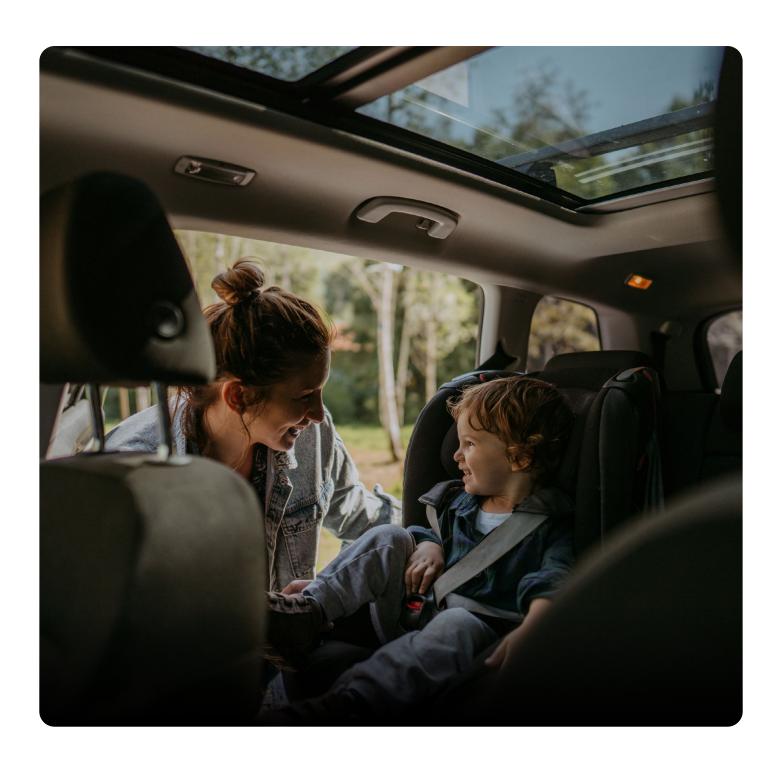


Transport Affordability Index June Quarter 2025



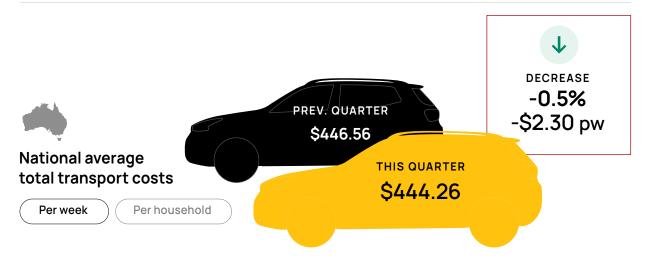


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FOREWORD

2024-25 delivers improved transport affordability



National transport affordability improved each quarter in the 2024-25 financial year, the first time since 2020 that affordability has improved in four consecutive quarters.

In the June 2025 quarter, typical transport expenditure fell slightly in all Transport Affordability Index benchmark locations except Melbourne, and transport affordability (costs as a proportion of income) improved or remained steady in all benchmark locations except Bunbury.

This improvement was due to lower fuel prices in all benchmark locations, as well as modest falls in insurance costs in most benchmark locations. Costs in other categories rose or remained steady.

In the June quarter, the typical Australian household spent 15.8 per cent of its income on transport, down from 16.1 per cent in each of the previous two quarters and from 17 per cent in the June 2024 quarter.

But the turnaround in mid-2024 came after seven consecutive quarters of rising total household transport costs. Affordability has not yet returned to where it was in 2022, let alone to pre-pandemic levels.

Transport costs as	June	June	June	June
% of income	2022	2023	2024	2025
Capital average	15.6%	16.4%	17.4%	15.8%
Regional average	14.6%	15.2%	16.5%	15.5%
National average	15.2%	15.9%	17%	15.7%

In Q4 2019, the typical Australian household spent 13.9 per cent of its income on transport. But this rose over the next few years, reaching 14.9 per cent in Q3 2022, and peaking at 17 per cent in the June quarter of 2024.

This national figure obscures big regional variations. The capital city average has been consistently higher, and in the June 2025 quarter, the typical Hobart and Launceston households spent 18 per cent and 19.7 per cent, respectively, of their incomes on transport. In contrast, the typical Brisbane and Wagga Wagga households' respective transport expenditures were 14.4 per cent and 12 per cent.

Costs have risen across the economy and transport expenditure is one of the key drivers of inflation. Transport is a significant and unavoidable expense. Governments at all levels must consider these cost pressures when formulating policy.



Michael Bradley
Managing Director
Australian Automobile Association

June Quarter 2025 Total transport costs

Per week

Per household





Capital cities

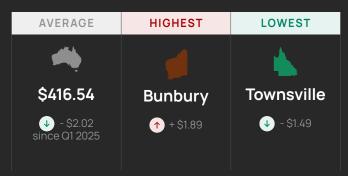


Regional

Total costs

AVERAGE	HIGHEST	LOWEST
*	•	
\$468.52	Sydney	Hobart
Q400.32	Syulley	порагі

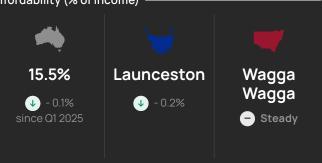
Total costs



Affordability (% of income)



Affordability (% of income)



Per year

Per household

VIEW COSTS PER WEEK (PAGE 6) --->



Capital cities

Capital average \$24,363 → -\$132 since Q1 2025

In the June quarter, total costs fell in seven of the eight capitals. The average typical capital city household's annualised cost of transport fell by \$132 to \$24,363, a 0.5% decrease.

Lower fuel and insurance prices more than offset small increases in car loan payments, tolls, servicing and tyres, and registration.

Melbourne was the only capital to record higher total transport costs - \$106 more than in the March quarter.

It had the largest increase in car loan payments and the smallest decrease in fuel costs among all capitals.



Average taxes



Fuel excise

\$1,357





Registration, CTP and licensing

\$1,773

+ \$6 since Q1 2025

Household total

\$3,130

+ \$27 since Q1 2025



Per household

VIEW COSTS PER WEEK (PAGE 7)



Regional

Regional average

\$21,660

→ - \$105 since Q1 2025

The average benchmark regional household's annualised transport costs fell \$105 from the previous quarter - down 0.5% - to a total of \$21,660.

Its transport costs fell slightly less than its capital city counterpart's because fuel price reductions were higher in the capitals.

Lower fuel prices (down \$169) and insurance costs (down \$58) offset price rises in other categories.

Bunbury was the only benchmark regional centre where transport costs rose – up \$98 from the March guarter on an annualised basis.



Average taxes



Fuel Excise

\$1,423



+ \$22 since Q1 2025





Registration, CTP and licensing \$1,616



+ \$7 since Q1 2025



Household total

\$3,059



+ \$29 since Q1 2025

Per week

Per household





In the June quarter, the capital city rankings for total weekly transport costs remained the same despite various price increases and decreases.

Sydney and Hobart remained the capitals with the highest and lowest transport costs. The typical Sydney household spent \$147.39 more on transport each week than its Hobart counterpart.



Per week

Per household



Regional



Nationally averaged benchmark regional centre typical household costs were \$51.98 per week lower than average capital city typical household costs.

Bunbury remains the regional centre with the highest weekly transport costs. In the June quarter, its typical household spent \$69.70 more on transport in a week than its counterpart in Townsville, the benchmark location with the lowest transport costs.

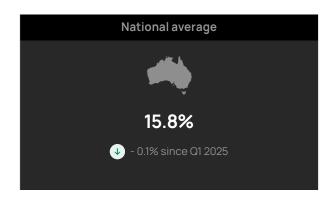


Transport affordability

Costs as a percentage of income

Per week

Per household



A location's costs-to-income ratio determines its local purchasing power – or affordability.

The typical Brisbane household's transport costs are higher than its Hobart counterpart's. But the disparity in these cities' typical incomes meant Brisbane was the most affordable capital (14.4% of typical household income spent on transport) and Hobart the least affordable (18.0% of typical household income spent on transport).

In the June quarter, average national transport expenditure as a percentage of income decreased by 0.1%. Affordability improved or remained steady in all benchmark locations except Bunbury.



Capital cities

Average	Highest	Lowest
15.8%	Hobart	Brisbane
→ - 0.1% since Q1 2025	↓ - 0.2% since Q1 2025	↓ - 0.2% since Q1 2025

Rank						
			Sept Qtr 2024	Dec Qtr 2024	March Qtr 2025	June Qtr 2025
1		Hobart	18.9%	18.9%	18.2%	18.0%
2		Melbourne	16.9%	16.8%	16.6%	16.6%
3		Darwin	16.4%	16.3%	16.0%	16.0%
4		Perth	16.1%	16.0%	15.8%	15.8%
5		Sydney	16.3%	16.3%	15.8%	15.7%
6 1		Adelaide	16.1%	16.0%	15.2%	15.2%
7 ↓		Canberra	14.1%	14.8%	15.3%	15.1%
8		Brisbane	14.9%	14.8%	14.6%	14.4%
		Capital avg.	16.2%	16.2%	15.9%	15.8%

Transport affordability

Costs as a percentage of income

Per week

Per household

In the June quarter, transport costs consumed 15.7% of the typical Australian household's income, down 0.1% from the March quarter. This is the fourth consecutive quarter in which transport affordability has improved nationally and in most benchmark locations.

Transport consumed 15.8% of typical capital city household incomes (down from 15.9% in the March quarter and 16.2% in the December quarter). It accounted for 15.5% of the typical benchmark regional centre household's income (down from 15.6% in the March quarter and 15.9% in the December quarter).



Regional

Average	Highest	Lowest
15.8%	Launceston	Wagga Wagga
→ -0.1% since Q1 2025		- Steady since Q1 2025

Rank	<					
			Sept Qtr 2024	Dec Qtr 2024	Mar Qtr 2024	June Qtr 2025
			2024	2024	2024	2023
1		Launceston	20.5%	20.3%	19.9%	19.7%
2		Alice Springs	18.5%	18.4%	17.8%	17.5%
3		Bunbury	16.4%	16.3%	16.4%	16.5%
4		Mount Gambier	16.3%	16.1%	15.4%	15.3%
5		Geelong	14.7%	14.6%	14.3%	14.3%
6		Townsville	13.6%	13.4%	13.2%	13.2%
7		Wagga Wagga	12.3%	12.2%	12.0%	12.0%
		Regional avg.	16.1%	15.9%	15.6%	15.5%



Explore the interactive data

DATA.AAA.ASN.AU --->

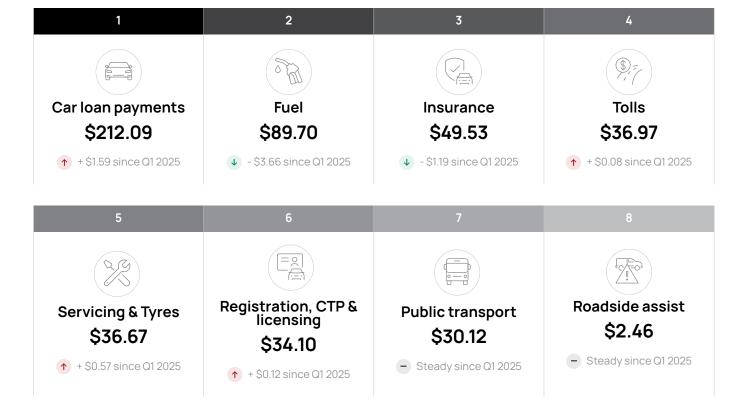
Per week

Per household

In the June quarter, average typical household transport costs rose across Australia.

- → Fuel expenditure: Fuel prices decreased in all locations. Three out of the last four quarters have now recorded fuel price decreases.
- → Car loan payments: Car loan payments rose in all benchmark locations. This is the second consecutive quarter of increases in this category. This rise was driven by increases in car prices rather interest rates.
- → Public transport: Public transport costs remained steady in all benchmark locations.
- → Comprehensive Insurance: Costs fell in all locations, except Melbourne, Brisbane and Bunbury. This is the second consecutive quarter of insurance price increases in Bunbury.





Per week

Per household

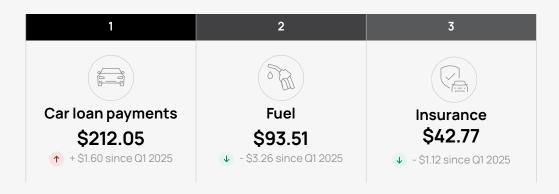
Ranking of typical city and regional households' expenses remained unchanged over the June 2025 quarter. Car loan payments remained the largest transport expense and roadside assistance the smallest.

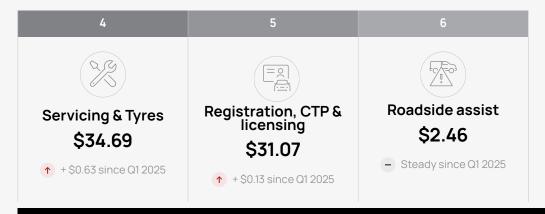
The highest rises in June quarter transport costs were for car loans and servicing and tyre costs.

The Index assumes a regional household does not rely on public transport for commuting. It also assumes that regional and metropolitan households drive similar cars, so it applies the same fuel efficiency and fuel mix calculations across all benchmark locations.



Regional







Explore the interactive data

DATA.AAA.ASN.AU -

Per week

Per household



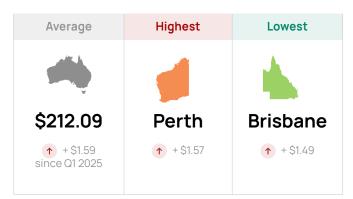
Car loan payments

Typical Australian car loan payments rose by \$1.59 a week (or \$83 a year when annualised).

The Index tracks the drive-away costs for top-selling vehicles and assumes people in any state's capital and its regional centres face the same interest rates and new car purchase costs.



Capital cities





Regional

Average	Highest	Lowest	
\$212.05	Bunbury	Townsville	
+ \$1.60 since Q1 2025	+ \$1.57	+ \$1.49	

Rank

1		Perth	\$215.25	+ \$1.57
2	↑	Melbourne	\$213.11	+ \$2.12
3	V	Sydney	\$212.99	+ \$1.52
4		Canberra	\$212.36	+ \$1.54
5		Hobart	\$211.33	+ \$1.54
6		Adelaide	\$211.23	+ \$1.46
7		Darwin	\$210.63	+ \$1.47
8		Brisbane	\$209.80	+ \$1.49
		Capital avg.	\$212.09	+ \$1.59

Rank

1	Bunbury	\$215.25	+ \$1.57
2 1	Geelong	\$213.11	+ \$2.12
3 ↓	Wagga Wagga	\$212.99	+ \$1.52
4	Launceston	\$211.33	+ \$1.54
5	Mount Gambier	\$211.23	+ \$1.46
6	Alice Springs	\$210.63	+ \$1.47
7	Townsville	\$209.80	+ \$1.49
	Regional avg.	\$212.05	+ \$1.60

Per week

Per household



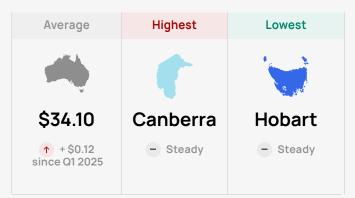
Vehicle registration, CTP and driver's licence

Registration, compulsory third-party insurance (CTP), and licensing costs were steady in all states and territories except NSW and Queensland, which had minor increases.

Queensland households continue to benefit from a 20% reduction in registration fees to help ease cost-of-living pressures. This price relief will continue until September 2025.



Capital cities





Regional

Average	Highest	Lowest
		4
\$31.07	Bunbury	Mount
+ \$0.13 since Q1 2025	- Steady	Gambier - Steady

_	n	L

1	Canberra	\$43.20	-
2	Sydney	\$41.62	+ \$0.62
3	Perth	\$37.69	-
4	Melbourne	\$35.75	-
5	Darwin	\$33.12	-
6	Brisbane	\$29.15	+\$0.38
7	Adelaide	\$27.39	-
8	Hobart	\$24.89	-
	Capital avg.	\$34.10	+ \$0.12

Rank

1	Bunbury	\$37.69	-
2	Wagga Wagga	\$36.04	+\$0.54
3	Geelong	\$33.51	-
4	Alice Springs	\$33.12	-
5	Townsville	\$29.15	+\$0.38
6	Launceston	\$24.89	-
7	Mount Gambier	\$23.12	-
	Regional avg.	\$31.07	+ \$0.13



Explore the interactive data

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Per week

Per household



Comprehensive car insurance

Annualised comprehensive car insurance costs fell by \$62 for the average benchmark capital city household and by \$60 for the average benchmark regional centre household.

The biggest annualised reductions were in Alice Springs (down \$218), Sydney (\$152) and Hobart (\$143). But insurance costs rose in Bunbury (up \$117), Canberra (\$30) and Melbourne (\$7).

Melbourne was the benchmark location with the most expensive insurance and Hobart the one with the cheapest insurance. Hobart's typical household spent an annualised \$1,692 less on car insurance than its Melbourne counterpart.

Victoria had the biggest difference in car insurance costs between a typical capital city household and its benchmark regional counterpart – \$1,336 annualised.



Capital cities

Average	Highest	Lowest
	bo	
\$49.53	Melbourne	Hobart
Ψ - 3.55	Wiciboairic	Hobart

Regional

Average	Highest	Lowest
		4
\$42.77	Alice	Mount Gambier
→ - \$1.12 since Q1 2025	Springs ● - \$4.19	• - \$1.76

_	n	L

1	Melbourne	\$67.64	+ \$0.14
2	Sydney	\$62.54	- \$2.91
3	Darwin	\$50.76	- \$1.13
4	Brisbane	\$47.40	- \$1.06
5	Canberra	\$45.70	+ \$0.59
6	Perth	\$43.82	- \$1.00
7	Adelaide	\$43.18	- \$1.37
8	Hobart	\$35.19	- \$2.75
	Capital avg.	\$49.53	- \$1.19

Rank

1	Alice Springs	\$49.33	- \$4.19
2	Bunbury	\$48.52	+ \$2.26
3	Townsville	\$43.98	- \$1.51
4 1	Wagga Wagga	\$42.77	- \$0.18
5 ↓	Geelong	\$41.94	- \$2.36
6 1	Launceston	\$36.50	- \$0.11
7 ↓ ●	Mount Gambier	\$36.36	- \$1.76
	Regional avg.	\$42.77	- \$1.12

Per week

Per household



Servicing and tyres

Servicing and tyre costs increased in all benchmark locations.

Canberra and Adelaide remained the capitals with the highest and lowest servicing and tyre costs, respectively. In the June quarter, a typical Canberra household paid \$17.27 a week (or \$899 annualised) more for servicing and tyres than its Adelaide counterpart.

Bunbury and Launceston remained the benchmark regional centres with the highest and lowest costs, respectively, in this category. The typical Bunbury household paid \$13.38 a week (or \$696 annualised) more for servicing and tyres than its Launceston counterpart.

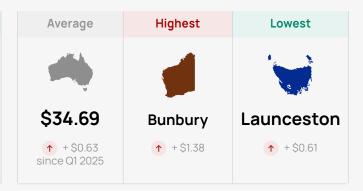


Capital cities



Regional

Average	Highest	Lowest
	•	4
\$36.67	Canberra	Adelaide
↑ +\$0.57	+ \$0.14	+ \$0.37



	_		1 -
H	а	n	IZ.

1	Canberra	\$47.51	+ \$0.14
2	Perth	\$38.49	+ \$1.27
3	Melbourne	\$37.39	+ \$0.35
4	Sydney	\$36.95	+ \$0.61
5	Darwin	\$36.73	+ \$0.53
6	Hobart	\$34.97	+ \$0.76
7	Brisbane	\$31.07	+ \$0.53
8	Adelaide	\$30.24	+\$0.37
	Capital avg.	\$36.67	+\$0.57

Rank

1	Bunbury	\$41.58	+ \$1.38
2	Alice Springs	\$40.57	+\$0.58
3	Geelong	\$35.80	+\$0.34
4	Wagga Wagga	\$34.65	+ \$0.59
5	Townsville	\$31.67	+\$0.54
6	Mount Gambier	\$30.37	+ \$0.37
7	Launceston	\$28.20	+ \$0.61
	Regional avg.	\$34.69	+\$0.63



Explore the interactive data

DATA.AAA.ASN.AU ->

Per week

Per household



Fuel

Average retail fuel prices fell in the June quarter in both the capitals and regional benchmark centres.

Average capital city regular unleaded petrol prices decreased by 7.1 cents per litre and diesel fell by 7.8 cents per litre.

Average benchmark regional centre petrol prices fell by 6.3 cents per litre and diesel was down by 7.1 cents per litre.

Fuel costs are the second-biggest expense identified in the Index (after car loan payments). Fuel price decreases were the leading factor in falling total transport costs.



Capital cities

Average Highest Lowest \$89.70 Melbourne Perth ↓ -\$3.66 pince Q1 2025 Feeth

Regional

Average	Highest	Lowest
\$93.51	Bunbury	Wagga Wagga
◆ - \$3.26 since Q1 2025	↓ - \$3.32	Wagga ▶ - \$3.43

Rank

1 1	Melbourne	\$91.28	- \$0.81
2 1	Darwin	\$91.27	- \$1.31
3	Sydney	\$91.14	- \$4.18
4 +	Brisbane	\$90.55	- \$6.79
5 \	Canberra	\$90.38	- \$7.17
6	Hobart	\$87.80	- \$3.76
7 1	Adelaide	\$87.71	- \$2.08
8 1	Perth	\$87.43	- \$3.21
	Capital avg.	\$89.70	- \$3.66

Rank

1	Bunbury	\$111.67	- \$3.32
2 1	Geelong	\$108.96	- \$0.25
3 ↓	Launceston	\$103.22	- \$6.21
4	Alice Springs	\$101.53	- \$3.42
5	Mount Gambier	\$98.52	- \$3.81
6	Townsville	\$70.43	- \$2.39
7	Wagga Wagga	\$60.25	- \$3.43
	Regional avg.	\$93.51	- \$3.26

Per week

Per household



Public transport

None of the capital cities changed their public transport fares in the June quarter.

Melbourne, Perth and Adelaide were the only capitals that offered no public transport incentives in the June quarter.

Once again, Melbourne had Australia's most expensive public transport after raising Myki fares on 1 January 2025. In the June quarter, the typical Melbourne household spent \$55 a week more on public transport than its Darwin counterpart, which has had free buses since 1 July 2024.



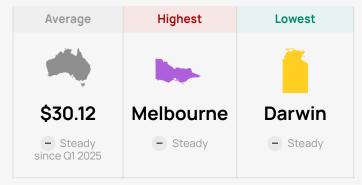
Toll roads

Only Sydney, Melbourne, and Brisbane use toll roads. Scheduled quarterly indexation increased the typical Melbourne household's annualised toll costs, but typical Sydney and Brisbane household toll costs were unchanged. Brisbane only adjusts toll road costs at the start of the financial year and Sydney's toll cap meant quarterly price rises did not affect the typical household.

Melbourne's indexation made Brisbane the cheapest city for toll road costs. Sydney remained the most expensive. The typical Sydney household's annualised toll road costs were \$1,803 more than those of its Brisbane counterpart's.



Capital cities





Capital cities

Average	Highest	Lowest
\$36.97	Sydney	Brisbane

Rank

1	Melbourne	\$55.00	-
2	Sydney	\$50.00	-
3	Perth	\$46.80	-
4	Adelaide	\$44.00	-
5	Canberra	\$26.56	-
6	Hobart	\$13.60	-
7	Brisbane	\$5.00	-
8	Darwin	\$0.00	-
	Capital avg.	\$30.12	-

Rank

1	Sydney	\$60.00	-
2	Melbourne	\$25.60	+\$0.24
3	Brisbane	\$25.32	-
	Avg.	\$36.97	+\$0.08

Explore the interactive data

DATA.AAA.ASN.AU -->

Per week

Per household



Roadside assistance

Costs in this category remained unchanged from the previous quarter.

The Index's roadside assistance costs are based on motoring clubs' basic or standard packages but the services included in these packages vary.

In every state, roadside assistance pricing is identical for capital city and regional households.

Roadside assistance has consistently remained the smallest portion of overall transport costs. In the June quarter, it cost the typical Australian household an average of \$2.46 per week.

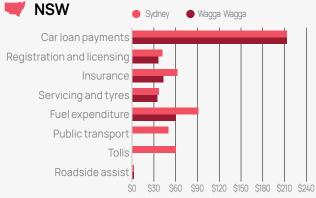
Average	Highest	Lowest
\$2.46	TAS	NT
Steady since Q1 2025	- Steady	- Steady

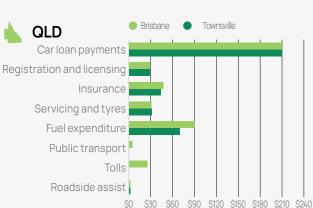
Rank

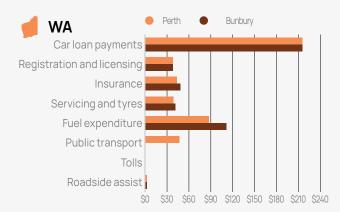
1	TAS	\$2.65	-
2	ACT	\$2.58	-
2	NSW	\$2.58	-
2	VIC	\$2.58	-
5	SA	\$2.37	-
6	WA	\$2.35	-
7	QLD	\$2.33	-
8	NT	\$2.21	-
	Avg.	\$2.46	-

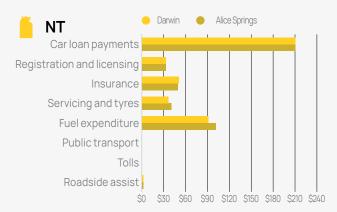
State by state overview

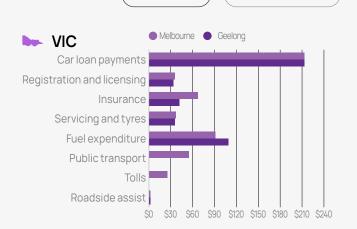
Capital city vs regional centre comparison





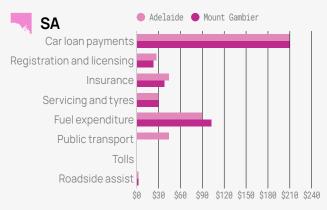


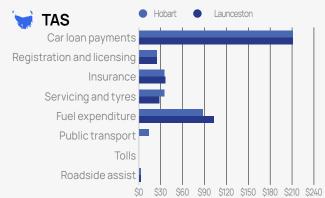


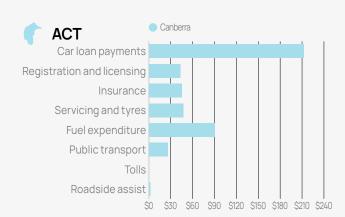


Per week

Per household











Sydney

In the June quarter, Sydney remained the benchmark location with Australia's highest transport costs. Its typical household's transport costs are 5.6% (\$1,533) higher than those of its counterpart in Melbourne, the second-most expensive capital city.

Despite these high transport costs, Sydney's high incomes meant its typical household spent a slightly smaller proportion of its income on transport than the capital city average – 15.7% compared to 15.8%.

Wagga Wagga

Wagga Wagga remained the benchmark regional centre with the second-lowest total transport cost and it was still the most affordable benchmark location.

Wagga Wagga's annualised typical household transport costs fell by \$49. Decreases in fuel expenditure (down \$178) offset increases in other categories.

cost rank 1 / 8 Most expensive	affordability rank 5 / 8 Fourth-most affordable*
Total weekly transport costs \$557.82	% of income 15.7%
↓ - \$4.34 since Q1 2025	↓ - 0.1% since Q1 2025

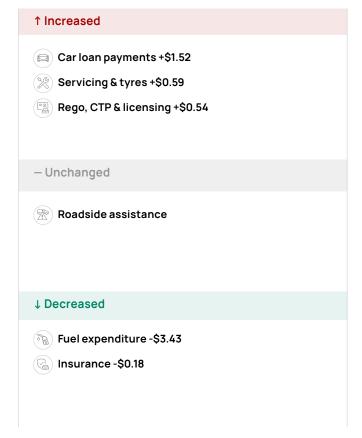
*by local purchasing power

cost rank 6 / 7 Second-least expensive	affordability rank 7 / 7 Most affordable*
Total weekly transport costs \$389.28	% of income 12.0%
• - \$0.96 since Q1 2025	- Steady since Q1 2025

*by local purchasing power

Changes in weekly transport costs

↑ Increased
Car loan payments +\$1.52 Rego, CTP & licensing +0.62 Servicing & tyres +\$0.61
- Unchanged
Public transport Tolls Roadside assistance
↓ Decreased
Fuel expenditure -\$4.18 Insurance -\$2.91





VIC transport costs



Melbourne

In the June quarter, Melbourne was again the benchmark location with Australia's second-highest transport costs.

Melbourne was the only capital where transport costs rose in the June quarter, up \$106 on an annualised basis.

Lower typical Melbourne household fuel expenditure was not enough to offset higher costs for car loans, servicing, tolls and insurance. This single biggest driver in the total transport cost rise was higher car loan payments (up \$111 annualised).

cost rank 2 / 8 Second-most expensive	affordability rank 2 / 8 Second-least affordable*
Total weekly transport costs \$528.35	% of income 16.6% Steady since Q1 2025

*by local purchasing power

Geelong

Geelong's annualised household transport costs fell by \$8 from the previous quarter, down to \$22,667.

Like its Melbourne counterpart, Geelong's typical household faced higher car loan payments.

But this was more than offset by reductions in other costs. Falls in insurance costs (down \$123, annualised) offset price rises in other areas. But Geelong had the lowest drop in fuel expenditure (\$13, annualised) of any benchmark centre.

cost rank 3 / 7 Third-most expensive	affordability rank 5 / 7 Third-most affordable*
Total weekly transport costs \$435.90	% of income 14.3%
• - \$0.15 since Q1 2025	- Steady since Q1 2025

*by local purchasing power

Changes in weekly transport costs

↑ Increased
Car loan payments +\$2.12 Servicing & tyres +\$0.35 Tolls +\$0.24 Insurance +\$0.14
- Unchanged
Rego, CTP & licensing Public transport Roadside assistance
↓ Decreased
Fuel expenditure -\$0.81

↑ Increased
Car loan payments +\$2.12 Servicing & tyres +\$0.34
- Unchanged
Rego, CTP & licensing Roadside assistance
↓ Decreased
Insurance -\$2.36 Fuel expenditure -\$0.25

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QLD transport costs



Brisbane

In the June quarter, the Brisbane typical household's annualised transport costs fell by \$284 – down to \$22,912.

This was driven by a sharp decrease in fuel expenditure (down \$353). This meant Brisbane no longer had the highest capital city fuel prices and was ranked as having the fourth-most expensive fuel.

Townsville

In the June quarter, the typical Townsville household's annualised transport costs fell by \$77 to \$20,143.

Reduced fuel expenditure (down \$125) and lower insurance costs (down \$78) offset price rises in other categories.

For the third consecutive quarter, Townsville remained the benchmark regional centre with the lowest total transport cost. It also had the second-best income-to-costs ratio at 13.2%.

cost rank 6 / 8 Third-least expensive	affordability rank 8 / 8 Most affordable*
Total weekly transport costs \$440.62	% of income 14.4%
→ - \$5.45 since Q1 2025	→ - 0.2% since Q1 2025

*by local purchasing power

cost rank 7 / 7 Least expensive	affordability rank 6 / 7 Second-most affordable*
Total weekly transport costs \$387.36	% of income 13.2%
• - \$1.49 since Q1 2025	- Steady since Q1 2025

*by local purchasing power

Changes in weekly transport costs

↑ Increased
Car loan payments +\$1.49 Servicing & tyres +\$0.53 Rego, CTP & licensing +\$0.38
- Unchanged
Public transport Tolls Roadside assistance
↓ Decreased
Fuel expenditure -\$6.79 Insurance -\$1.06

↑ Increased
Car loan payments +\$1.49 Servicing & tyres +\$0.54 Rego, CTP & licensing +\$0.38
- Unchanged
Roadside assistance
↓ Decreased
Fuel expenditure -\$2.39 Insurance -\$1.51





Adelaide

In the June quarter, the Adelaide typical household's annualised transport costs fell by \$84 to a total of \$23,198.

Lower fuel expenditure (down \$108) and insurance costs (down \$72) offset small increases in other categories.

The typical household's annualised servicing and tyre costs remained the lowest in any capital city.

Mount Gambier

In the June quarter, Mount Gambier's annualised typical household transport costs fell to \$20,902 – down by \$195 from the previous quarter.

Reduced fuel costs (down \$198 per year) and comprehensive insurance costs (down \$91 per year) more than offset higher car loan repayments.

Mount Gambier has been the benchmark location with the least-expensive registration, CTP and licensing fees since Q3 2021.

cost rank 5 / 8 Fourth-least expensive	affordability rank 6 / 8 Third-most affordable*
Total weekly transport costs \$446.12 • \$1.62 since Q1 2025	% of income 15.2% Steady since Q1 2025

*by local purchasing power

cost rank 5 / 7 Third-least expensive	affordability rank 4 / 7 Fourth-most affordable*
Total weekly transport costs \$401.97	% of income 15.3%
◆ - \$3.74 since Q1 2025	◆ - 0.1% since Q1 2025

*by local purchasing power

Changes in weekly transport costs

↑ Increased
Car loan payments +\$1.46 Servicing & tyres +0.37
- Unchanged
Rego, CTP & licensing Public transport Roadside assistance
↓ Decreased
Fuel expenditure -\$2.08 Insurance -\$1.37

↑ Increased	
Car loan payments +1.46 Servicing & tyres +\$0.37	
- Unchanged	
Rego, CTP & licensing Roadside assistance	
↓ Decreased	
Fuel expenditure -\$3.81 Insurance -\$1.76	

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Perth

In the June quarter, the typical Perth household's annualised transport costs fell by \$71 to \$24,535.

This was largely driven by lower fuel expenditure (down \$167).

Perth remained the city with Australia's most expensive car loan repayments. It has had Australia's highest costs in this category since Q4 2022 when it overtook Sydney.

cost rank 3 / 8 Third-most expensive	affordability rank 4 / 8 Fourth-least affordable*
Total weekly transport costs \$471.83	% of income 15.8%
+ - \$1.37 since Q1 2025	- Steady since Q1 2025

*by local purchasing power

Bunbury

Bunbury's typical annualised household transport costs rose by \$98 to a total of \$23,767.

Lower fuel expenditure (down \$172) was not enough to offset higher insurance prices (up \$117), car loan repayments (up \$82) and servicing and tyres costs (up \$72).

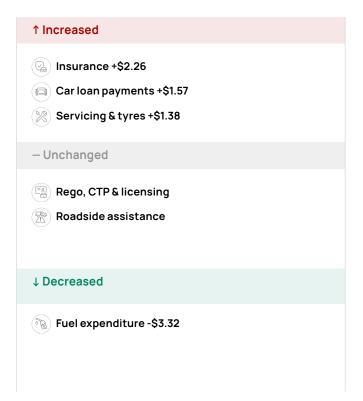
Bunbury remained the benchmark regional centre with the highest car loan repayments; fuel expenditure; registration, CTP and licensing charges; and servicing and tyres costs.

cost rank 1 / 7 Most expensive	affordability rank 3 / 7 Third-least affordable*
Total weekly transport costs \$457.06	% of income 16.5%
+ \$1.89 since Q1 2025	+ 0.1% since Q1 2025

*by local purchasing power

Changes in weekly transport costs

↑ Increased	
Car loan payments +\$1.57 Servicing & tyres +\$1.27	
- Unchanged	
Rego, CTP & licensing Public transport Roadside assistance	
↓ Decreased	
Fuel expenditure -\$3.21 Insurance -\$1.00	





Hobart

Hobart's annualised typical household transport costs fell to \$21,342 – down \$219 from the previous quarter.

This was driven by lower comprehensive car insurance costs (down \$143) and fuel expenditure (down \$195).

Hobart remained the capital with both the lowest total transport costs and the worst transport affordability (costs-to-income ratio). The typical Hobart household spent 18.0% of its income on transport (down 0.2% on the March quarter).

Launceston
Lauricestori

Launceston's annualised household transport costs fell by \$217 to a total of \$21,153, as lower fuel expenditure (down \$323) offset price rises in other categories.

Launceston again had the cheapest benchmark location servicing and tyre costs, and comprehensive insurance premiums. Yet it has been the least affordable benchmark location since Q1 2021.

cost rank 8 / 8 Least expensive	affordability rank 1 / 8 Least affordable*
Total weekly transport costs \$410.43 • \$4.21 since Q1 2025	% of income 18.0% ↓ - 0.2% since Q1 2025

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cost rank 4 / 7 Fourth-least expensive	affordability rank 1 / 7 Least affordable*
Total weekly transport costs \$406.79	% of income 19.7%
↓ - \$4.17 since Q1 2025	↓ - 0.2% since Q1 2025

*by local purchasing power

Changes in weekly transport costs

↑ Increased
Car loan payments +\$1.54 Servicing & tyres +\$0.76
- Unchanged
Public transport Roadside assistance Rego, CTP & licensing
↓ Decreased
Fuel expenditure -\$3.76 Insurance -\$2.75

↑ Increased
Car loan payments +\$1.54 Servicing & tyres +\$0.61
- Unchanged
Rego, CTP & licensing
↓ Decreased
Fuel expenditure -\$6.21 Insurance -\$0.11

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NT transport costs



Darwin

In the June quarter, Darwin's annualised typical household transport costs fell by \$23 to \$22,085.

Lower insurance costs (down \$58) and fuel expenditure (down \$68) offset higher car loan payments (up \$77) and servicing and tyres costs (up \$28).

Darwin's free public bus services meant it remained the capital with the cheapest public transport, saving the typical Darwin household \$1,040 annually.

cost rank 7 / 8 Second-least expensive	affordability rank 3 / 8 Third-least affordable*
Total weekly transport costs \$424.72	% of income 16.0%
• - \$0.44 since Q1 2025	- Steady since Q1 2025

*by local purchasing power

Alice Springs

In the June quarter, Alice Springs' annualised transport costs fell to \$22,744, down \$289 from the previous quarter.

Lower comprehensive insurance costs (down \$218) and fuel expenditure (down \$177) offset increases in car loan payments and servicing and tyre costs.

In the June quarter, Alice Springs was the second-most expensive benchmark regional centre. Yet its annual transport costs were \$1,023 lower than its Bunbury counterpart's.

Alice Springs is the only regional benchmark location with higher transport costs than its capital city counterpart.

cost rank 2 / 7 Second-most expensive	affordability rank 2 / 7 Second-least affordable*
Total weekly transport costs \$437.39	% of income 17.5%
◆ - \$5.56 since Q1 2025	◆ - 0.3% since Q1 2025

*by local purchasing power

Changes in weekly transport costs

↑ Increased
Car loan payments +\$1.47 Servicing & tyres +\$0.53
- Unchanged
Rego, CTP & licensing Public transport Roadside assistance
↓ Decreased
Fuel expenditure -\$1.31 Insurance -\$1.13

↑ Increased
Car loan payments +\$1.47 Servicing & tyres +\$0.58
- Unchanged
Rego, CTP & licensing Roadside assistance
↓ Decreased
Insurance -\$4.19 Fuel expenditure -\$3.42





Canberra

In the June quarter, the typical Canberra household's annualised transport costs fell by \$255 to a total of \$24,351.

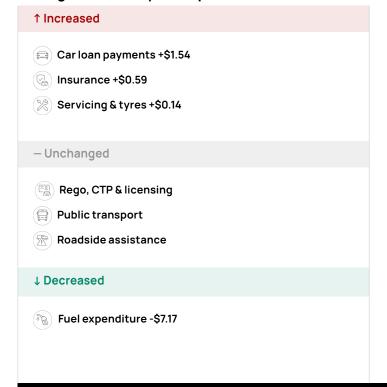
Reduced fuel expenditure (down \$373) offset higher cost for car loans (up \$80), insurance (up \$30) and servicing and tyres (up \$8).

In Q2 2025, the household spent 15.1% of its income on transport, down from 15.3% in the March quarter. Canberra is now the second most affordable capital city, swapping places with Adelaide.

cost rank 4 / 8 Fourth-most expensive	affordability rank 7 / 8 Second-most affordable*
Total weekly transport costs \$468.29 • -\$4.90 since Q1 2025	% of income 15.1% ↓ - 0.2% since Q1 2025

*by local purchasing power

Changes in weekly transport costs



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Background and methodology

Overview

The AAA and SGS Economics developed the Transport Affordability Index as an indicator of movements in the total price of household transport through a longitudinal study design approach. It uses economic modelling to illustrate changes over time to transport costs relative to movements in the CPI and household incomes. The Index provides a snapshot of the costs of transport for a hypothetical or "benchmark" household in each capital city and in a regional location in each state and the Northern Territory by transport cost category (upfront, ongoing, and other "typical" costs) over time.

As well as tracking the original data points, the Index also accommodates all relevant government policy levers that impact transport costs (such as toll relief schemes and public transport discounts and caps).

As with any economic modelling, the Index is built on a series of assumptions. Since its release in 2016, the same specific data points have been updated and changes have been tracked quarterly.

This longitudinal approach provides a way of understanding the degree and direction of change in costs by location over time. It is conceptually akin to the Australian Bureau of Statistics' "basket of goods" used to identify and track CPI over time. As with the ABS "basket of goods", the Index can be updated over time to reflect the changing patterns of Australian households and their transport options and choices

In the Q3 2024 release, the typical Brisbane and Melbourne households' assumed use of toll roads were changed from five return trips to two return trips each week to align them with the Sydney household. In addition, the method of calculating comprehensive car insurance costs was broadened to cover substantially more data points from market leading insurers. To enable comparisons, adjustments have been made to the corresponding Q2 2024 costs.

As well as tracking the original data points, the Index also accommodates all relevant government policy levers that impact transport costs (such as toll relief schemes and public transport discounts and caps).

The hypothetical households

The Index's economic modelling is based on a "hypothetical household" whose key characteristics are drawn from the Australian Bureau of Statistics (including census data), the Bureau of Infrastructure and Transport Research Economics (including motor vehicle use), and industry (including new vehicle sales, fuel prices and insurance costs).

For the purposes of the economic modelling, it is assumed the hypothetical household:

- → Comprises a 36-year-old male and a 38-year-old female with children living in a detached house. Both are employed full time and commute each weekday to workplaces in or near their city or town's CBD. ¹
- → Has two mid-range, high selling cars a near-new car financed with a variable-rate car loan and an older car owned outright. Both vehicles are roadworthy and registered.
- → Has comprehensive car insurance from market leading insurers.
- → Services both vehicles according to manufacturers' quidelines.

These characteristics are used to contextualise and model transport costs in each capital city and in one regional centre in every state and the Northern Territory.

The households in each capital city and benchmark regional centre are identical in almost all respects to enable ready comparison. But their transport costs differ based on where they live. Their assumed vehicle and public usage can also vary in some respects based on known local differences.

¹ Additional characteristics are considered for the purpose of calculating insurance costs.

"The Index is conceptually akin to the ABS 'basket of goods' used to identify and track CPI over time."





The capital city households

For each capital city household, it is assumed that the household's new car is driven 15,000 kilometres per year and its older car is driven 10,000 kilometres per year.

In each capital city, the hypothetical household is assumed to live in middle to outer-ring suburbs with relatively high population density and good access to public transport.

To ensure public transport costs are captured, the Index assumes one adult of the household commutes to and from work by public transport each weekday.

In the case of Sydney, Melbourne and Brisbane, the family also uses toll roads to commute.

The Index assumes one member of the household uses toll roads twice a week to travel to and from work.



The regional households

The Index's benchmark regional locations were selected as they have populations of over 10,000 people; have relatively dense populations; have similar ages to the average ages in the hypothetical city household; have a reasonable proportion of detached housing; and have a substantial proportion of households with couples and children.

The Index recognises that typical households in regional locations:

- → Generally face higher fuel prices than their city counterparts.
- → Earn less than their state or territory capital city counterparts.
- → Pay less for insurance because most jurisdictions offer lower comprehensive premiums on new and used cars in regional areas.
- → Do not pay to use toll roads.
- → Do not pay for public transport as there is little or limited availability in regional areas.
- → Have different commuting distances and patterns than their city counterparts (which are specific for the respective areas).

Incomes are based on ABS data for city and regional centres. This means that all the benchmark regional households have lower weekly earnings than their capital city counterparts.



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