

Brett (Boh) Murrell

Moral Majority Party

0406 852 054 | Xai@moralmajorityMM

11 March 2026

His Excellency General the Hon. Sam Mostyn AC

Governor-General of the Commonwealth of Australia

Government House, Canberra ACT 2600

The Hon. Anthony Albanese MP

Prime Minister of Australia

Parliament House, Canberra ACT 2600

The Hon. Chris Bowen MP

Minister for Climate Change and Energy

Parliament House, Canberra ACT 2600

SIXTH NOTICE — RATION NOW, AND TELL AUSTRALIANS THE TRUTH

Your Excellency. Prime Minister Albanese. Minister Bowen.

Five letters. Ten days. No declaration. No rationing. No apparent plan. And no transparency — not with Parliament, not with industry, and not with the Australian people, who deserve to know exactly where this country stands.

The oil price has been volatile in the days since my last letter — with single-day swings ranking among the most extreme crude price volatility events in history. That volatility is itself the message. This is not a stable situation. The Strait of Hormuz remains effectively closed. Singapore's refineries — the source of approximately 70% of Australia's refined fuel imports — are facing an imminent feedstock shortage as Gulf crude stops arriving. The global supply shock has not resolved — it has deepened into dangerous, unpredictable instability. Nobody knows what the price will be tomorrow. Nobody knows whether the Strait opens in a week or in six months. That uncertainty is not a reason to wait. It is the reason to act.

This letter focuses on two things the Government must do immediately, and which reinforce each other: **ration fuel now** — to extend Australia's reserve window while it still can be extended in an orderly way — and **tell Australians the truth** — because an informed public is not a liability in a crisis. It is the most powerful resource this country has.

1. THE RESERVE CLOCK — WHERE WE STAND ON 11 MARCH 2026

Minister Bowen announced reserves of approximately 34–36 days on or around 1 March 2026. That was ten days ago. Based on net consumption against domestic refinery output — and in the continued absence of any Government-published inbound tanker or stock position — the estimated position today is:

- **Petrol:** approximately 38–42 days net (with Lytton and Geelong refinery offset). Approximately 24–26 days gross if crude feedstock imports cease.
- **Diesel:** approximately 25–28 days net. Approximately 20–22 days gross. Diesel is the critical constraint. It runs out before petrol. It cannot be substituted. It powers every freight truck, every farm, every mine, every cold chain, every remote generator in Australia.
- **Jet fuel:** approximately 22–25 days. The thinnest category.
- **AdBlue/urea:** approximately 7–10 days. Parliament was told 7,500 tonnes on hand. At current consumption rates, that is a countdown, not a buffer. When AdBlue runs out, 99% of Australia's heavy diesel freight trucks cannot legally operate. Road freight stops. Food stops. Medicine stops. Fuel tankers stop.

There are two critical questions embedded in these numbers that the Government has not answered publicly — and must answer today.

First — are those reserve figures counting tankers still at sea? Minister Bowen, in your address to Parliament, you stated that Australia's reserves stood at approximately 34–36 days. Were those figures based solely on fuel already held in storage at Australian terminals and service stations — or did they include fuel currently aboard inbound tankers that has not yet reached an Australian port? This is not a minor distinction. If the '34–36 days' figure includes stock still at sea, the true immediately-available reserve is materially lower than stated. The Australian public and industry operators are making decisions based on that number. They deserve to know exactly what it represents.

Second — have we begun drawing on held reserves, or are we still running on inbound supply? As of today, is Australia consuming fuel from pre-crisis inbound tankers that are still arriving — or have those shipments dried up and we are now drawing down physical storage reserves? The answer determines how fast the clock is actually running. If pre-contracted vessels are still delivering, the drawdown of held reserves has not yet begun in earnest. If those shipments have been diverted or cancelled, we may already be depleting our physical reserve faster than the

published figures suggest. The Government must state this clearly, publicly, and today. Australians cannot plan around numbers they cannot trust.

This must change today.

2. SINGAPORE'S CRUDE STOCKS ARE RUNNING LOW — THE INDIRECT THREAT TO AUSTRALIA

Australia does not import large volumes of crude oil directly from the Persian Gulf. What Australia imports is **refined product** — petrol, diesel, jet fuel — from refineries in Singapore, South Korea, Japan, and India. Those refineries, in turn, depend heavily on Gulf crude flowing through the Strait of Hormuz.

With the Strait effectively closed since 28 February 2026, Gulf crude is no longer reaching Asian refineries at normal volumes. Singapore — Australia's single largest refined product supplier — is now reporting critically low crude stock levels. As those stocks are drawn down, Singapore's refinery output falls. As output falls, less refined product is available for export to Australia. The impact on Australia is real, severe, and indirect — it arrives through the supply chain, not as a direct blockade of Australian ports. By the time it is visible at the bowser, the reserve window will already be dangerously short.

This is the pipeline that matters. Not the spot price. Not the daily Brent crude number. The question is: **how much refined product is actually going to reach Australia over the next 60 days, and from where?** The Government knows — or should know — the answer. Australians deserve to know it too.

3. THE IEA — NO RELEASE APPROVED. AUSTRALIA IS ON ITS OWN.

Some Australians may have seen reports this week that the G7 and the IEA were considering a coordinated release of 300 to 400 million barrels of oil from global strategic petroleum reserves — the largest such intervention in the IEA's 52-year history. It is important that this Government, and the Australian public, understand precisely where that process stands today.

The sequence of events is this. On Friday 6 March, IEA Executive Director Fatih Birol stated publicly that there was “plenty of oil” in the market and that there were no plans for emergency releases of joint stocks. On Monday 9 March, G7 finance ministers held emergency talks and discussed a coordinated SPR release of 300–400 million barrels — a figure that temporarily drove prices down as markets anticipated action. On Tuesday 10 March, G7 energy ministers met and **stopped short of approving any release**. Instead, they asked the IEA to assess the situation and “elaborate scenarios” before a decision is made. As of the date of this letter —

11 March 2026 — **no IEA reserve release has been approved or activated.** The decision has been deferred.

There are three things this Government needs to understand about what that means for Australia.

First — even if a release is eventually approved, it will not save Australia. IEA strategic reserves are held as crude oil, not refined product. They take two to four weeks to process and reach physical markets in meaningful volumes. Even at maximum drawdown rates — which analysts note have never been tested in practice at scale — a release of 300–400 million barrels covers approximately 20 to 40 days of total Hormuz closure at a global level. It dampens prices. It does not fix supply chains. And crucially, it does not automatically direct a single additional litre of refined fuel to Australia. Whether Australia receives any benefit from a global SPR release depends entirely on whether this Government is actively engaged in securing those supply flows — which requires the emergency procurement authority that only a declaration under the LFE Act provides.

Second — Australia's own IEA obligation is part of any collective release. As an IEA member, Australia is required to maintain 90 days of net import reserves and to participate in collective action when called upon. Australia has been non-compliant with the 90-day obligation since 2012. If the IEA activates a collective release and Australia is called to contribute, we will be drawing on reserves that are already critically low. Has this Government assessed what Australia's contribution obligation would be under a collective IEA action, and how that interacts with our own domestic reserve position? This needs to be answered and published now.

Third — the deferral itself is the message. The IEA said just five days ago there was “plenty of oil.” Today, the G7 is holding emergency meetings about the largest reserve release in history — and still cannot agree to act. That is not reassurance. That is the world's most powerful economies, with access to every barrel of intelligence available, looking at the same crisis and blinking. If they are hesitating despite holding 1.2 billion barrels in strategic reserves, what exactly is Australia's plan with 25 to 34 days of supply and no emergency framework activated?

One further development demands urgent attention: the scale of global force majeure declarations now sweeping Asia and the Middle East.

Across the region that supplies the overwhelming majority of Australia's refined fuel, a cascade of chemical companies and refiners have declared force majeure or significantly cut production runs as Gulf crude feedstock disappears. This is not peripheral noise. These are the facilities that sit directly upstream of Australia's fuel supply chain. Their shutdowns reduce the volume of refined product available for export to Australia — and they are happening right now, simultaneously, across multiple countries.

As of 11 March 2026, confirmed force majeure declarations and major production cuts include:

- **Singapore:** Aster Chemicals (full shutdown of Jurong/Bukom), PCS (naphtha supply from Middle East disrupted), and Dairen Chemical (VAM production halted) — all force majeure. Singapore is Australia's single largest refined fuel supplier. Its industrial complex is seizing up.

- **South Korea:** Six major petrochemical and refining entities affected — YNCC, Hanwha Solutions, LG Chem, and Lotte Chemical all on force majeure; KPIC and GS Caltex on reduced runs (cracker capacity down 20–46%). South Korea is another of Australia’s primary refined product suppliers.
- **Indonesia, Thailand, Vietnam, Taiwan:** Chandra Asri (Indonesia), SCG (Thailand), Hyosung Vina (Vietnam), and Formosa (Taiwan) — all force majeure or forced shutdown. Taiwan’s Formosa has cancelled gasoline cargoes and shut its RFCC unit. These are not minor facilities.
- **Middle East:** Kuwait Petroleum Corporation (KPC) force majeure on all crude and product exports from 7 March. Basra Oil Company (Iraq) output has collapsed 70% to 1.3 million barrels per day. Fujairah Bunkering — a critical regional hub — suspended, with major suppliers Sinopec and Bakri stopping sales. QatarEnergy on alert with LNG delays and cancellations notified.

This is not a list of isolated incidents. This is a simultaneous, region-wide shutdown of the refining and petrochemical capacity that produces the fuel Australia imports. Every entity on this list that is running at reduced capacity or force majeure is a facility that is **not producing the refined product that Australia needs to receive over the next 30 to 60 days**. The inbound tanker pipeline is not just disrupted — it is being starved at the source. This is the supply chain picture the Government should be showing Australians. This is why rationing cannot wait.

4. TRANSPARENCY — TELL AUSTRALIANS THE TRUTH

This Government has managed this crisis through reassurance. That approach has failed. Reassurance without data breeds rumour. Rumour breeds panic. Panic buying in South Australia has already created local shortages that have nothing to do with the national reserve position — they are the direct result of a public that does not know what to believe and is acting rationally in the face of official silence.

The antidote to panic is not more reassurance. It is **transparency**. When people understand the real position — the actual numbers, the actual timeline, the actual steps being taken — they do not panic. They adapt. They help. They are **extraordinary** when given the chance to be.

Here is what must be published immediately, in a live public dashboard updated daily:

- National fuel reserve levels by fuel type — petrol, diesel, jet fuel, AdBlue — in days of supply, updated daily.
- Inbound tanker schedule — every confirmed fuel shipment, its cargo volume, port of origin, and estimated arrival date at each Australian port.

- Dropped or cancelled orders — if any contracted fuel shipments have been diverted to higher-paying buyers, Australians must be told. Opacity here is not discretion. It is a betrayal of the public trust that this Government will need when it asks Australians to change their behaviour.
- Singapore and Asian refinery feedstock status — the Government should be publishing weekly intelligence on the crude stock levels of the refineries that supply Australia, so Australians understand what is coming before it arrives.
- Domestic refinery output and crude feedstock position — are Lytton and Geelong receiving their contracted crude shipments? At what throughput rate are they operating? Is the Lytton FCCU turnaround being deferred? Australians need to know.

This information will not cause panic. **The absence of it is causing panic.** A daily public dashboard — modelled on what New Zealand implemented during COVID supply disruptions, and what the IEA requires of member nations during an emergency — is the single most powerful demand management tool available to this Government right now. It costs nothing. It can be live within 24 hours. And it will do more to reduce panic buying than any ministerial press conference.

5. WHEN AUSTRALIANS KNOW THE TRUTH, THEY WILL HELP

Australians are not passive recipients of a crisis. They are resourceful, community-minded, and capable of extraordinary collective action when asked clearly and honestly. This Government has not asked. It has managed. There is a difference.

If Australians knew — really knew — that diesel reserves are down to 25–28 days, that Singapore's refineries are running low on crude, that AdBlue has 7–10 days of stock, and that every litre saved is a litre available for a freight truck, a farm, a hospital, or a remote community generator — they would act. Not because they are told to. Because they understand why.

The Government should immediately launch a national public information campaign alongside the emergency declaration, framed honestly: **Australia is in a fuel supply emergency. Here is our position. Here is how long we have. Here is what each of us can do.**

Every Australian who changes their behaviour extends the reserve window for the people who cannot change theirs:

- Work from home if you can — post-COVID data shows a 15–16% reduction in commuter fuel use when office workers go remote. Applied nationally, this has an immediate measurable impact on petrol reserves.

- Use public transport — every commuter who takes the train or bus is fuel preserved for freight and agriculture.
- Carpool — coordinate with neighbours and colleagues. One car carrying four people uses one-quarter of the fuel.
- Ride a bike or walk for short trips — in urban areas, a significant share of daily fuel use is trips under 5km. These trips can be eliminated from the reserve equation entirely.
- Avoid discretionary driving — holiday travel, unnecessary trips, running errands that can be deferred. In a managed emergency, discretionary fuel use is borrowed from the people who have no alternative.
- Don't hoard — a jerry can in the garage is diesel not in the supply chain. It is fuel taken from a freight truck, a farm, or a remote community generator. If you don't need it today, don't buy it today.
- Defer that trip around Australia — millions of Australians plan extended road trips each year, and many are planning them right now. If you can defer that journey by weeks or a month or two, do it. Every tank of diesel not burned by a caravan or motorhome is a tank available to a freight operator, a farm, or a remote community generator. This is not a cancellation. It is a postponement. Australia will still be here when the crisis has passed. The people who need that fuel today may not be.

These are not sacrifices. They are the actions of a community that understands the situation and chooses to be part of the solution. But they only happen if the Government is honest about the situation. Australians cannot respond to a crisis they are being told does not exist.

6. THE RATIONING AND QUOTA FRAMEWORK — WHAT MUST BE IMPLEMENTED NOW

The National Liquid Fuel Emergency Response Plan (NLFERP) and the Liquid Fuel Emergency Act 1984 provide the complete legal framework. Nothing new needs to be created. It needs to be **activated**.

Step 1 — Declare the National Liquid Fuel Emergency

The Governor-General declares a period of national liquid fuel emergency under section 16 of the LFE Act 1984. The conditions are met: actual and likely shortage, public interest, no prospect of voluntary industry augmentation resolving it. They were met a week ago.

Step 2 — Implement the Dollar-Cap Retail Rationing Scheme

The NLFERP specifies the preferred mechanism: a maximum dollar transaction value per motorist per visit. It is simple, fast to implement, and consistent with existing bowser technology.

- **\$20 maximum transaction value per vehicle per visit at all retail sites — effective within 24 hours of declaration.**
- **Pump-level enforcement via pre-authorisation systems already standard at most Australian service stations.**
- **ACCC to monitor for price gouging in real time.**
- **Clear public communication explaining the cap and the reason for it.**

Step 3 — Three-Tier Priority Allocation

TIER 1 — UNRESTRICTED (Essential Users — existing LFE Act Determination)

- **Defence, ambulance, fire, police, SES, hospitals, public transport, corrective services.**
- **Heavy freight vehicles carrying food, groceries, and essential goods around Australia — the trucks that stock supermarket shelves, deliver to hospitals, and supply regional towns. These vehicles are the arteries of the food supply chain. Without fuel, Australia does not eat. They must be elevated to Tier 1 status immediately, registered by fleet account, and exempted from the retail transaction cap.**
- **Identified by vehicle markings or registered fleet accounts — no discretion at the bowser.**

TIER 2 — PRIORITY BULK ALLOCATION (Critical Economy — Ministerial Direction)

- **Agricultural operators. Mining. Cold chain logistics (refrigerated transport for food and pharmaceuticals). Remote community power generation. Fuel distribution and port operations.**
- **Managed through registered bulk account systems under Ministerial direction — the NLFERP bulk allocation framework, activated now.**

TIER 3 — GENERAL PUBLIC (Dollar-Capped Retail)

- **All other motorists — capped at \$20 per transaction.**
- **Market price continues to operate within the cap — price signals remain intact.**

Step 4 — Diesel First

Diesel runs out before petrol. Diesel cannot be substituted. Agricultural diesel accounts must be ring-fenced. Remote depot pre-fill must happen before urban

demand spikes strip the distribution network. Diesel allocation to Tier 2 users must be locked in before general rationing depletes terminal stocks.

Step 5 — AdBlue Emergency Protocol

Ration AdBlue to priority freight and agriculture immediately. Ban AdBlue sales to passenger vehicles. Activate emergency urea import procurement from India and Eastern Europe today. Issue regulatory waivers allowing defined AdBlue concentration variance to extend existing stocks. Mandate registration of all AdBlue stocks with the emergency coordination authority within 24 hours.

Step 6 — Ban Jerry Can Hoarding

Prohibit off-vehicle fuel purchases except by registered essential and agricultural users. Enforce at retail sites under LFE Act delegated powers. Every litre in a suburban garage is a litre not available to a freight truck.

7. THE LEGAL FRAMEWORK — ALREADY EXISTS. USE IT.

- **Section 16, LFE Act:** Governor-General declares emergency by Proclamation. Conditions satisfied.
- **Sections 23–24, LFE Act:** Minister directs retail rationing — the dollar-cap transaction limit.
- **Sections 21–22, LFE Act:** Minister activates bulk allocation — the Tier 2 priority framework.
- **Section 11, LFE Act:** Minister identifies Essential Users — the Determination already exists.
- **Section 49, LFE Act:** Minister delegates operational powers to State and Territory ministers — rationing enforced at every bowser in every jurisdiction simultaneously.

NOSEC — the National Oil Supplies Emergency Committee — exists precisely to coordinate this response. It should be convened today. Every day it is not convened is a day of reserve consumed without the protection that rationing would provide.

8. THE ACCOUNTABILITY QUESTION

Your Excellency: the constitutional role of the Governor-General is precisely relevant in moments when elected government fails to act on a demonstrable national emergency. The Strait of Hormuz is closed. Singapore's crude stocks are running low. AdBlue has days, not weeks. The reserve window is narrowing. I ask you to inquire of your ministers — today — why no declaration has been made, and what

their answer is to the arithmetic of a reserve being consumed faster than it is being replaced.

Prime Minister Albanese: you said in Parliament that Australia is at the end of the fuel supply chain. The structural vulnerability you identified has not been addressed. The declaration you have the power to initiate has not been made. The rationing that would protect the most vulnerable Australians has not been activated. That is not leadership. That is hope — and hope is not a fuel security strategy.

Minister Bowen: I ask you to tell the Australian people — today — what the threshold is. What conditions must exist before the emergency is declared? What number of reserve days? What price signal? What level of shortage in regional communities? The public deserves to know what you are waiting for. Name the threshold. Publish the data. Trust the people.

9. THE ASK — SPECIFIC, LEGAL, AND ACHIEVABLE TODAY

- **Declare the National Liquid Fuel Emergency under section 16 of the LFE Act 1984 — today.**
- **Publish a live national fuel dashboard — reserves by type, inbound tanker schedule, dropped orders, Singapore feedstock status — updated daily, publicly, permanently.**
- **Implement the \$20 retail transaction cap at all service stations — within 24 hours of declaration.**
- **Activate the three-tier priority allocation framework — Essential Users, then freight/agriculture/mining, then general public capped.**
- **Issue the diesel-first directive — ring-fence agricultural and freight diesel before general retail allocation.**
- **Enact the AdBlue emergency protocol — ration, ban non-essential purchases, procure urgently.**
- **Ban jerry can hoarding — off-vehicle fuel purchase prohibited except for registered essential and agricultural users.**
- **Launch the national public information campaign — honest, data-based, community-mobilising. Tell Australians the truth and ask for their help. They will give it.**
- **Convene NOSEC and National Cabinet within 24 hours of declaration.**
- **Fast-track domestic biodiesel and ethanol production immediately.** Every litre of domestic biofuel produced is a litre of imported diesel or petrol not consumed. Emergency regulatory approvals for higher biodiesel blend rates (B20, B50) for agricultural, freight, and industrial equipment must be issued today. Existing biodiesel and ethanol producers should be directed to maximise output under emergency powers, with Government offtake

agreements to guarantee market. This will not solve the crisis — but it extends the reserve window and reduces import dependency, and it can begin within days.

- **Fast-track the Perdaman urea plant at Karratha to emergency completion.** The 2.3 million tonne per annum Perdaman urea facility at Karratha, WA, is currently projected for completion in mid-2027. With Australia holding approximately 7–10 days of AdBlue stock, that timeline is not acceptable. The Government must immediately apply emergency funding, targeted regulatory waivers under national security provisions, accelerated approvals, and full workforce mobilisation to bring forward completion as aggressively as possible. A sovereign urea supply is not an infrastructure nicety — it is the only permanent solution to the AdBlue tripwire that threatens to stop Australia’s entire heavy freight network before diesel even runs out. Every month brought forward is a month of sovereign resilience gained.

If conditions deteriorate — and in this environment of global oil market instability, closed shipping lanes, and falling Singapore crude stocks, they can do so within days — the framework is already in place. The essential users are protected. The freight network has diesel. The farms can harvest. The cold chain holds.

The cost of acting now and not needing it is a few weeks of inconvenience. The cost of not acting and needing it is measured in human lives, failed harvests, grounded freight, and a nation that ran dry while its government waited for certainty that never comes.

Declare the emergency. Ration now. Allocate by priority. **Tell Australians the truth — and trust them with it.** The window is still open. Act before it closes.

A final word on the standard of conduct this moment demands.

The global evidence is unambiguous. The Strait of Hormuz is closed. Singapore’s refineries are running low on crude. Across Asia, force majeure declarations are cascading through the refining and petrochemical sector. The G7 cannot agree to act despite holding 1.2 billion barrels in reserve. Australia has 25 to 34 days of diesel. AdBlue has days, not weeks. The supply chain that feeds this country, powers its mines, moves its freight, and keeps its hospitals running is under direct and documented threat.

In this context, assuming the best — sitting on available legal powers, choosing reassurance over rationing, deferring decisions that can only become harder with each passing day — is not caution. It is not measured governance. It is not responsible management of an uncertain situation.

Assuming the best, when the worst is documented and unfolding, is negligence. When that negligence exposes 26 million Australians to preventable shortages of food, fuel, and medicine — when the tools to prevent that harm exist, are legal, and can be activated today — it is not merely a policy failure. In the context

of national security and the solemn duty of elected government to protect its people, it is treasonous to those people.

You have the power. You have the law. You have the plan. The only thing standing between Australia and the protection its people deserve is the decision to act.

Act accordingly.

Yours sincerely,

Brett Murrell (Boh Morel)

Moral Majority Party — Sovereign Power

Candidate for Farrer, Federal By-Election 9 May 2026

0406 852 054 | @moralmajorityMM | @oneleftshoe

linktr.ee/whynotcreatelove