

## Fuel in Australia – Where does it come from and where is it used?

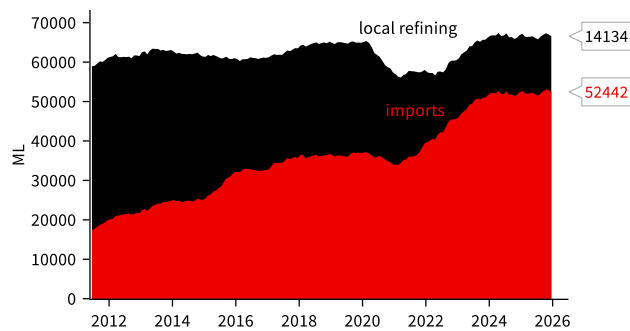
### Key points

- Despite being a net energy exporter, Australia remains highly exposed to disruptions in global oil markets due to its heavy reliance on imported refined fuel.
- About 80% of refined oil products are imported, with imports overwhelmingly from the APAC region, and low fuel stockholdings amplify vulnerability.
- Diesel is especially critical: Australia uses more diesel per person than any country with a population above 500k, reflecting use in road freight, mining and agriculture.
- Road transport accounts for just over half of refined fuel demand, embedding fuel costs across economy-wide supply chains and household budgets.

### The context

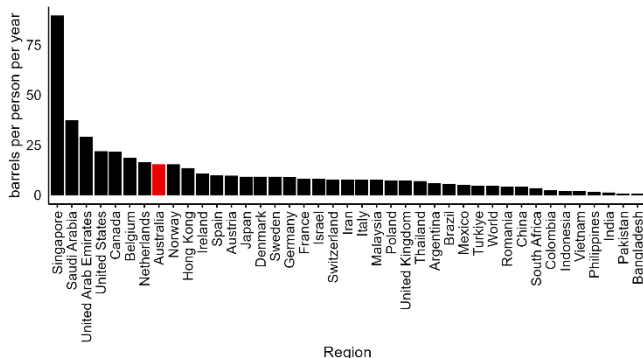
Australia imports about 80% of its refined product usage, up from about 30% in 2011.

#### Australia refined oil supply (rolling annual)



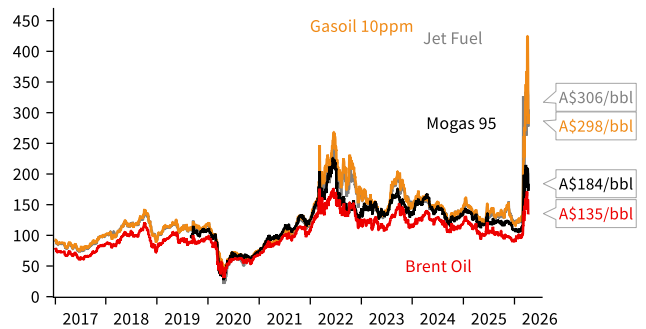
Refined product usage is also comparatively high in Australia on a per capita basis.

#### Refined product use per person



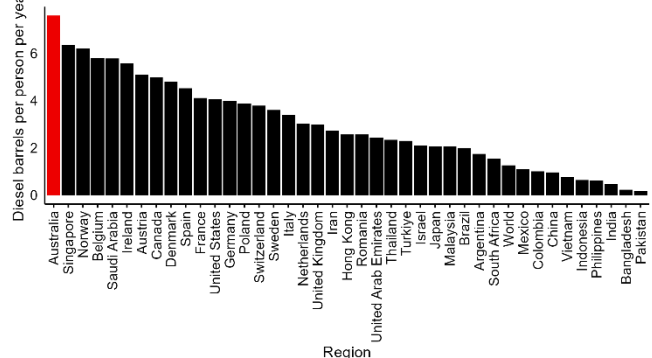
The shock from the Middle East conflict has been felt more acutely in Asia and in refined products than is reflected in the oil price alone.

#### Oil Prices and Singapore refined benchmarks



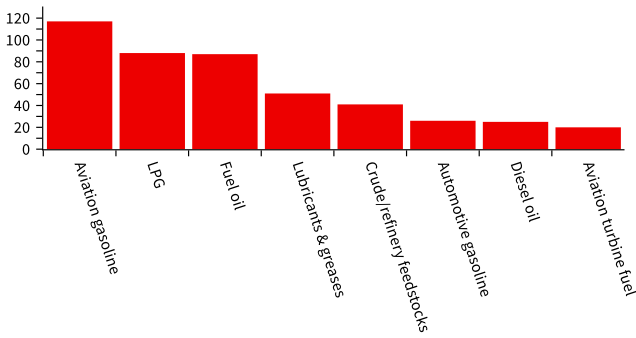
The acute shock to diesel markets in our region in particular is relevant because Australia has a high reliance on diesel, using more diesel per person than any other country with a population larger than 500k, reflecting a combination of high GDP per capita, reliance on road transport over large distances, and use in mining. Diesel use is less of an outlier when scaled by GDP (see appendix).

#### Diesel use per person



As well as import dependence and regional concentration of supply, Australia also has low buffers. Fuel stocks, measured in days of consumption coverage, are comparatively low in Australia. Especially for gasoline and diesel, where days of consumption cover was just 26 and 25 days respectively in the latest data. Australia held the lowest oil stocks in days of net imports terms among IEA member countries in 2025. Low stock cover means even short-lived disruptions to imports could translate into supply shortfalls.

Days of consumption cover (December 2025)

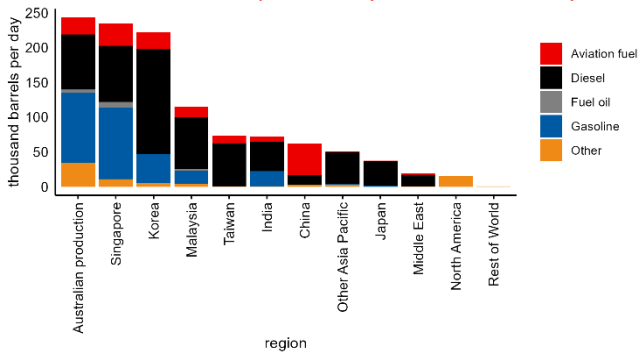


Source: National Australia Bank, Department of Climate Change, Energy, the Environment and Water

Where does supply come from?

In 2025, domestic refinery production accounted for 21% of all refined product supply. The remaining 79% was imported.

Australian refined product – production and imports

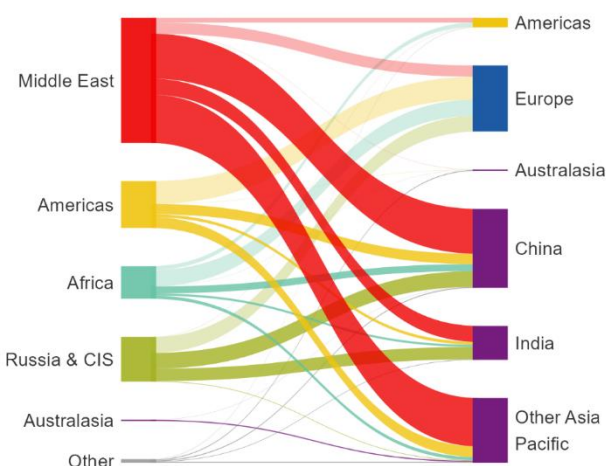


\*Australia reflects local refinery production  
Source: National Australia Bank, Department of Climate Change, Energy, the Environment and Water

Singapore is the largest source of gasoline (accounting for 36% of supply), Korea dominated diesel imports (25% of supply), and China accounted for 28% of aviation fuel supply.

But while some products were concentrated in specific suppliers, supply overwhelmingly came from the Asia Pacific Region, which accounted for 96% of imports and 76% of supply. In turn, most of that regional refining capacity sources crude oil from the Middle East.

Inter-area movements 2024 – Crude trade flows from exporters (left) to importers (right)



Source: National Australia Bank, Energy Institute Statistical Review of World Energy

Where is it used?

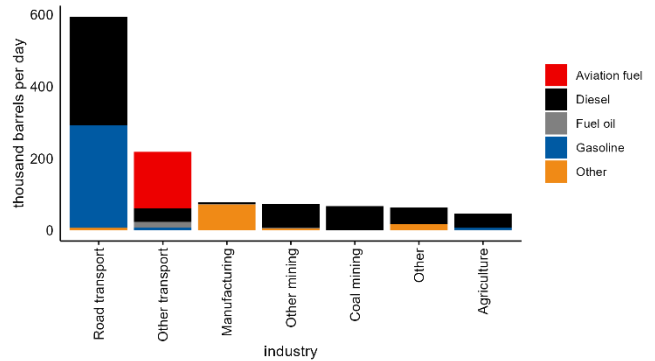
Road transport unsurprisingly dominates fuel usage, combining both passenger transport and commercial/freight activity. It accounts for just over half of refined oil product usage.

There were 276 billion passenger kilometres from car use, and another 17 billion from Buses in 2023-24. On the freight side, there were 249 billion tonne kms driven for road transport, with 32% of that reflecting bulk freight. Just 22% of that occurred within greater capital city areas, underscoring the importance of road freight to connect long distances between cities and regional areas. ([Australian Infrastructure and Transport Statistics—Yearbook 2024—January 2025](#)).

There is some overlap between fuel usage between freight and passenger road transport, but freight is dominated by diesel, while passenger is dominated by gasoline, with only limited substitutability.

Beyond road freight, air travel is the next largest user, using essentially all the aviation fuel supply. Other key industry users are mining, manufacturing and agriculture. Manufacturing largely uses oil products such as bitumen, waxes and lubricants. Mining is also a large user of diesel with coal mining, iron ore and other mining are large diesel users. Agriculture is the other major diesel user.

Refined product use by industry - AUS

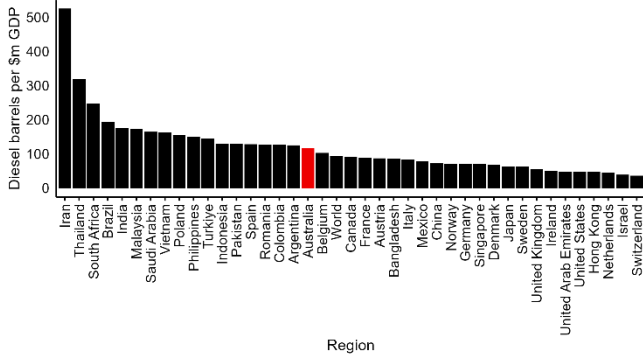


Source: National Australia Bank, Department of Climate Change, Energy, the Environment and Water

The industry level data show use in production, but fuel use to move products through supply chains is reflected in transport. This means that the diesel intensity of the food supply chain, for instance, is much larger than usage within Agriculture alone.

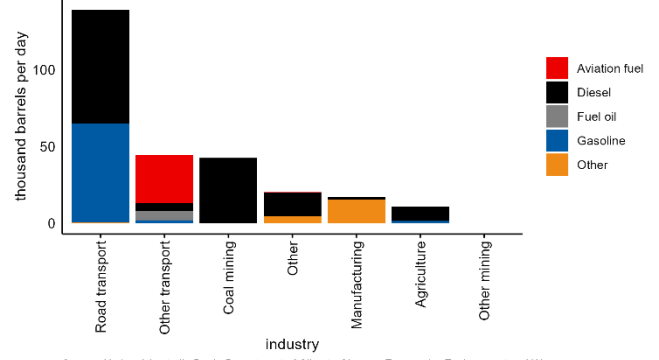
# Chart appendix

Diesel intensity of GDP



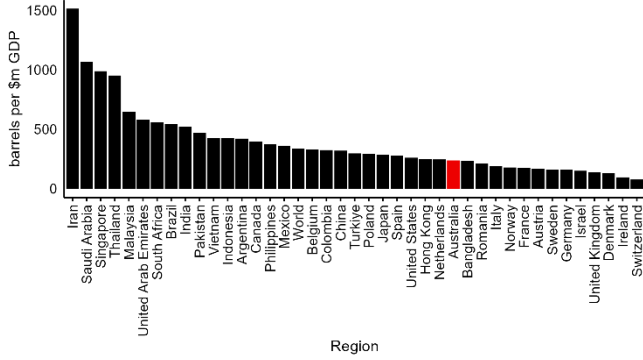
Source: National Australia Bank, IEA, World Bank

Refined product use by industry - QLD



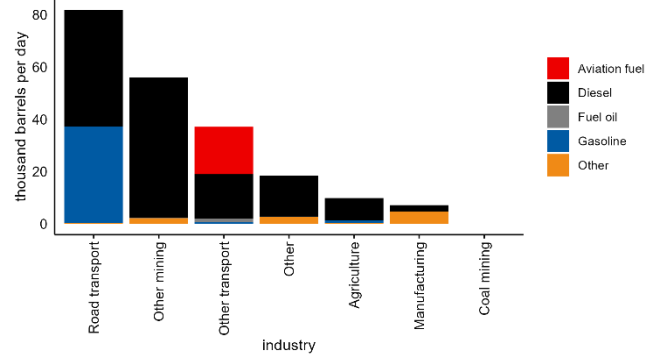
Source: National Australia Bank, Department of Climate Change, Energy, the Environment and Water

Refined product intensity of GDP



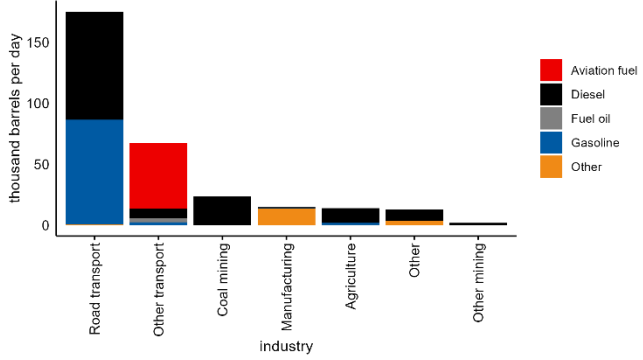
Source: National Australia Bank, IEA, World Bank

Refined product use by industry - WA



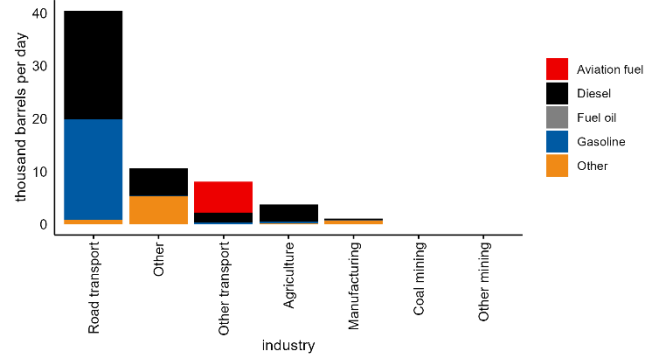
Source: National Australia Bank, Department of Climate Change, Energy, the Environment and Water

Refined product use by industry - NSW



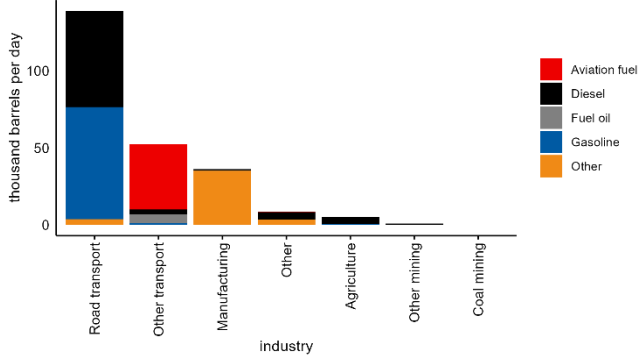
Source: National Australia Bank, Department of Climate Change, Energy, the Environment and Water

Refined product use by industry - SA



Source: National Australia Bank, Department of Climate Change, Energy, the Environment and Water

Refined product use by industry - VIC



Source: National Australia Bank, Department of Climate Change, Energy, the Environment and Water

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