

## Fuel Price Monitoring – 28 May 2026

### Changes to regular reports (from 28 May 2026)

We have made some changes to our weekly fuel price monitoring as the conflict in the Middle East continues to impact global fuel prices.

We have added a new metric to track how pump prices in New Zealand move with underlying fuel costs. This price-cost spread is the difference between the average retail price per litre motorists pay and the daily spot refined product cost per litre that retailers pay. This spread reflects the gap between the green retail price line and the dotted purple spot refined cost line in Figure 1. The values in Table 1 are an average of the daily price-cost spread over the reporting window (28 February to the most recent available date). The average daily spreads from the same time period each year from 2023 to 2026 are included as historical reference points.

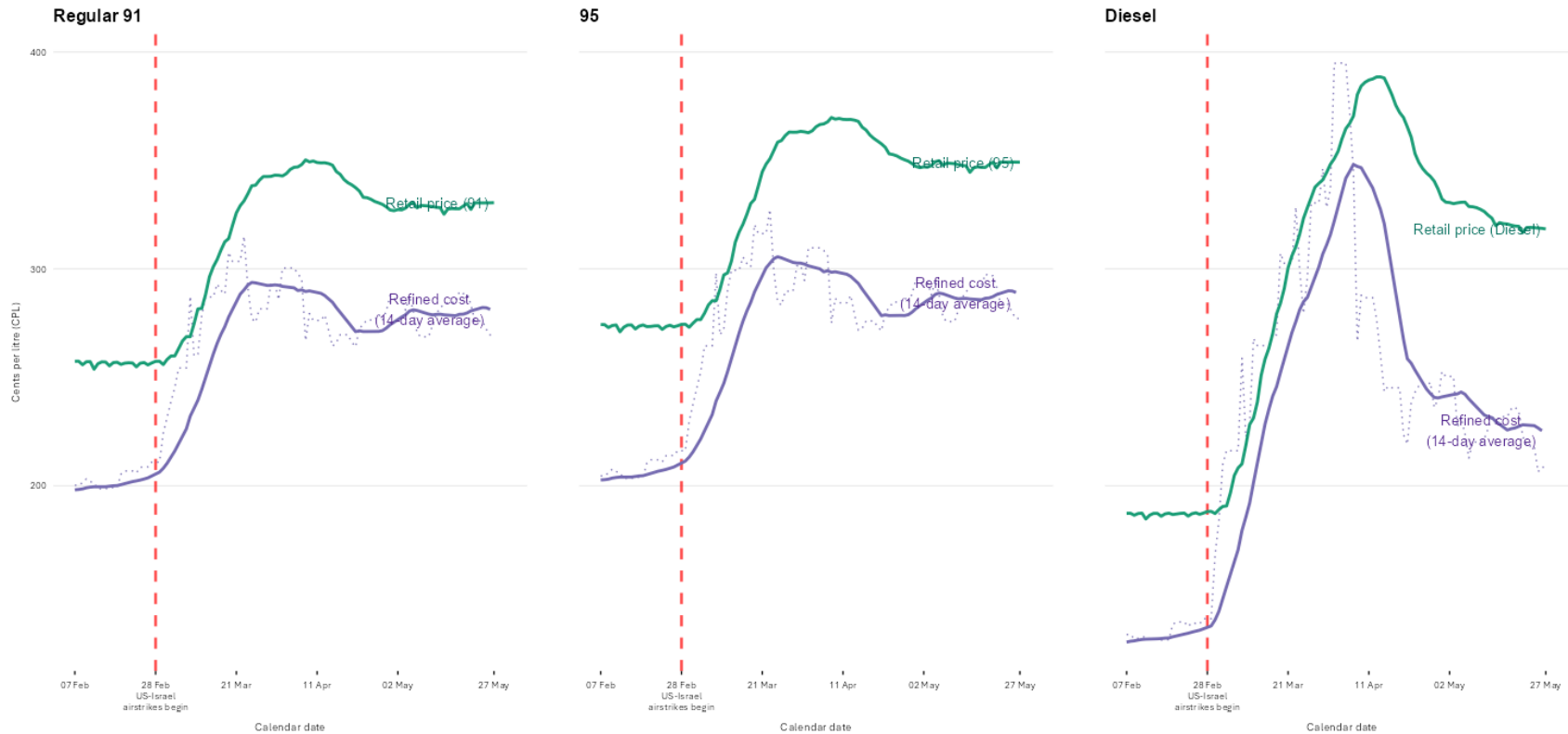
We've added the price-cost spread in place of the tables with daily data because we consider it a more useful way to compare today's market conditions with previous years. In particular, the price-cost spread makes it easier to distinguish between impacts due to the conflict and those due to regular market fluctuations. We will continue to publish the charts in Figure 1 and the spreadsheet of daily costs and retail prices from which the charts were generated.

Finally, we have also made a small adjustment to our refined cost methodology. After consulting with industry, it was noted that our methodology appeared to briefly overestimate costs for petrol over the first half of April and underestimate costs for diesel. To address this and prevent it from happening again, we have moved to using a rolling 30-day quality premium, instead of the prior approach which used a quarterly quality premium. We have retroactively amended previously published cost estimates to allow figures to be comparable over a longer period. This has resulted in a modest reduction in cost estimates for petrol, and marginally higher costs for diesel, for the first half of April. Outside of this period changes to costs are negligible.

### Notes on reporting

The charts in this report show the refined product costs (including shipping), and retail prices since the start of the conflict in the Middle East. We note that there is volatility and cost changes in the current market that may not be fully captured here.

**Figure 1: Retail fuel prices including tax vs. daily and 14-day rolling average of refined product costs<sup>1 2</sup>**



Refined cost (91/95/Diesel): estimated cost of producing and importing fuel into New Zealand, including refining and shipping, expressed in cents per litre.  
 The dotted line shows day-to-day refined cost estimates, which are volatile due to spot pricing and shipping timing.  
 The solid line shows a 14-day rolling average of refined cost, which smooths short-term volatility and provides a clearer view of the underlying cost trend faced by fuel retailers.  
 Retail price (91/95/Diesel): national average pump price paid by consumers, including taxes, expressed in cents per litre.

<sup>1</sup> New Zealand national mean fuel prices, inclusive of excise, ETS, and 15% GST. Source: Gaspy. These are subject to revision including for historical data.  
<sup>2</sup> The refined product cost calculation is for fuel sourced from South Asian refineries and is made up of a number of variables including estimates of a benchmark price, quality premium, shipping, and insurance & losses. Refined product costs are shown inclusive of excise, ETS, and 15% GST and do not include terminal, storage, or trucking costs. Sources: Argus, Worldscale, Baltic Exchange, cost model developed in conjunction with Envisory. Currency is converted daily using RBNZ data.

**Table 1: Average daily price-cost spread by fuel type in cents per litre between 28 February and 26 May, shown for the years 2023, 2024, 2025 and 2026<sup>3</sup>**

|                   | 28 Feb to 26 May 2023 | 28 Feb to 26 May 2024 | 28 Feb to 26 May 2025 | 28 Feb to 26 May 2026 |
|-------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| <b>Regular 91</b> | 47                    | 47                    | 54                    | 45                    |
| <b>Premium 95</b> | 59                    | 58                    | 66                    | 56                    |
| <b>Diesel</b>     | 62                    | 58                    | 60                    | 57                    |

Note: This spread should not be interpreted as “profit”. It includes retailers’ margins, but it also reflects other costs that sit between a refinery gate and the petrol pump such as distribution and storage, terminal and logistics fees, the cost of running service stations, discounting, and inventory and timing effects. Some of these costs may have increased relative to prior years as a result of the conflict. Despite these limitations, we still consider this a useful measure which allows comparison of today’s market conditions with the same period in recent years, making it easier to separate changes that may be linked to conflict-related cost pressures from normal movements that happen within the year.

<sup>3</sup> This publication omits refined costs on 27<sup>th</sup> May as it was a public holiday in Singapore, where our main external provider for refined costs estimates is based.