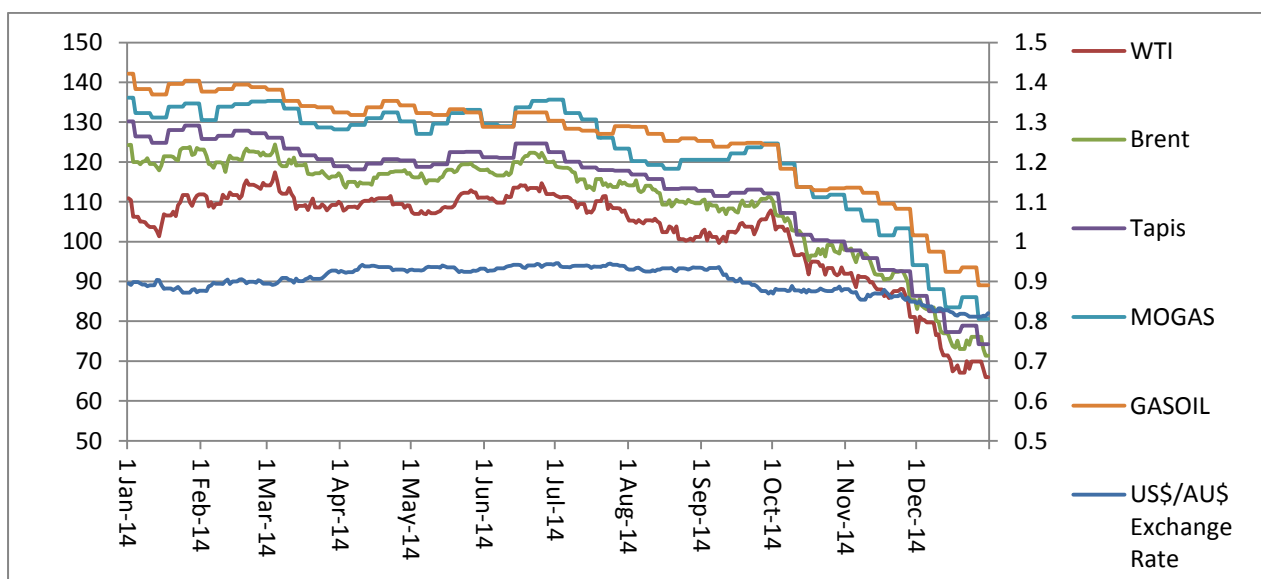
At the OPEC meeting on 27 November, the organisation decided to maintain current production levels at 30 million barrels per day. This level is unchanged since December 2011.

The US is experiencing a production boom, currently producing 8.9 million barrels per day due to the use of improved processes for extracting shale oil. This is the highest production level since 1986 and only 1.4 million barrels short of US peak production in 1970.

Weak global economic performance, notably from Europe and China reduced demand of oil.

At some stage in the coming months oil is likely to reach a new low price. Some supply is likely to be removed from the market and prices are likely to increase.

Figure 13: Global Crude Benchmark Prices and the Singapore Refined Product Benchmark Prices 2014 (A\$ per barrel)



Source: AIP, Bloomberg, RBA

Data Sources

Data presented in this report uses RACQ calculations based on FUELtrac, MotorMouth.com.au, Australian Institute of Petroleum (AIP), Reserve Bank of Australia (RBA), Australian Tax Office (ATO), IRESS and Bloomberg.com data.

16 January 2014

RACQ Public Policy Department

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Table 12: Average ULP Prices for Queensland Regional Centres

	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	2014 Average	2013 Average	2012 Average	2011 Average	2010 Average	2009 Average
Brisbane	158.4	157.0	156.4	151.0	153.9	154.8	153.3	148.0	144.5	146.1	142.0	128.3	150.1	147.9	145.4	142.5	127.6	117.9
Atherton	158.9	158.9	159.4	159.4	159.5	159.9	159.9	159.2	158.5	158.2	156.3	148.0	158.0	154.5	149.7	nd	nd	nd
Ayr	159.9	159.9	159.9	158.3	157.0	159.0	156.2	148.5	142.8	145.1	145.8	133.5	152.1	155.7	147.2	nd	nd	nd
Biloela	160.2	159.8	160.0	159.4	159.3	158.9	158.6	156.3	148.0	147.8	143.5	140.2	154.3	154.5	149.2	nd	nd	nd
Blackall	166.4	166.5	165.8	166.2	165.5	165.8	166.0	166.1	165.4	165.0	163.0	159.2	165.1	164.0	160.6	nd	nd	nd
Blackwater	159.1	158.7	158.2	158.9	158.6	158.9	158.4	158.0	157.2	156.9	155.0	151.8	157.5	154.0	150.9	nd	nd	nd
Bowen	160.2	160.0	160.0	160.0	160.1	160.0	160.2	157.7	154.2	154.0	151.5	145.4	156.9	155.1	150.8	144.6	130.4	120
Bundaberg	156.3	156.0	156.6	155.7	155.8	155.9	156.1	155.1	151.9	149.9	147.6	138.5	152.9	151.8	146.9	142.1	126.2	119.3
Cairns	160.5	160.6	160.9	160.8	160.7	160.8	160.8	160.5	158.3	157.5	156.1	148.5	158.8	155.6	150.7	144.2	128.6	118.4
Charleville	160.8	160.9	160.9	160.8	160.5	160.2	159.9	159.4	159.2	159.2	156.6	148.9	158.9	159.5	156.9	152.1	139.8	131.3
Charters Towers	156.3	156.4	160.3	160.4	160.4	160.5	160.3	159.0	155.9	155.5	151.1	144.5	156.7	154.2	151.7	146.2	131.5	122.5
Childers	157.1	156.9	156.8	156.0	156.1	156.3	156.5	152.4	150.9	148.9	145.3	137.9	152.6	152.2	147.9	nd	nd	nd
Cloncurry	171.6	171.7	171.8	171.7	171.8	171.7	171.8	171.8	171.0	169.9	167.7	161.5	170.3	171.6	168.0	159	nd	nd
Cunnamulla	163.4	163.4	163.2	162.9	162.9	162.9	162.9	162.9	162.9	162.9	162.9	161.8	162.9	162.9	162.3	154.3	nd	nd
Dalby	159.2	159.6	160.0	160.3	159.9	160.3	159.6	155.3	152.4	148.3	147.9	145.3	155.7	153.0	149.1	139.9	nd	nd
Emerald	158.0	157.9	157.9	157.7	157.0	155.2	157.7	153.0	152.7	152.4	152.0	147.8	154.9	154.6	150.3	144.5	130.6	118.5
Gladstone	159.4	159.3	159.4	158.4	158.5	158.2	158.2	156.4	154.7	154.1	151.2	144.9	156.1	152.9	148.6	141.4	130.5	120.2
Gold Coast	158.4	156.4	155.3	150.2	151.4	153.7	153.5	147.0	140.6	146.3	145.5	128.9	148.9	147.3	145.0	142.5	127.9	118.8
Goondiwindi	159.8	159.7	159.6	158.7	158.7	158.8	158.6	154.3	153.6	151.8	149.7	143.8	155.6	153.3	150.4	145	129.4	117.1
Gympie	154.2	154.6	155.1	153.1	153.5	153.4	153.7	150.2	148.6	147.7	142.4	131.9	149.9	149.5	147.0	144.6	nd	nd
Hervey Bay	154.3	154.2	154.7	153.8	153.6	153.5	152.4	150.6	148.5	147.9	145.2	138.3	150.6	151.1	146.9	142.4	129	119.1
Ingham	159.1	159.0	158.9	158.2	158.1	158.1	158.0	157.9	152.6	151.3	150.5	146.9	155.7	154.1	150.6	nd	nd	nd
Innisfail	159.9	159.9	159.9	159.9	159.9	159.9	159.9	159.9	157.6	156.9	155.4	147.1	158.0	156.6	151.2	nd	nd	nd
Ipswich	157.0	156.3	155.1	150.7	153.3	153.7	154.5	148.2	145.9	146.1	142.9	128.3	149.3	148.5	146.0	142.4	128	118
Kingaroy	156.4	156.1	155.9	155.9	155.9	155.9	155.8	154.2	152.9	152.9	150.1	142.3	153.7	152.0	148.4	142.3	128.7	117.1
Longreach	167.7	168.4	168.2	167.9	168.0	167.9	167.9	167.9	167.3	166.8	164.8	161.7	167.0	160.7	158.5	152.2	136.9	126.4
Mackay	158.0	157.5	157.4	155.4	154.8	154.5	153.9	151.5	149.7	147.8	144.4	137.5	151.9	152.6	144.5	142.2	127.4	115.9
Mareeba	158.6	158.6	158.6	158.6	158.6	158.7	158.6	158.4	157.7	157.1	156.3	151.1	157.6	154.7	150.3	nd	nd	nd
Maryborough	154.9	154.8	155.3	154.1	154.2	154.7	154.4	151.3	148.9	148.8	143.7	135.4	150.9	150.2	147.1	142.5	128.7	119.1
Miles	164.4	164.1	164.4	162.4	160.6	160.8	161.2	155.8	154.4	154.9	149.8	141.7	157.9	158.5	156.4	nd	nd	nd
Moranbah	165.5	165.7	165.4	163.2	163.4	163.4	164.5	161.6	159.0	157.5	153.4	145.4	160.7	159.0	153.8	nd	nd	nd
Mount Isa	162.4	160.5	160.4	159.2	159.7	159.9	160.1	159.4	158.5	158.4	154.4	150.9	158.6	158.6	155.3	150.5	134.9	124.2
Rockhampton	159.5	158.7	158.6	158.0	157.4	157.2	156.5	154.4	154.0	153.7	150.9	146.8	155.5	154.6	150.2	145.8	131.6	121.6
Roma	157.4	156.9	157.1	156.9	156.8	157.0	158.4	158.9	158.6	157.9	156.8	155.1	157.3	153.4	149.8	146.4	132.2	122.5
Sunshine Coast	157.5	154.5	154.8	149.0	150.2	151.3	151.1	146.3	138.8	143.4	142.7	129.0	147.4	145.7	143.9	142.7	128.2	118.4
Toowoomba	153.3	153.1	152.9	152.2	152.0	152.3	152.4	150.7	149.5	148.3	147.5	144.4	150.7	147.7	146.3	136.3	123.6	112.2
Townsville	156.2	155.1	155.0	154.6	154.3	154.6	155.1	152.1	150.6	150.6	147.3	144.4	152.5	152.1	147.6	141.6	126.7	115.8
Tully	159.9	159.9	159.9	159.9	159.9	159.9	159.9	159.9	157.4	156.2	153.8	146.5	157.8	156.6	151.9	nd	nd	nd
Warwick	152.9	152.4	152.7	151.2	150.4	150.3	149.4	148.2	146.8	146.7	145.6	139.4	148.8	146.3	146.0	141.8	128.4	116.2
Weipa	178.9	178.9	178.9	178.9	178.9	178.9	178.9	178.9	178.9	178.9	178.9	173.1	178.4	nd	nd	nd	nd	nd
Whitsunday	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Yeppoon	157.9	157.9	158.0	157.0	155.9	156.3	155.5	153.9	153.9	153.4	150.5	148.0	154.8	152.9	148.7	nd	nd	nd

Source: RACQ calculations using MotorMouth data (2014, 2013 and 2012) and FUELtrac data (2011, 2010 and 2009)

Table 13: Average Diesel Prices for Queensland Regional Centres

	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	2014 Average	2013 Average	2012 Average	2011 Average	2010 Average	2009 Average
Brisbane	161.7	161.1	160.6	159.3	158.6	157.7	156.9	154.8	152.6	151.2	148.3	142.9	155.4	153.4	149.3	147.1	137.6	117.8
Atherton	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	152.9	nd	nd	nd
Ayr	161.8	161.4	161.3	160.4	159.7	159.9	159.1	154.9	145.8	143.9	142.6	136.5	153.9	153.8	149.5	nd	nd	nd
Biloela	165.3	164.7	164.0	163.1	163.4	161.4	159.6	156.8	150.9	150.2	143.6	140.7	157.0	156.8	153.0	nd	nd	nd
Blackall	173.3	172.0	171.4	170.9	169.3	168.9	168.7	167.1	166.0	163.6	159.6	149.4	166.7	166.2	162.0	nd	nd	nd
Blackwater	164.6	163.7	162.7	159.9	159.9	159.4	158.8	157.8	155.9	152.7	150.6	149.3	157.9	156.2	152.4	nd	nd	nd
Bowen	162.1	160.3	159.9	159.9	159.4	159.2	157.2	152.9	146.1	146.5	145.1	140.5	154.1	154.2	149.8	147.6	130.1	132.0
Bundaberg	163.1	161.3	159.5	158.3	158.0	157.6	156.8	154.6	152.8	149.6	146.0	140.8	154.9	154.4	151.1	147.9	138.2	130.8
Cairns	168.5	168.4	168.4	168.5	168.6	168.0	166.9	166.1	163.7	160.4	156.5	149.8	164.5	158.8	154.0	151.0	139.4	133.0
Charleville	166.1	166.2	166.2	166.1	165.6	164.6	164.2	163.4	163.2	163.2	158.0	149.0	163.0	162.6	160.2	155.1	140.4	132.4
Charters Towers	162.6	161.4	161.9	160.9	160.9	161.1	160.8	160.2	156.2	154.0	150.3	145.3	158.0	156.1	151.7	150.3	132.4	134.2
Childers	162.9	162.2	161.1	159.8	159.7	156.1	154.7	152.1	151.1	148.9	145.6	139.7	154.5	154.2	150.1	nd	nd	nd
Cloncurry	177.4	177.3	177.3	175.9	175.7	175.5	175.5	175.5	174.8	170.3	162.2	158.7	173.0	174.5	172.1	164.8	nd	nd
Cunnamulla	167.2	167.9	166.7	166.4	166.4	166.1	165.4	165.4	165.4	165.3	163.2	162.2	165.6	166.8	168.8	159.1	nd	nd
Dalby	164.0	162.9	163.2	162.7	163.2	163.0	160.9	157.6	154.1	151.6	149.6	148.0	158.4	154.1	150.0	146.1	nd	nd
Emerald	163.7	161.1	160.2	159.3	158.9	158.4	157.9	156.9	153.4	152.0	150.4	149.0	156.8	156.4	152.0	148.8	131.1	139.2
Gladstone	164.7	163.9	163.3	161.3	160.7	159.4	158.2	157.0	154.8	151.6	148.2	145.0	157.3	156.3	152.1	147.1	131.0	131.8
Goondiwindi	162.9	162.4	161.6	160.5	159.6	158.6	157.6	155.7	153.9	152.3	148.8	143.2	156.4	153.8	150.5	nd	nd	nd
Gold Coast	163.2	162.9	162.7	161.7	160.9	159.7	158.5	157.0	153.7	151.5	148.9	142.4	156.9	154.2	149.7	147.1	138.2	131.1
Gympie	160.9	159.8	159.2	156.5	155.6	154.7	153.8	151.5	150.2	147.6	143.0	136.0	152.4	152.0	149.1	nd	nd	nd
Hervey Bay	159.6	158.9	158.5	157.9	157.9	157.3	156.0	154.3	153.0	150.7	147.0	142.3	154.5	154.3	150.6	147.0	130.0	118.0
Ingham	164.5	164.2	163.3	162.7	162.7	162.5	162.0	158.0	152.5	151.0	147.9	144.9	158.0	154.9	149.6	nd	nd	nd
Innisfail	168.9	168.9	168.9	168.9	168.9	167.7	165.9	165.0	161.9	157.3	154.8	147.4	163.7	159.3	154.5	nd	nd	nd
Ipswich	159.7	159.3	158.9	158.1	157.3	156.4	155.7	154.4	153.0	151.9	148.4	142.3	154.6	152.5	148.2	146.0	138.0	131.7
Kingaroy	162.8	162.3	162.2	162.2	162.2	158.6	156.4	154.4	153.7	151.1	145.9	141.0	156.1	155.0	151.7	148.3	139.8	118.5
Longreach	169.9	170.2	170.2	170.2	170.2	169.4	167.4	166.9	166.9	166.6	160.8	157.6	167.2	162.5	160.1	157.0	137.8	119.8
Mackay	167.5	165.1	164.2	162.2	161.4	160.6	158.2	156.1	154.3	152.7	149.6	146.7	158.2	156.8	150.9	146.9	139.9	137.5
Mareeba	167.6	167.4	167.4	167.4	167.4	166.7	165.4	164.4	163.5	162.4	158.4	153.8	164.3	157.7	153.3	nd	nd	nd
Maryborough	161.5	160.1	159.5	157.4	157.5	156.6	155.3	153.7	151.8	149.1	144.2	137.7	153.7	153.0	149.7	146.7	138.7	119.4
Miles	167.0	166.4	165.8	164.3	164.2	163.5	163.0	161.1	158.8	155.5	151.8	146.9	160.7	158.6	155.8	nd	nd	nd
Moranbah	171.7	170.4	169.3	166.7	165.6	164.0	162.8	162.2	162.0	159.1	154.0	147.4	162.9	161.9	156.1	nd	nd	nd
Mount Isa	168.2	167.1	167.7	162.5	162.8	162.5	161.5	160.8	159.4	158.6	154.4	150.8	161.3	162.4	156.4	154.0	132.6	119.4
Rockhampton	165.3	164.2	163.0	161.4	160.5	159.5	158.4	156.3	155.1	152.8	148.2	146.6	157.6	155.5	151.9	150.0	132.4	137.0
Roma	161.6	161.7	161.5	159.0	157.5	157.5	157.4	155.9	155.9	155.2	153.7	150.8	157.3	155.1	152.7	149.6	133.1	133.5
Sunshine Coast	162.8	162.2	161.7	160.1	159.1	158.6	157.9	155.2	153.3	151.2	147.8	140.1	155.8	153.3	150.0	147.3	139.1	135.0
Toowoomba	163.4	162.6	162.0	160.9	160.5	159.8	159.5	157.8	156.1	154.0	149.6	145.0	157.6	153.9	150.3	147.0	138.1	118.5
Townsville	161.7	161.1	160.4	159.8	159.2	157.7	157.0	154.6	152.0	150.4	147.4	142.4	155.3	152.7	148.1	145.3	138.5	118.0
Tully	168.7	168.7	168.7	168.0	167.3	166.3	164.7	164.7	160.5	154.6	152.0	146.9	162.6	157.8	153.1	nd	nd	nd
Warwick	163.1	162.1	161.5	160.6	159.6	158.0	155.5	154.0	151.7	149.5	147.5	142.3	155.5	152.7	149.1	146.8	139.4	118.8
Whitsunday	173.9	173.9	173.9	173.9	173.9	173.9	173.9	173.9	173.9	173.9	173.9	168.3	173.4	153.1	149.0	nd	nd	nd
Yeppoon	159.3	159.7	159.9	158.7	158.3	158.0	157.7	156.5	153.8	153.2	151.1	148.2	156.2	154.0	nd	nd	nd	nd

Source: RACQ calculations using MotorMouth data (2014, 2013 and 2012) and FUELtrac data (2011, 2010 and 2009 data)

Table 14: Average LPG Prices for Queensland Regional Centres

	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	2014 Average	2013 Average	2012 Average
Brisbane	94.8	93.8	90.5	85.8	82.3	79.7	79.5	78.7	78.4	77.7	75.9	73.5	82.5	74.9	75.6
Atherton	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Ayr	124.9	121.9	121.9	117.9	109.1	105.9	105.9	105.9	105.9	105.9	105.9	101.9	110.7	101.9	87.0
Biloela	nd	108.9	108.9	108.9	108.9	108.9	108.9	108.9	110.3	108.9	107.6	105.9	108.6	nd	nd
Blackall	117.9	117.9	109.0	95.3	93.5	92.8	92.8	92.8	92.8	92.8	91.5	88.3	98.1	91.7	104.9
Blackwater	117.9	117.9	115.2	108.2	104.9	104.9	104.9	104.9	106.6	104.9	103.5	97.9	107.6	100.8	99.5
Bowen	116.6	116.0	116.3	115.3	115.0	114.8	115.6	108.8	112.2	112.4	112.7	112.7	114.0	97.3	92.2
Bundaberg	101.9	102.2	100.9	100.2	100.1	100.1	100.7	100.1	99.4	99.2	98.7	96.5	100.0	90.8	88.1
Cairns	110.5	109.6	108.7	107.5	107.0	106.9	106.8	105.9	104.8	103.4	103.9	103.2	106.5	99.6	95.2
Charleville	109.9	109.9	109.9	109.9	109.9	109.9	109.9	109.9	109.9	109.9	109.9	109.9	109.9	nd	nd
Charters Towers	106.9	106.9	102.9	99.6	100.8	100.2	103.3	101.8	109.4	109.4	109.4	109.5	105.0	98.3	95.4
Childers	109.4	108.5	108.5	108.3	108.5	108.0	108.1	102.9	99.6	99.9	100.7	99.1	105.1	95.6	89.5
Cloncurry	130.4	130.4	129.6	123.4	123.2	123.1	123.0	123.0	123.2	122.5	121.6	121.3	124.6	nd	133.2
Cunnamulla	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Dalby	101.9	101.9	101.9	101.9	101.9	101.9	101.9	101.5	91.7	89.9	89.9	89.9	98.0	90.3	90.4
Emerald	104.2	101.8	101.2	100.0	98.3	95.4	95.5	95.4	95.6	95.8	95.4	94.2	97.7	92.2	92.6
Gladstone	104.3	104.7	104.8	104.2	98.9	95.9	95.3	95.1	94.7	94.9	94.9	95.0	98.5	95.6	90.3
Gold Coast	95.0	93.6	91.0	88.3	83.7	80.8	80.5	79.4	78.9	77.7	76.8	74.9	83.3	75.9	76.9
Goondiwindi	101.0	96.5	92.7	92.1	91.8	91.8	91.9	91.9	91.8	90.7	90.6	90.6	92.8	86.9	86.3
Gympie	100.0	101.6	99.3	96.4	94.9	94.3	94.5	94.2	92.9	92.9	92.5	90.2	95.3	85.8	85.8
Hervey Bay	105.2	105.0	105.1	104.7	103.2	99.7	99.6	99.7	99.8	99.7	99.3	92.8	101.1	85.6	87.3
Ingham	98.4	98.4	98.4	98.4	98.4	98.4	98.6	98.4	98.4	98.4	98.4	98.6	98.4	94.6	92.4
Innisfail	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Ipswich	95.0	94.3	91.5	87.6	82.9	81.1	81.3	80.3	80.3	78.8	78.0	76.2	83.9	75.7	76.7
Kingaroy	105.8	104.2	102.9	101.0	99.9	99.9	99.9	99.9	99.9	99.9	99.9	99.9	101.3	86.9	81.8
Longreach	102.8	100.9	100.0	100.8	101.3	101.7	101.0	100.6	101.6	100.0	102.3	101.3	101.2	nd	106.0
Mackay	104.9	105.3	105.4	104.9	104.4	101.5	98.1	97.9	98.0	97.9	97.9	97.2	101.1	90.7	91.7
Mareeba	119.3	119.9	119.9	119.9	119.9	116.2	116.3	115.0	109.4	108.2	106.1	106.4	114.7	97.9	96.3
Maryborough	114.8	114.6	111.7	108.3	108.1	108.3	106.5	103.8	100.9	100.8	99.4	97.9	106.3	95.0	92.3
Miles	111.8	114.1	106.9	100.1	98.7	98.7	101.1	106.4	106.1	109.0	105.7	101.9	104.9	98.8	93.4
Moranbah	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Mount Isa	95.7	95.7	95.7	95.7	95.7	95.7	95.7	95.7	95.8	95.7	95.7	95.7	95.7	95.7	91.3
Rockhampton	106.8	106.2	105.0	102.5	101.2	93.6	92.0	92.0	91.9	92.1	91.9	92.0	97.3	94.8	90.4
Roma	117.9	117.9	117.9	117.9	117.9	117.9	117.9	117.9	116.5	117.9	116.2	110.9	117.1	101.2	95.1
Sunshine Coast	95.3	94.1	90.6	87.6	85.8	83.5	83.0	80.1	79.1	78.8	77.9	77.0	84.3	75.1	77.0
Toowoomba	96.9	96.6	94.7	89.5	88.9	88.9	89.1	87.7	87.2	87.0	85.7	83.9	89.7	75.4	77.4
Townsville	96.6	96.6	95.9	95.1	94.5	93.8	94.3	93.2	93.1	92.4	93.3	93.2	94.3	91.5	90.8
Tully	103.0	102.0	99.9	99.9	99.9	99.5	97.1	93.9	90.1	88.5	88.2	87.6	95.8	nd	nd
Warwick	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	85.5	87.8
Whitsunday	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	92.6	84.6
Yeppoon	98.9	98.9	98.9	98.9	98.9	98.9	98.9	98.9	98.9	98.9	98.9	98.9	98.9	90.8	88.3

Source: RACQ calculations using MotorMouth data

Table 15: Average ULP Indicative Retail Margins for Queensland Regional Centres

	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	2014 Average	2013 Average
Brisbane	11.5	10.6	11.0	7.4	9.7	9.8	7.6	10.8	6.7	10.6	14.4	10.1	10.2	8.5
Atherton	9.3	9.5	10.3	12.9	13.7	12.1	11.4	19.2	17.8	19.0	23.5	25.8	15.4	12.3
Ayr	9.3	9.4	9.6	12.3	8.9	10.1	6.5	7.3	0.9	5.4	13.1	12.4	8.8	12.7
Biloela	9.6	10.9	10.2	12.0	11.3	10.1	9.0	15.2	6.2	8.1	10.9	19.2	11.0	10.8
Blackall	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Blackwater	6.0	7.2	5.9	8.9	8.1	7.6	6.3	14.4	12.8	14.7	19.8	28.3	11.7	7.8
Bowen	9.2	9.2	9.4	13.6	11.6	10.7	10.2	16.1	12.0	14.0	18.5	24.0	13.2	11.7
Bundaberg	6.2	6.3	8.0	8.9	8.4	7.7	7.2	14.7	10.9	11.2	16.7	17.0	10.3	9.1
Cairns	11.1	11.5	12.0	14.6	15.2	13.2	12.6	20.8	17.9	18.6	23.6	26.5	16.5	13.7
Charleville	5.7	6.2	7.3	9.0	8.1	7.0	6.0	13.9	13.2	15.4	20.8	22.4	11.3	11.9
Charters Towers	5.2	5.6	9.7	14.0	11.9	11.1	10.3	17.4	13.6	15.4	18.0	23.1	13.0	10.7
Childers	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Cloncurry	15.2	15.4	15.7	19.8	17.9	17.0	16.4	24.8	23.3	24.4	29.3	34.7	21.2	22.7
Cunnamulla	8.6	9.1	9.9	11.4	10.9	10.0	9.4	17.8	17.3	19.5	27.4	35.6	15.6	15.6
Dalby	10.7	11.6	13.1	15.1	14.2	13.7	12.4	16.5	13.1	11.2	18.7	25.5	14.7	12.0
Emerald	6.1	7.6	6.7	8.9	7.6	5.0	6.7	10.5	9.5	11.3	18.0	25.4	10.3	9.5
Gladstone	9.4	10.9	10.1	11.4	11.0	10.0	9.2	15.8	13.4	14.9	19.1	24.4	13.3	9.8
Gold Coast	11.1	9.5	9.5	6.2	6.9	8.3	7.4	9.3	2.4	10.4	17.4	10.2	9.0	7.5
Goondiwindi	8.8	9.2	10.2	11.0	10.5	9.8	8.8	12.9	11.8	12.2	18.0	21.5	12.0	9.8
Gympie	5.9	6.8	8.4	8.1	8.0	7.1	6.7	11.6	9.5	10.8	13.4	12.3	9.0	8.7
Hervey Bay	5.5	5.9	7.5	8.3	7.6	6.7	4.9	11.5	8.9	10.5	15.7	18.2	9.3	9.8
Ingham	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Innisfail	9.9	10.1	10.3	13.0	13.6	11.6	11.0	19.5	16.5	17.3	22.2	24.4	15.0	14.1
Ipswich	9.6	9.4	9.3	6.7	8.7	8.3	8.4	10.6	7.7	10.1	14.9	9.6	9.4	9.1
Kingaroy	6.8	7.1	7.9	9.6	9.1	8.3	7.5	14.3	12.5	14.7	19.9	21.4	11.6	9.9
Longreach	9.0	11.2	10.1	12.2	11.7	10.8	10.0	18.5	17.2	18.8	24.0	32.4	15.5	8.8
Mackay	7.6	7.4	7.5	9.6	7.0	6.0	4.8	10.8	8.3	8.6	12.1	15.6	8.8	9.8
Mareeba	8.4	8.6	8.8	11.5	12.1	10.3	9.6	17.8	16.4	17.3	22.9	28.3	14.3	12.0
Maryborough	5.8	6.2	7.8	8.4	7.9	7.6	6.7	12.0	9.0	11.2	14.0	15.1	9.3	8.7
Miles	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Moranbah	12.1	12.5	12.4	14.3	12.5	11.7	12.3	17.8	14.5	15.2	18.0	20.5	14.5	13.1
Mount Isa	5.1	3.4	3.5	6.5	4.9	4.3	3.8	11.5	9.9	12.1	15.1	23.2	8.6	nd
Rockhampton	8.9	9.7	8.7	10.5	9.3	8.4	6.9	13.2	12.0	13.9	18.2	25.7	12.1	10.9
Roma	6.5	6.5	7.9	9.4	8.7	8.1	8.8	17.7	17.0	18.5	25.3	32.9	13.9	10.1
Sunshine Coast	9.4	6.9	8.2	4.2	4.9	5.1	4.3	7.9	-0.1	6.7	13.9	9.5	6.7	5.1
Toowoomba	5.2	5.5	6.4	7.4	6.7	6.2	5.6	12.4	10.6	11.6	18.7	25.0	10.1	7.1
Townsville	6.8	6.0	6.0	9.9	7.4	6.9	6.7	12.2	10.0	12.1	15.9	24.6	10.4	10.3
Tully	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Warwick	4.7	4.6	6.0	6.2	4.9	3.9	2.4	9.7	7.7	9.8	16.6	19.7	8.0	5.5
Whitsunday	19.7	19.9	20.1	22.8	23.4	21.4	20.8	29.3	28.5	30.1	36.5	41.2	26.1	nd
Yeppoon	nd	nd!	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	8.5

Source: RACQ calculations using MotorMouth and FUELtrac data

Table 16: Average Diesel Indicative Retail Margins for Queensland Regional Centres

	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	2014 Average	2013 Average
Brisbane	11.3	11.7	12.7	13.9	13.2	14.0	14.2	13.6	12.8	16.3	16.8	20.0	13.9	10.6
Atherton	12.1	12.6	13.3	14.7	13.8	14.5	14.5	14.1	13.7	17.0	16.9	19.9	14.7	nd
Ayr	11.3	11.6	12.7	13.5	12.6	13.7	14.0	12.8	12.3	15.2	15.1	16.0	13.4	8.3
Biloela	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	10.9
Blackall	8.6	8.6	10.1	11.7	11.0	12.8	13.1	10.4	2.8	5.7	7.9	10.5	9.4	nd
Blackwater	11.6	12.4	13.3	14.8	15.1	14.8	14.0	12.6	7.5	12.2	9.1	14.9	12.7	7.9
Bowen	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	8.3
Bundaberg	8.5	8.8	9.4	9.1	9.1	10.3	10.8	11.1	10.0	12.1	13.6	21.1	11.2	8.2
Cairns	8.5	7.2	8.3	10.8	10.3	11.8	10.8	8.0	2.7	7.9	10.0	14.2	9.2	14.1
Charleville	9.5	8.7	8.5	9.6	9.4	10.6	10.9	10.2	9.8	11.4	11.3	14.7	10.4	11.3
Charters Towers	16.2	16.8	18.5	20.9	21.1	22.2	22.0	22.7	21.6	22.6	21.6	23.7	20.8	10.3
Childers	7.5	8.6	10.1	12.5	12.1	12.6	13.3	14.0	15.2	20.1	18.2	17.9	13.5	nd
Cloncurry	9.0	8.2	10.3	11.8	11.8	13.7	14.4	15.3	12.7	15.4	15.2	18.8	13.1	23.2
Cunnamulla	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	15.9
Dalby	18.3	18.8	20.3	21.3	21.2	22.7	23.7	25.2	25.9	26.3	21.7	26.9	22.7	9.5
Emerald	8.9	10.6	11.0	13.1	13.1	14.5	14.8	16.3	17.7	22.5	23.9	31.4	16.5	9.2
Gladstone	12.1	12.0	13.8	15.8	16.3	17.7	16.7	14.8	12.8	15.2	16.5	23.5	15.6	11.0
Goondiwindi	8.7	7.4	8.1	9.6	9.3	10.4	11.0	11.4	8.7	12.5	14.6	21.8	11.1	10.4
Gold Coast	11.6	12.2	13.1	13.5	13.0	13.3	13.2	13.4	12.0	14.2	14.3	19.8	13.6	7.1
Gympie	8.8	9.4	10.8	12.2	11.5	11.9	11.7	11.7	9.8	12.5	13.3	15.5	11.6	7.6
Hervey Bay	9.1	9.0	10.0	9.7	8.9	9.6	9.7	8.9	9.0	11.4	10.1	11.8	9.8	9.4
Ingham	7.3	7.7	8.8	10.6	10.7	11.8	11.4	11.3	11.4	14.0	13.7	17.6	11.3	nd
Innisfail	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	14.0
Ipswich	15.8	16.6	18.2	20.6	20.7	21.2	20.4	20.9	19.1	18.8	19.1	20.6	19.3	9.5
Kingaroy	8.9	9.5	10.6	12.3	11.6	12.3	12.6	12.8	12.8	16.6	16.4	19.0	12.9	9.4
Longreach	9.7	10.3	11.7	14.2	14.2	12.2	11.1	10.6	11.3	13.6	11.8	15.5	12.2	8.4
Mackay	8.1	9.6	11.2	13.6	13.7	14.5	13.6	14.5	15.3	20.3	18.1	23.6	14.7	11.7
Mareeba	14.8	13.9	14.5	15.0	14.2	15.0	13.5	12.8	11.9	15.8	16.1	21.8	14.9	12.1
Maryborough	14.3	14.9	16.5	18.9	19.0	20.0	19.7	20.1	20.6	23.8	22.5	26.8	19.8	7.9
Miles	9.0	8.6	9.6	9.9	10.1	10.8	10.6	10.4	9.9	12.1	10.6	12.8	10.4	nd
Moranbah	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	13.7
Mount Isa	15.8	16.0	16.5	16.4	15.3	15.2	15.0	15.8	16.5	19.1	17.4	19.4	16.5	nd
Rockhampton	8.3	7.6	9.8	7.1	7.4	8.8	8.9	9.6	9.7	13.7	13.0	18.1	10.2	9.7
Roma	11.7	11.8	12.2	13.1	12.1	12.8	12.8	12.1	11.7	14.8	13.8	20.8	13.3	8.2
Sunshine Coast	7.3	8.4	9.8	9.7	8.2	9.9	10.8	10.8	12.2	16.4	18.3	24.1	12.2	9.1
Toowoomba	11.9	12.0	13.0	14.4	14.0	15.0	15.7	15.5	15.2	18.0	16.9	21.0	15.2	9.7
Townsville	9.7	9.6	10.5	12.3	11.8	11.9	12.3	11.4	10.2	13.4	13.9	17.7	12.1	8.5
Tully	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
Warwick	11.4	11.4	12.3	13.9	12.9	13.0	11.5	11.5	10.5	13.3	14.6	18.1	12.9	8.4
Whitsunday	11.6	12.4	14.0	16.4	16.5	18.1	19.1	20.6	22.0	26.2	29.1	32.2	19.8	nd
Yeppoon	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	7.4

Source: RACQ calculations using MotorMouth and FUELtrac data