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IRU Resolution Establishing a Fuel Crisis Mechanism

Unanimously adopted by the IRU General Assembly in Geneva on 29 May 2026.

The IRU General Assembly, the voice of over 3.5 million companies operating mobility and logistics services, calls on governments for coordinated responses to recurring global oil supply disruptions, the resulting fuel price crises and operational challenges stemming from military conflicts.

Commercial road transport is fundamental to commerce and trade. It connects producers to markets, enables businesses to thrive and allows economies to grow. It is also essential to social mobility and communities, bringing people to their places of work as well as schools, shops, and leisure facilities. Moreover, road transport is the glue that links all modes of transport together, providing first and last mile connectivity.

The current war in the Middle East is causing severe disruptions to traditional energy trade corridors and has led, according to the IEA, to the most severe energy crises ever experienced. Globally, we are witnessing a fuel price driven systemic shock that is threatening economic stability, driving inflation, and undermining security of supplies. The fuel price shock is particularly amplified by fuel excise duties and VAT. In the OECD countries an average of 46% of the fuel price consists of taxes, with some countries charging up to 55%.

High fuel prices are particularly difficult for road transport operators to absorb. According to IRU Intelligence Briefings, the price at the pump increased 46% in the US, 40% in Türkiye, and 33% in the EU (on average) compared to the pre-war prices. As a result, transport costs have risen by up to 9%. Given that many road transport companies – 90% of which are SMEs - operate on margins of between 1% and 3%, they have no buffer to accommodate such sudden increases. Even where contracts include fuel adjustment mechanisms, price escalation clauses often take effect with a delay, placing operators under significant liquidity pressure.

There are few, divergent responses by national governments to both recent and ongoing crises. At the same time, it is crucial to avoid fragmentation and ensure the resilience of essential mobility networks and supply chains.

A fuel price increase of 10% within one week and/or a single day price volatility above 10% constitute a clear sign of a fuel crisis. When this happens, IRU calls on governments to enact the following **Fuel Crisis Mechanism**:

Immediate action - Phase 1 (at the beginning of the crisis)

- a) Release strategic oil reserves in a way that translates into actual availability of refined products, including diesel, along key transport corridors and logistics hubs.
- b) Temporarily reduce excise duties on fuel for commercial road transport operators (especially in countries where the revenues are not fully earmarked to infrastructure funding).
- c) Implement temporary fuel price-increase caps to address market volatility.
- d) Engage with commercial road transport operators on the development of contingency plans.

Immediate action – Phase 2 (ongoing crisis)

- a) Implement a temporary crisis state-aid framework which provides financial support to road transport operators.
- b) Provide through national development banks low interest liquidity loans for affected transport operators.
- c) In case of acute shortage deploy contingency planning for fuel and fuel additives. This should include clear principles for fuel prioritisation for commercial road transport operations, with the objective to safeguard the continuity of essential logistics flows and the security of supplies along key road transport corridors, and the mobility of people

Strategic, long-term action (to foster global resilience)

- a) Establish a permanent fuel price indexation mechanism and encourage its use for public and B2B contracts. In addition, establish a fuel supply monitoring observatory to enable timely action.
- b) Introduce a single professional fuel duty applicable to all passenger and goods commercial transport industries.
- c) Incentivise the use of alternative fuels, including unlocking the benefits of fossil free fuels such as biodiesel.
- d) Encourage modal shift from private cars to collective modes of transport

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