



**ANALYSIS OF  
SOUTH AUSTRALIA'S  
PETROL EXCISE REBATE  
SCHEME**

**March 2000**

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## 1. Introduction

In the mid-to-late 1980s, the South Australian Government introduced a scheme of differential fuel excise rates across the State based upon the distance of a fuel retailer from the Adelaide GPO. The system was primarily introduced to reduce the differential between urban and regional fuel prices.

Under the scheme, the State was divided into three major zones. These zones included:

- Zone 1: Any area located within a radius of 50 kilometres from the Adelaide GPO
- Zone 2: Any area located within a radius of 100 kilometres from the Adelaide GPO excluding Zone 1, York Peninsula and Kangaroo Island, and
- Zone 3: All other parts of South Australia not covered by Zones 1 and 2.

In 1997, the differential fuel excise rates were as follows:

	Leaded (cpl)			Unleaded (cpl)			Diesel (cpl)		
Zone	1	2	3	1	2	3	1	2	3
	10.01	7.44	4.92	9.85	7.28	4.77	11.24	8.73	6.16

In August 1997, the High Court of Australia ruled that the States did not have the right to charge excise taxes on fuel. In order to compensate the States for the loss of revenue, the Federal government agreed to add a "replacement" tax of 8.10 cents per litre to the excise that it already collected and pass it on to the States. (The 8.1 cents per litre replacement tax was the amount which raised the equivalent total State revenue prior to August 1997; this 8.1 cents/litre has since been indexed every six months in line with movements in the consumer price index).

In the case of Queensland, where no State tax had been applied to fuel, this amount is paid to the State government who pass it on to wholesalers and distributors so that Queensland consumers are no worse off as a consequence of the High Court decision.

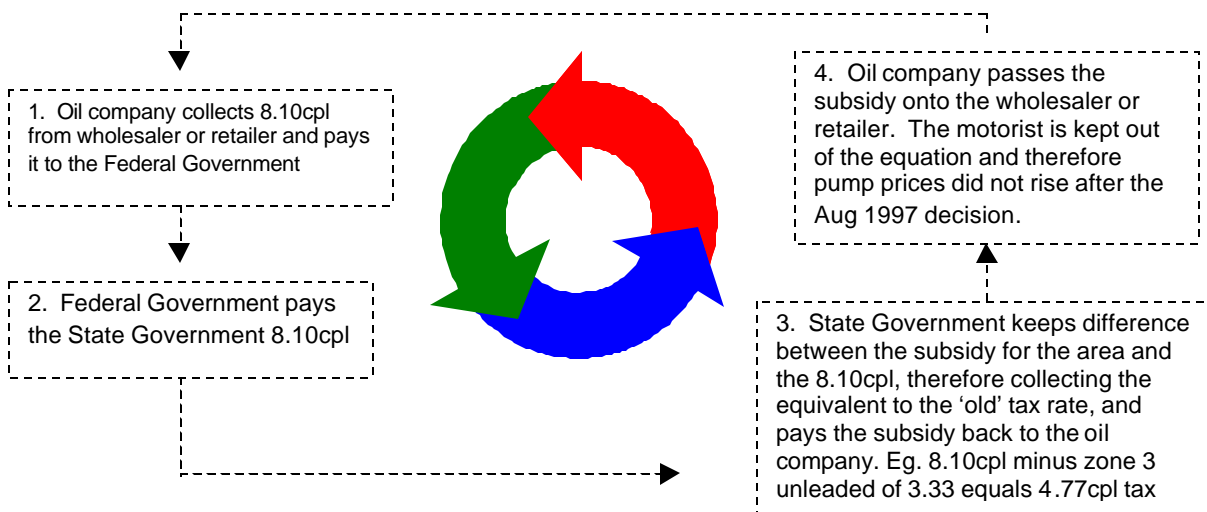
As it is unlawful under the Australian Constitution to apply different levels of Federal taxes to different localities, the South Australian differential fuel excise legislation had to be amended. The amendments to the legislation (see Attachment 1) provided differential subsidies to Zones 2 and 3 in order to maintain the fuel price differential in those areas after the federal replacement tax was introduced.

In August 1998, the following subsidies were applied to each zone:

Zone	Leaded (cpl)			Unleaded (cpl)			Diesel* (cpl)		
	1	2	3	1	2	3	1	2	3
8/1998	nil	0.66	3.17	nil	0.82	3.33	8.10	8.10	8.10
								No certificate – zone3	1.94

\* If holder of off road user or bulk end user certificate

These subsidies are either paid to fuel wholesalers or retailers (but not both). The graphic below outlines how the system works in reality.



The following table details the “effective state excise” rate as of August 1998 with the rebate scheme in operation:

Zone	Leaded (cpl)			Unleaded (cpl)			Diesel (cpl)		
	1	2	3	1	2	3	1	2	3
8/1998	8.10	7.44	4.92	8.10	7.28	4.77	8.10	8.10	6.16

The table above shows that, apart from those tax rates previously above 8.10 cents per litre, the effective excise tax rates have remained the same

## **2. Comparison of City – Country Price Differential**

In order to examine the effectiveness of the South Australian fuel excise rebate system, the difference between city and country prices were calculated for South Australia and compared with differences in other States.

These so-called city–country differentials were calculated on a “zonal” basis by comparing average monthly city prices with average monthly country prices in towns which were located in “zones” determined on the basis of distance from the capital city. The “zones” selected are 0-100 km, 100-150 km, 150-200 km, 200-300 km, 300-400 km, 400-600 km, 600-1000 km, and more than 1000 km from the capital city.

Where there was more than one town in any “zone”, the city-country price differential was determined as the average for that “zone”. The towns, the distances from the capital cities and average prices, are shown in Attachment 2.

The results for South Australia were compared with those for Victoria, Queensland and Western Australia.

NSW was excluded from the analysis because of the petroleum products subsidy scheme which operates in that State. NSW has five zones with a subsidy of 8.35 cents/litre applying in Zone 1 which is near the Queensland border. This subsidy is the same as that applying to the whole of Queensland. The objective of applying an 8.35 cents/litre subsidy in Zone 1 is to ensure that petrol prices are similar in NSW towns near the Queensland border to those in Brisbane and adjacent towns (since no State tax applies in Queensland).

The NSW subsidy applies at a reduced rate as one moves down through regional NSW towards Sydney.

AAA intends to undertake a separate analysis of the NSW scheme soon, but the results of a preliminary analysis are reported below.

## **3. Assumptions**

It should be acknowledged that the analysis of the South Australian rebate scheme is complicated by the fact that some towns, while being a considerable distance from the capital city in their own State, may in fact be close to the border of another State. For example, Mount Gambier (in South Australia) is close to the Victorian border and is virtually the same distance from Adelaide as it is from Melbourne. More detailed analysis would be required to take spatial elements of this kind into account.

Further, while competition and freight costs will have an impact on city-country price differentials, we have not taken these factors into account for the purpose of this analysis because we have assumed that freight costs are the same in each State when

examined on a “zonal” basis. In other words, it is assumed that freight costs are the same for carting fuel 0-100 km in each State, 100-150 km in each State and so on.

Similarly, the level of competition will have an impact on city-price differentials. However, we have assumed that the level of competition is the same in comparable zones in each State. In other words, we have assumed that competition is the same in, for example, “zones” between 100 and 200 km from the capital city in each of the four States analysed, 200-300 km away and so on.

#### 4. Results

The results of the analysis for South Australia, Queensland, Victoria and Western Australia are shown in Figures 1, 2 3 and 4 respectively.

It can be seen from these Figures, that monthly average prices appear to be highly correlated between “zones” in each State. For this reason, for the purposes of the analysis, we have calculated an average of the city-country differentials over the period August 1998-January 2000 for each of the zones in each State. The results are reported in Table 1.

**Table 1: Average city-country differentials classified by State and “zone” (c/l)**

State	Distance from capital city (km)							
	0-100	100-150	150-200	200-300	300-400	400-600	600-1000	>1000
SA	1.7	NA	NA	6.1	8.1	11.9	16.6	NA
QLD	3.9	1.3	NA	5.8	14.2	7.4	11.2	8.3
VIC	0.4	5.4	7.0	8.7	9.7	10.9	NA	NA
WA	NA	NA	10.5	10.1	NA	9.8	11.0	15.5

It can be seen from the figures of Table 1 that in South Australian towns between 200-300 km from the capital city (where the maximum rebate applies), the average of the city-country price differential for the period August 1998-January 2000 is 6.1 cents/litre which is less than that for Victoria (8.7 cents/litre) and Western Australia (10.1 cents/litre) but *greater* than that for Queensland (5.8 cents/litre).

For towns between 300-400 km from the capital city (and there was only one town for which prices were available in South Australia, namely Mt Gambier which was mentioned earlier), the price difference was less than Queensland and Victoria.

**However, for towns between 400-600km and 600-1000km from the capital city, the average city-country price differential is a lot higher in South Australia than in Queensland, Victoria and Western Australia.**

We also note that preliminary analysis of petrol prices near the Queensland border indicates that average monthly prices in NSW towns (Casino and Lismore) in Zone 2 (where an 80 per cent subsidy applies, ie 6.68 cents/litre) are **higher** than Sydney prices by around 6 cents/litre (see Figure 5) whereas one might have expected prices to be **lower**.

## **5 Conclusion**

Since the maximum rebate in South Australia is 3.33 cents per litre for unleaded petrol, there should be some evidence of this rebate being effective in reducing the average unleaded petrol price difference between Adelaide and those towns over 100 kilometres from Adelaide. This is not the case. (Furthermore, preliminary analysis of the NSW scheme is enough to raise concerns about the effectiveness of that scheme as well).

Certainly in towns over 400 kms from Adelaide one would expect, other things being equal, that the city-country price differential would be at least 3 cents/litre less than that prevailing in other States. The fact that it is not, shows that the rebate scheme has failed to ensure that motorists in South Australia are partly compensated for the adverse effects of distance from the capital city. It is possible that wholesalers and distributors are simply retaining the rebate and not passing it on to South Australia's motorists.

In our view, there is sufficient evidence to suggest that the South Australian rebate scheme is not effective

## **ATTACHMENT 1**

### **PETROLEUM PRODUCTS REGULATION ACT 1995**

#### **Division of State into zones**

5. (1) Subject to subsection (2), the State is divided into zones as follows:

(a) zone 1 is that part of the mainland of the State that lies within a radius of 50 kilometres from the General Post Office at Adelaide; and

(b) zone 2 is that part of the mainland of the State (excluding Yorke Peninsula) that lies outside zone 1 but within a radius of 100 kilometres from the General Post Office at Adelaide; and

(c) zone 3 consists of all parts of the State outside zones 1 and 2.

(2) The Governor may, if satisfied that it is necessary to do so in order to achieve equity between vendors of petroleum products, make a regulation varying the boundaries of a zone to such extent as may be necessary for that purpose.

### **PART 2A SUBSIDIES**

#### **Entitlement to subsidy**

20. (1) Subject to this section, the holder of a wholesale licence is entitled to a subsidy at the prescribed rate in respect of a quantity of eligible petroleum products sold by wholesale in accordance with the licence to the holder of a retail licence who purchased the petroleum products for sale pursuant to the retail licence.

(2) Subject to this section, a person who holds both a wholesale licence and a retail licence is entitled to a subsidy at the prescribed rate in respect of a quantity of eligible petroleum products sold pursuant to the retail licence.

(3) Subject to this section, the holder of a wholesale licence is entitled to a subsidy at the prescribed rate in respect of-

(a) a quantity of eligible petroleum products other than diesel fuel sold in accordance with the licence to the holder of a bulk end user certificate; or

(b) a quantity of diesel fuel sold in accordance with the licence to the holder of an off-road diesel fuel user certificate or bulk end user certificate bearing an off-road diesel fuel user endorsement.

(4) Subject to this section, the holder of a retail licence is entitled to a subsidy at the prescribed rate in respect of a quantity of eligible petroleum products purchased by the holder of the licence for retail sale pursuant to the licence if-

(a) the petroleum products were sold to the holder of the licence by wholesale; and

(b) the wholesaler has no entitlement to a subsidy under this Act in respect of the transaction.

(5) Subject to this section, the holder of an off-road diesel fuel user certificate or bulk end user certificate bearing an off-road diesel fuel user endorsement is entitled to a subsidy at the prescribed rate in respect of a retail quantity of diesel fuel purchased from the holder of a retail licence.

(6) Only one subsidy is payable (whether under this Act or a corresponding law) in respect of one quantity of eligible petroleum products.

(7) No subsidy is payable under this Act in respect of-

(a) eligible petroleum products sold for delivery to the purchaser in zone 1 other than diesel fuel sold to the holder of an off-road diesel fuel user certificate or bulk end user certificate bearing an off-road diesel fuel user endorsement; or

(b) diesel fuel sold for delivery to the purchaser in zone 2 other than diesel fuel sold to the holder of an off-road diesel fuel user certificate or bulk end user certificate bearing an off-road diesel fuel user endorsement.

(8) The prescribed rate is-

(a) in respect of diesel fuel sold to the holder of an off-road diesel fuel user certificate or bulk end user certificate bearing an off-road diesel fuel user endorsement for delivery to the holder in zone 1-8.10 cents per litre;

(b) in respect of eligible petroleum products sold for delivery to the purchaser in zone 2-

(i) in the case of leaded petrol-0.66 cents per litre;

(ii) in the case of unleaded petrol-0.82 cents per litre;

(iii) in the case of diesel fuel sold to the holder of an off-road diesel fuel user certificate or bulk end user certificate bearing an off-road diesel fuel user endorsement-8.10 cents per litre;

(c) in respect of eligible petroleum products sold for delivery to the purchaser in zone 3-

(i) in the case of leaded petrol-3.17 cents per litre;

(ii) in the case of unleaded petrol-3.33 cents per litre;

(iii) in the case of diesel fuel (other than diesel fuel sold to the holder of an off-road diesel fuel user certificate or bulk end user certificate bearing an off-road diesel fuel user endorsement)-1.94 cents per litre;

(iv) in the case of diesel fuel sold to the holder of an off-road diesel fuel user certificate or bulk end user certificate bearing an off-road diesel fuel user endorsement-8.10 cents per litre.

(9) Subsection (8) may be amended by regulation for the purpose of altering the rate of subsidy under this section.

(10) In this section-

" **off-road diesel fuel user certificate** " includes a certificate, licence or other authority under a corresponding law recognised by the Commissioner as the equivalent of an off-road diesel fuel user certificate under this Act.

### **Claim for subsidy**

**21.** (1) A claim for a subsidy under this Part must be made to the Commissioner in a manner and form approved by the Commissioner and contain the information required by the Commissioner.

(2) A claimant must provide any further information that the Commissioner requires for the purposes of determining whether the claimant is entitled to a subsidy under this Part and the amount of subsidy payable to the claimant.

### **Payment of subsidy**

**22.** (1) If the Commissioner is satisfied that-

(a) a claim for a subsidy has been made in accordance with this Act; and

(b) the claimant is entitled to a subsidy under this Act in respect of the sale or purchase of petroleum products to which the claim relates, the Commissioner must pay the claimant an amount calculated at the prescribed rate in respect of the claim.

(2) This section, without further appropriation, is sufficient authority for making payments under subsection (1).

(3) A subsidy may, at the request of the person entitled to it, be paid to another person on his or her behalf.

### **Amounts recoverable by Commissioner**

**23.** (1) The Commissioner may, by notice in writing, require a person to repay, within the period specified in the notice, a subsidy paid under this Act if satisfied that-

- (a) the subsidy was paid in consequence of an incorrect claim; or
- (b) a subsidy in respect of the quantity of petroleum products concerned has also been paid under a corresponding law; or
- (c) the person was not entitled to the subsidy under this Act for some other reason.

(2) If for any reason a subsidy under this Act is overpaid, the Commissioner may, by notice in writing, require the person who received the subsidy to repay to the Commissioner, within the period specified in the notice, the amount overpaid.

(3) The Commissioner may, by notice in writing, require the holder of a wholesale licence to pay to the Commissioner, within the period specified in the notice, an amount equal to the amount of a subsidy paid or payable under this Act in respect of a quantity of eligible petroleum products if the holder of the licence has sold the petroleum products in breach of a condition of the licence relating to the price at which the petroleum products may be sold.

(4) The Commissioner may, by notice in writing, require the holder of a retail licence to pay to the Commissioner, within the period specified in the notice, an amount equal to the amount of a subsidy paid or payable under this Act (whether to the holder of the retail licence or a wholesaler) in respect of a quantity of eligible petroleum products if the holder of the retail licence has sold the petroleum products in breach of a condition of the licence relating to the price at which the petroleum products may be sold.

(5) The Commissioner may, by notice in writing, require a person who holds a retail licence to pay to the Commissioner, within the period specified in the notice, an amount equal to the amount of a subsidy paid or payable under this Act (whether to the holder of the retail licence or a wholesaler) in respect of a quantity of eligible petroleum products if, in breach of a condition of the licence, the holder of the licence-

- (a) has sold the petroleum products from premises other than premises specified in the licence; or
- (b) has sold the petroleum products otherwise than by retail; or
- (c) has failed to keep specified records in relation to the petroleum products.

(6) The Commissioner may, by notice in writing, require the holder of a bulk end user certificate to pay to the Commissioner, within the period specified in the notice, an amount equal to the amount of a subsidy paid or payable under this Act to a licensee in respect of a quantity of eligible petroleum products if the holder of the certificate has-

- (a) sold, used or dealt with the petroleum products; or

(b) failed to keep specified records in relation to the petroleum products, in breach of a condition of the certificate.

(7) The Commissioner may, by notice in writing, require the holder of an off-road diesel fuel user certificate or bulk end user certificate bearing an off-road diesel fuel user endorsement to pay to the Commissioner, within the period specified in the notice, an amount equal to the amount of a subsidy paid or payable under this Act to a licensee or the holder of the certificate in respect of a quantity of diesel fuel if the holder of the certificate has-

(a) sold, used or dealt with the diesel fuel; or

(b) failed to keep specified records in relation to the diesel fuel, in breach of a condition of the certificate.

(8) A person to whom a notice is given by the Commissioner under this section requiring repayment or payment of an amount, must, in addition, pay to the Commissioner, within the time specified in the notice, a penalty of an amount equal to the amount of the repayment or payment.

(9) The Commissioner may, on application, remit a penalty payable under subsection (8) if satisfied that proper cause exists for doing so.

(10) An amount payable to the Commissioner under this section may be recovered by the Commissioner, as a debt due to the Crown, in any court of competent jurisdiction.

(11) A certificate purporting to be signed by the Commissioner and stating that a specified amount is payable to the Commissioner under this section by a specified person is admissible in proceedings for the recovery of that amount and will, in the absence of proof to the contrary, be proof of the amount payable.

(12) In this section-

" **off-road diesel fuel user certificate** " includes a certificate, licence or other authority under a corresponding law recognised by the Commissioner as the equivalent of an off-road diesel fuel user certificate under this Act.

### **Bulk end user certificate**

**23A.** (1) The Commissioner may, on application by a person, issue a bulk end user certificate if satisfied that the person will, during the period for which the certificate is to be in force, purchase eligible petroleum products for use as a bulk end user.

(2) A bulk end user certificate is subject to the following conditions:

(a) a condition that the holder of the certificate must not sell petroleum products purchased pursuant to the certificate except as a bulk end user; and

(b) a condition that petroleum products purchased pursuant to the certificate must only be used by the holder of the certificate as a bulk end user; and

(c) a condition that the holder of the certificate must not permit another person to use the certificate to purchase petroleum products for a person other than the holder of the certificate; and

(d) a condition that if the holder of the certificate becomes aware that another person has used the certificate to purchase petroleum products for a person other than the holder of the certificate, the holder must immediately give the Commissioner written notice of that fact; and

(e) such conditions requiring the keeping of records and provision of information as the Commissioner thinks fit to impose; and

(f) such other conditions as the Commissioner thinks fit to impose.

### **Off-road diesel fuel user certificate**

**23B.** (1) The Commissioner may, on application by a person, issue an off-road diesel fuel user certificate if satisfied that the person will, during the period for which the certificate is to be in force, purchase diesel fuel for use as an off-road diesel fuel user.

(2) An off-road diesel fuel user certificate is subject to the following conditions:

- (a) a condition that the holder of the certificate must not sell diesel fuel purchased pursuant to the certificate; and
- (b) a condition that diesel fuel purchased pursuant to the certificate must only be used by the holder of the certificate as an off-road diesel fuel user; and
- (c) a condition that the holder of the certificate must not permit another person to use the certificate to purchase diesel fuel for a person other than the holder of the certificate; and
- (d) a condition that if the holder of the certificate becomes aware that another person has used the certificate to purchase diesel fuel for a person other than the holder of the certificate, the holder must immediately give the Commissioner written notice of that fact; and
- (e) such conditions requiring the keeping of records and provision of information as the Commissioner thinks fit to impose; and
- (f) such other conditions as the Commissioner thinks fit to impose.

### **Off-road diesel fuel user endorsement on bulk end user certificate**

**23C.** (1) The Commissioner may, on application by a person, endorse a bulk end user certificate to the effect that the holder is an off-road diesel fuel user ( an " **off-road diesel fuel user endorsement** ").

(2) An off-road diesel fuel user endorsement may be made at the time of issue of a bulk end user certificate or at any time during the currency of the certificate.

(3) An off-road diesel fuel user endorsement must not be made on a bulk end user certificate unless the Commissioner is satisfied that the applicant will, during-

- (a) the period for which the certificate is to be in force; or
- (b) if the certificate is already in force-the unexpired period of the certificate, purchase diesel fuel for use as an off-road diesel fuel user.

(4) A bulk end user certificate that bears an off-road diesel fuel user endorsement is subject to the conditions set out in section 23B(2) and any conditions imposed by the Commissioner.

### **Variation of certificate**

**23D.** (1) The Commissioner may, on application or at the Commissioner's own initiative, substitute, add, remove or vary a condition of a certificate.

(2) A certificate may be varied by endorsement of the certificate or by notice in writing to the holder of the certificate.

### **Expiry of certificate, etc.**

**23E.** (1) Subject to this Part, a certificate expires on the third anniversary of the date of issue of the certificate and may be renewed on application for successive terms of three years.

(2) The holder of a certificate may at any time surrender the certificate to the Commissioner, at which time the certificate ceases to have effect.

(3) A certificate is not transferable.

### **Form of application for issue, renewal or variation of certificate**

**23F.** (1) An application for the issue, renewal or variation of a certificate or for the making of an off-road diesel fuel user endorsement on a bulk end user certificate must be made in a manner and form approved by the Commissioner and contain the information required by the Commissioner.

(2) An applicant must provide any further information that the Commissioner reasonably requires for the purposes of determining the application.

### **Form of certificate**

**23G.** A certificate will be in a form determined by the Commissioner.

### **Offence relating to certificate conditions**

**23H.** The holder of a certificate must not contravene or fail to comply with a condition of the certificate.

Maximum penalty: \$10 000.

### **Cancellation of certificate, etc.**

**23I.** (1) The Commissioner may at any time cancel a certificate, or remove an off-road diesel fuel user endorsement from a bulk end user certificate by notice in writing to the holder of the certificate if satisfied that-

- (a) the holder obtained the certificate or endorsement improperly; or
- (b) the holder has contravened, or failed to comply with, a condition of the certificate; or
- (c) the holder is no longer a bulk end user or off-road diesel fuel user, as the case may be.

(2) The Commissioner may, in a notice under subsection (1), require the holder or former holder of the certificate to return or produce the certificate to the Commissioner within a specified period.

(3) A person who refuses or fails to comply with a requirement made under subsection (2) is guilty of an offence.

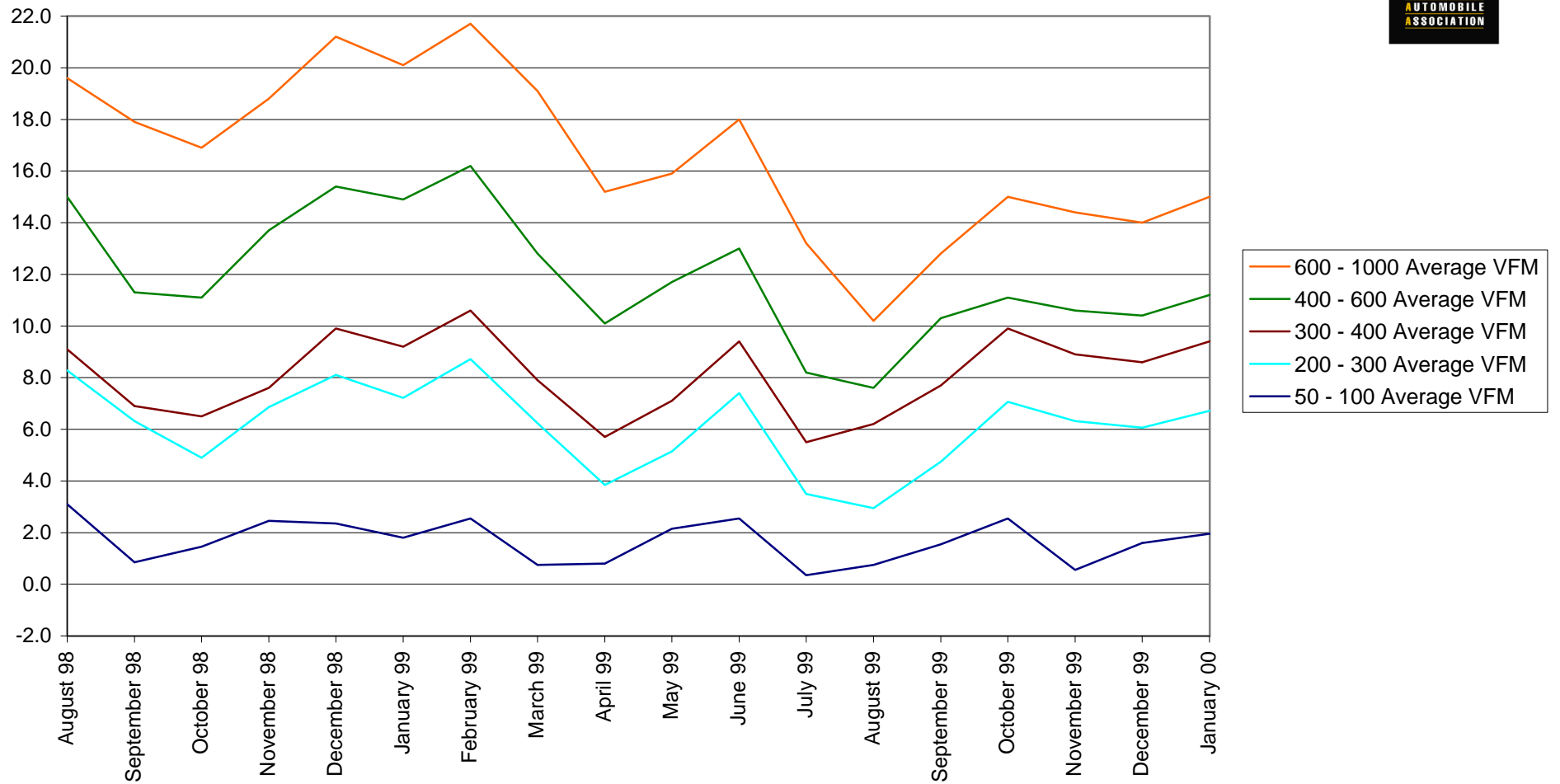
Maximum penalty: \$5 000.

**APPENDIX 2: Distance of Towns From Capital City CBD Organised by Distance Zones**



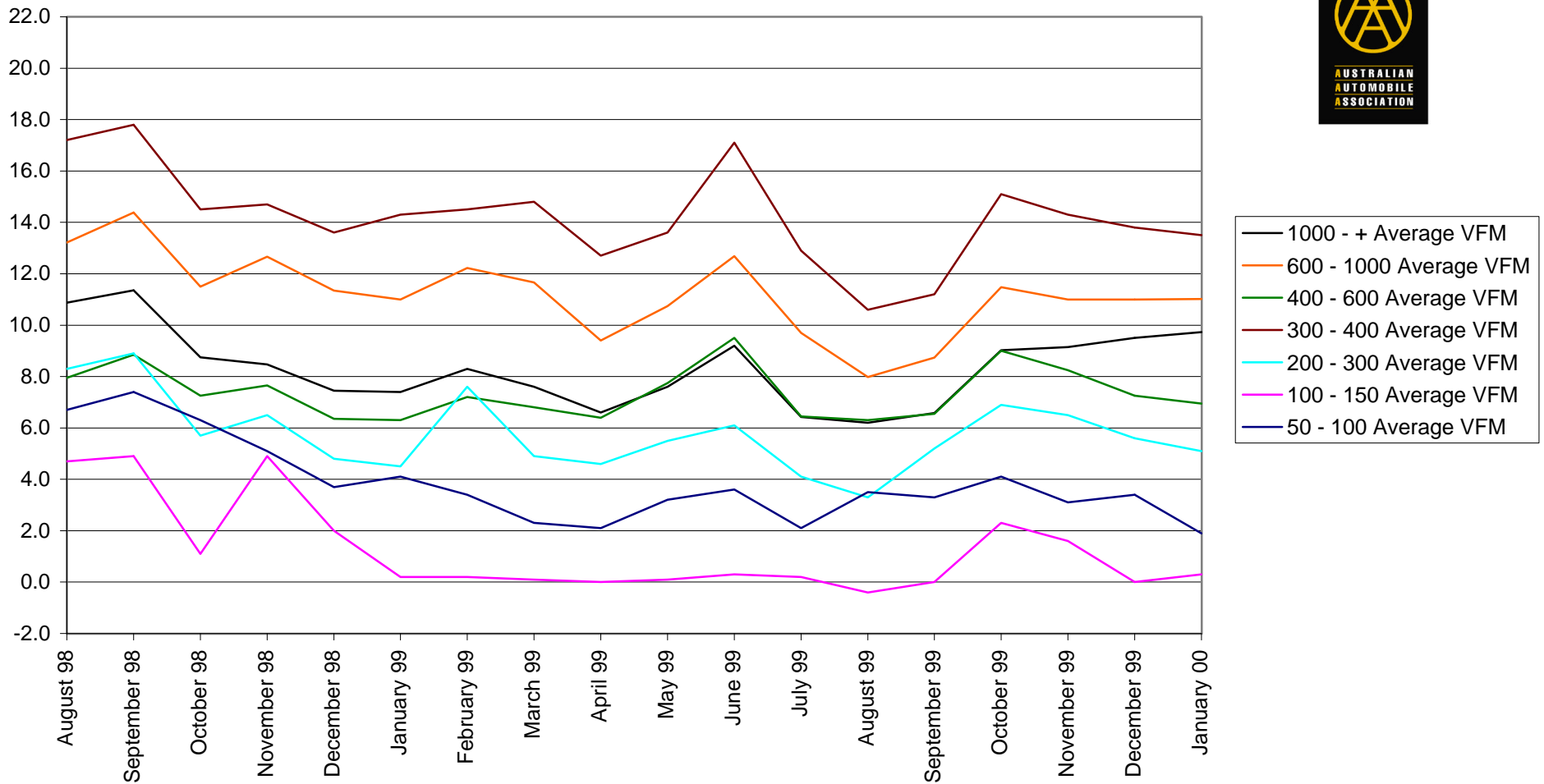
Distance from CBD	NSW	VIC	QLD	SA	WA
<b>0 - 50</b>					
	0 Sydney	0 Melbourne	0 Brisbane	0 Adelaide	0 Perth
<b>50 - 100</b>					
	68 Wollongong	63 Geelong	99 Toowoomba	68 Murray Bridge 68 Victor Harbour	
<b>100 - 150</b>					
	111 Berry 118 Newcastle 121 Maitland 128 Nowra	101 Ballarat 123 Moe 131 Bendigo 145 Traralgon	123 Warwick		
<b>150 - 200</b>					
	163 Bathurst 170 Goulburn 180 Ulladulla	163 Shepparton 166 Benalla 187 Echuca 187 Sale			157 Bunbury 169 Broome
<b>200 - 300</b>					
	208 Orange 226 Forster 229 Batemans Bay 237 Cowra 244 Yass 249 Taree 250 Canberra 250 Queanbeyan 295 Parkes	204 Wangaratta 226 Warrnambool 236 Bairnsdale 260 Hamilton 260 Wodonga 275 Horsham 294 Swan Hill	270 Bundaberg	202 Port Pirie 216 Renmark 231 Whyalla 254 Port Lincoln 283 Port Augusta	
<b>300 - 400</b>					
	303 Dubbo 305 Forbes 311 Tamworth 318 Port Macquarie 336 Cooma 341 Bega 344 Coonabarabran 346 Kempsey 377 Armidale 385 Wagga Wagga	300 Portland 315 Orbost	393 Roma	379 Mt Gambier	371 Geraldton 381 Albany
<b>400 - 600</b>					
	423 Narrabri 443 Coffs Harbour 459 Inverell 467 Glen Innes 470 Albury 485 Griffith 500 Grafton 513 Moree 582 Casino 597 Hay	484 Mildura	402 Gladstone 520 Rockhampton	560 Ceduna	550 Kalgoorlie
<b>600 - 1000</b>					
	605 Lismore 925 Broken Hill		629 Charleville 657 Emerald 805 Mackay 972 Bowen 979 Longreach	759 Coober Pedy	605 Esperance 816 Carnarvon
<b>1000 - +</b>					
			1071 Charters Towers 1103 Townsville 1393 Cairns 1549 Mt Isa		1338 Port Headland

**Figure 1: Difference Between Metro Average Monthly ULP Price and Average Monthly Country Prices Classified by Distance from Capital City - South Australia**



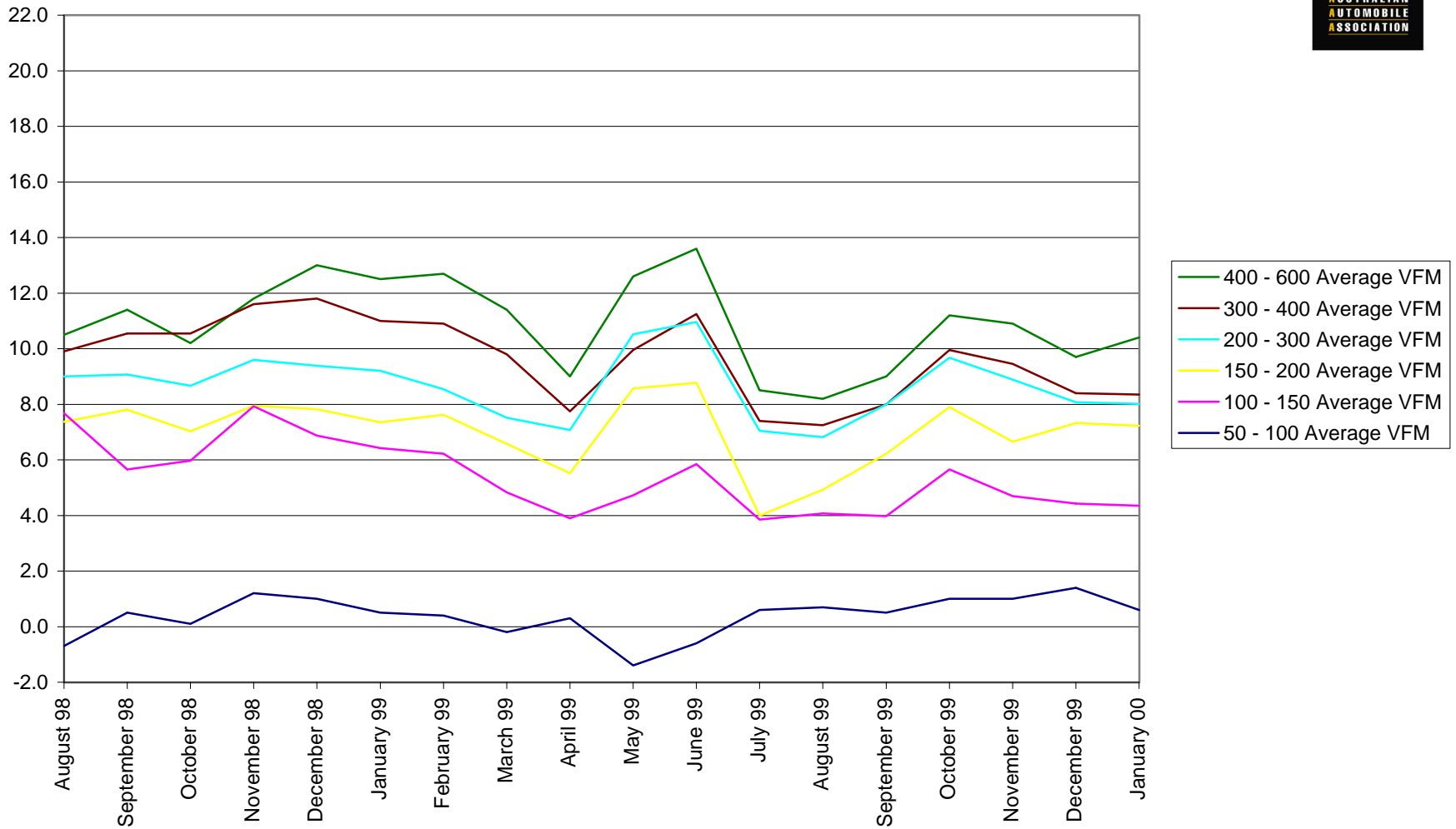
Source: Informed Sources, AAA Web site <http://www.aaa.asn.au>

**Figure 2: Difference Between Metro Average Monthly ULP Price and Average Monthly Country Prices  
Classified by Distance from Capital City - Queensland**



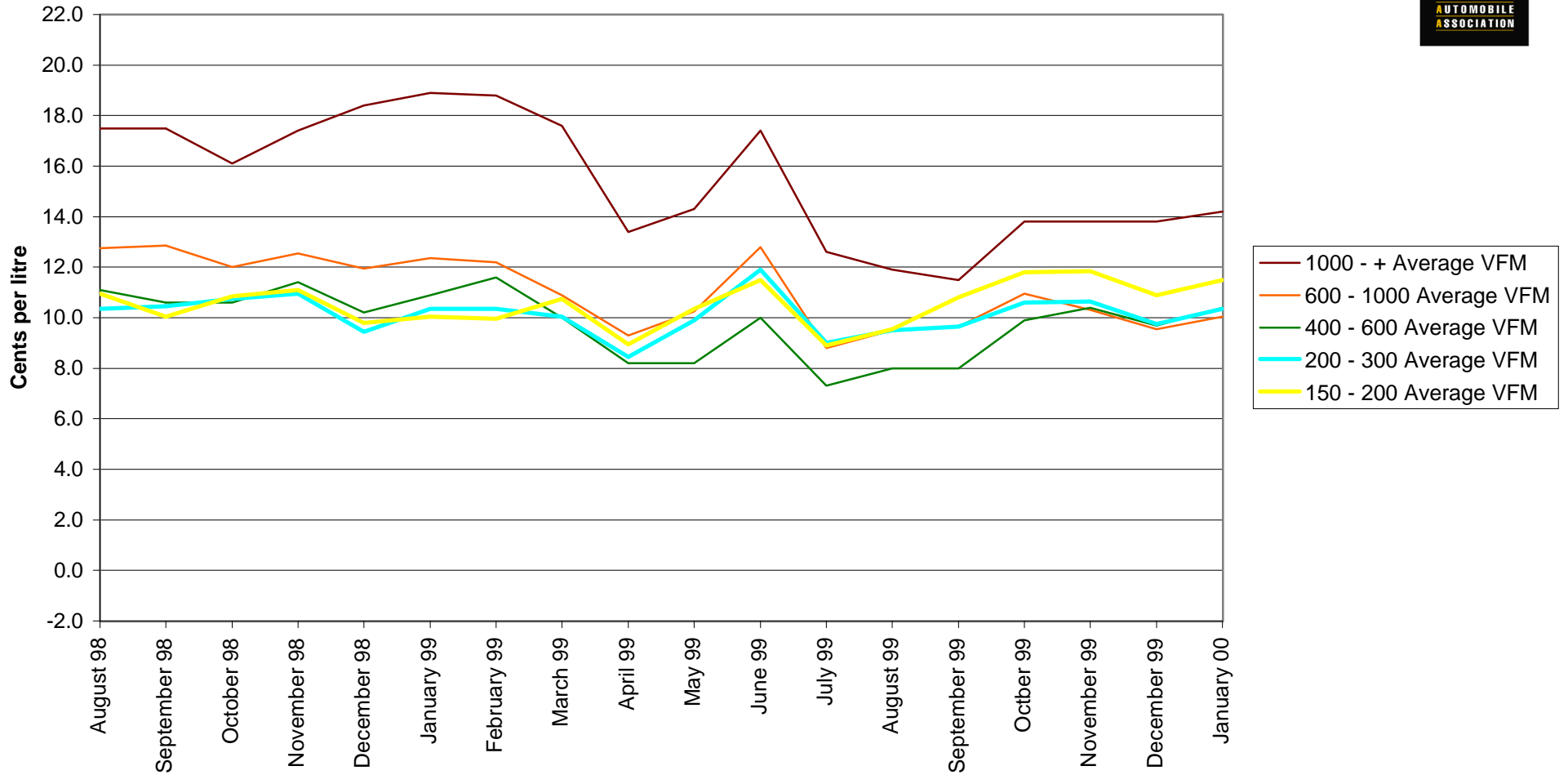
Source: Informed Sources, AAA Web site <http://www.aaa.asn.au>

**Figure 3: Difference Between Metro Average Monthly ULP Price and Average Monthly Country Prices Classified by Distance from Capital City - Victoria**



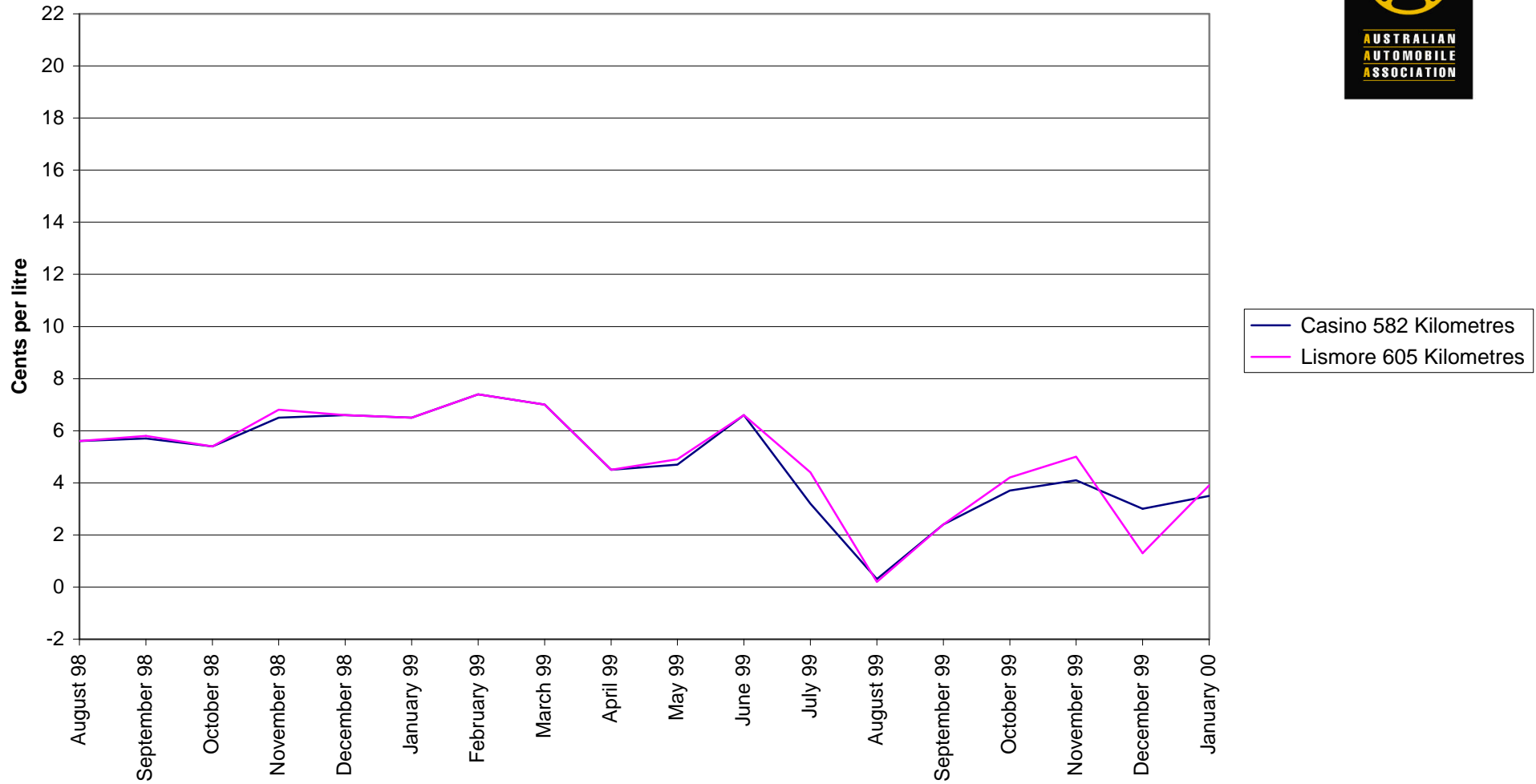
Source: Informed Sources, AAA Web site <http://www.aaa.asn.au>

**Figure 4: Difference Between Metro Average Monthly ULP Price and Average Monthly Country Prices Classified by Distance from Capital City - Western Australia**



Source: Informed Sources, AAA Web site <http://www.aaa.asn.au>

**Figure 5 : Difference Between Metro Average ULP Price and Averag Monthly Country Prices - NSW**



Source: Informed Sources, AAA Web site <http://www.aaa.asn.au>