

THE COLOUR OF AUSTRALIAN UNLEADED PETROL IS CHANGING

The Australian Institute of Petroleum (AIP) in conjunction with petrol manufacturing and importing member companies have decided to remove dye from unleaded petrol and E10 (regular unleaded petrol with 10% ethanol added).

This change will not have any impact on the fuel's performance or on compliance with federal and state quality standards or other legislation.

The reason for the change is to align with international practices (e.g. Europe, USA, Asia), whereby petrol is not dyed. Removing dye from unleaded petrol and E10 will assist AIP member companies, and other suppliers who import fuels, with the purchase of petrol cargoes from international refineries. Currently around 20% of Australia's petrol supplies are imported and this proportion is expected to increase in future.

The change to undyed unleaded petrol and E10 will commence from 1 October 2015. We anticipate that the transition will take up to 12 months. During this period both dyed and undyed unleaded petrol and E10 may be seen in the market.

Unleaded petrol and E10 are currently dyed a red/orange colour. With the removal of dye, unleaded petrol and E10 will appear a pale yellow/yellow colour. This will be similar to premium unleaded fuels and diesel, which are also undyed.

UNLEADED PETROL AND E10 NOW

Dyed - red/orange



UNLEADED PETROL AND E10 FROM 1 OCTOBER 2015

Undyed - pale yellow/yellow



Following is a set of questions and answers (Q&A) to provide you with more detail about the change. If you have any additional queries that are not addressed by the Q&A, please contact your current fuel supplier for further information.

Q&A

What is the purpose of adding dye to petrol grades?

Historically, dye has been added to petrol to assist workers in the petroleum industry to quickly identify different petrol grades when handling fuels in the supply and distribution process. The introduction of new equipment and procedures means that relying on colour is no longer required.

Will removing dye from unleaded petrol and E10 affect the quality or performance of the fuel?

No. The colour from dye is purely aesthetic. Removing dye will not affect the quality or performance of the fuel in any way.

What grades of fuel will change in colour?

Unleaded petrol and E10 will no longer be dyed red. As a result all petrol grades, including premium, unleaded, E10 and low aromatic grades will be pale yellow to yellow in colour.

Who is likely to be impacted by the change to undyed unleaded petrol and E10?

The change to undyed unleaded petrol and E10 is purely aesthetic. It will not affect the quality or performance of the fuel in any way. Those who may be impacted by the change include:

- Employees in the petroleum industry who use colour to help identify different petrol grades in the day-to-day handling of fuels. However the introduction of new equipment and procedures means that relying on dye to differentiate fuel grades is no longer required.
- Suppliers of fuel dyes who will no longer be required to provide red dye for local refineries.
- Petroleum services companies such as fuel testing laboratories and those sampling fuel for testing purposes who use colour to assist in identifying different fuel grades.
- Motor trades, such as vehicle service and repairs, who use colour to assist in identifying different fuel grades.
- Customers, who may notice a change in colour when they are refuelling.

When will the change to undyed unleaded petrol and E10 occur?

The removal of dye from unleaded petrol and E10 will commence from 1 October 2015. It is anticipated that it could take up to 12 months for the full transition to undyed unleaded petrol and E10 to occur. During this period both dyed (red/orange) and undyed (pale yellow/yellow) unleaded petrol and E10 may be seen in the market.

Why could the transition to undyed unleaded petrol and E10 take up to 12 months?

The change to undyed petrol and E10 presents several logistic challenges for the petroleum industry that may influence the timing of the transition. These include:

- The need for refineries to 'run down' or use their current inventories of dye.
- Coordination of fuel deliveries from multiple sources into storage terminals, particularly jointly operated storage facilities.

As a result it is possible that both dyed (red/orange) and undyed (pale yellow/yellow) unleaded petrol and E10 may be seen in the market for up to 12 months.

Have there been changes to the colour of fuels in the past?

Yes. The most recent change was in 2012 when the dye colour for unleaded petrol changed from purple to red/orange.