MASTER BUILDERS
AUSTRALIA

Submission to Anti Dumping Commission

Anti Dumping Notice no 2025/155

Project 691 – Aluminium windows and doors from China

23 December 2025

Who we are

Master Builders is the nation's peak building and construction industry association, which was federated on a national basis in 1890. Master Builders' members are the Master Builder State and Territory Associations. Over 130 years, the Master Builders network has grown to more than 32,000 businesses nationwide, including the top 100 construction companies. Master Builders is the only industry association representing all three sectors: residential, commercial, and civil construction.

The Master Builders network also delivers vocational education and training through its network of registered and group training organisations across Australia. This includes trade qualifications in building and carpentry as well as ongoing professional development training.

Membership with Master Builders is a stamp of quality, demonstrating that a builder values high standards of skill, integrity, and responsibility to their clients.

Master Builders' vision is for a profitable and sustainable building and construction industry.

Introduction

Master Builders Australia (Master Builders) refers to the current investigation by the Anti-Dumping Commission into the importation of Aluminium Windows and Doors from China.

The application filed in October by Ventora Group Pty Ltd and the Australian Glass and Windows Association ('the applicants') alleges that *'the Australian industry producing aluminium windows and doors (AWD)has suffered material injury caused by the goods exported to Australia from China at dumped and subsidised prices'* and seeks the publication of a dumping notice duty in respect of AWD exported to Australia from China and a countervailing duty notice in respect of those goods i.e. a tariff be imposed on all AWD imported from China.

Master Builders opposes this application including the issuing of a dumping notice and the imposition of a tariff on these products.

Master Builders seeks to offer both broader context and specific detail regarding the direct and indirect effects of imposing a tariff on AWD from China. We ask that the Commission be acutely mindful of these factors when carrying out its investigation and making its recommendation.

Firstly, the current, anticipated and necessary level of building activity to deliver on the housing and infrastructure Australia needs demands the adoption of measures to support construction to alleviate the current housing affordability challenges. Any moves to impose a tariff on imports from China would be at odds with that.

Secondly, it is broadly acknowledged that local manufacturing across all sectors of the economy has been in decline for some time. It is equally accepted that Australia now operates in a global market as such, competition is fierce and across continents; domestic businesses must be alive to this shift and look for ways to take advantage of global opportunities that in previous decades were largely unheard of.

Thirdly, the COVID-19 pandemic put immense upward pressure on building products and materials costs. In recent years many builders and developer have experienced significant losses and abandoned projects due to the impact of these cost increases. Such circumstances have motivated the industry to look elsewhere for supplies to mitigate the risks of increasing prices.

Finally, but critically, this country is in the midst of a housing crisis, with most believing they will never be able to afford to own their own home. While the Federal Government has implemented an armoury of measures to support home ownership more must be done, including fundamental structural reforms, to relieve cost pressures on the delivery of new housing.

The imposition of a punitive measure in the form of a tariff on a critical component of the built environment would only serve to exacerbate the current housing supply challenges. Such a move would also severely adversely impact the delivery of broader building and construction work, including a significant infrastructure pipeline.

The expected cost increases across the economy that would result should a tariff be imposed would ultimately be borne by the end user i.e. the home buyer and the broader community.

There is also a concern for retaliatory action that could have much wider repercussions for the construction of all new buildings which cannot be built without at least some products sourced from China.

Key concerns with the application and initial findings

Master Builders raises two key matters of concern with the application:

- It appears the applicants predominantly operate on Class 1 building work. This ignores the use of AWD in Class 2 building work which represents a significant proportion of building and construction work carried out in Australia.
- The conclusion that there are reasonable grounds to support the claims that the Australian industry for AWD has suffered injury caused by dumping or subsidisation, and that the injury is material. This ignores a range of external factors that have put pressure on domestic manufacturing which have little correlation with the importation of products from elsewhere, in fact, the erosion of domestic manufacturing has forced business to look elsewhere to ensure they meet demand.

These matters are elaborated on below.

Should a tariff be recommended

Notwithstanding this submission, should the Anit-Dumping Commissioner recommend the publication of a dumping notice duty in respect of AWD exported to Australia from China and a countervailing duty notice in respect of those goods i.e. a tariff be imposed on all AWD imported from China, Master Builders strongly asks that the Anti-Dumping Commissioner also recommends a transition period for the implementation of any such tariff.

Any tariff must be phased in over a 4–5-year period.

Such a transition period would allow for two critical things to occur.

Firstly, this would enable to the industry to clear the current and future projects prior to the imposition of this burden.

If the tariff were implemented immediately this would have significant adverse impacts for the industry that has already priced and been awarded work that would then be subject to cost escalation. This would cause a cascading effect to many subcontract businesses like what was seen recently during a period of extraordinary inflation. This scenario led to many insolvencies across the industry.

Secondly, it would allow for investment in research and development to ensure an appropriate uplift to meet demand.

To date, little investment has been made to advance local manufacturing. We see that to meet demand and ever advancing product requests Government would have to strongly invest in the local manufacture of AWD to ensure the adoption of modern technologies and appropriate upskilling of the workforce to ensure domestic demand can be met.

Economic outlook

The imposition of a tariff on AWD from China would have significant adverse impacts not only on the Australian building and construction industry but on the broader economy, the circumstances of which remain mixed.

Some barometers of activity appear quite favourable: Australia's unemployment rate dropped to 4.3 per cent during October 2025, something which was driven by very healthy full-time job creation during the month. Over 232,000 new jobs have been generated across the economy over the past year, a clear sign that demand for labour amongst business remains solid.

A stronger labour market is not all good news. A shortfall of workers relative to demand for them tends to propel labour costs higher. This effect has partly contributed to the acceleration in price inflation over recent months.

More disappointing was the deceleration of GDP growth to 0.4 per cent during the September 2025 quarter. Even though construction posted a strong performance, household consumption growth slowed as did exports. Recent quarters have also seen government spending lose some steam. The uncertain geopolitical environment and global trade turmoil have also taken their toll.

At 3.8 per cent during October, Australia's inflation rate is well clear of where the RBA wants it to be. The three interest rate cuts we've enjoyed since the start of 2025 might well be the only ones we get. It is impossible for the RBA to reduce interest rates while inflation is so far off course. In fact, current financial markets pricing suggests that 2026 is more likely to see a rate rise than a cut.

Ominously, the recent deterioration in inflation has been driven by housing-related factors. Rents rose by 4.2 per cent over the year to October while the cost of buying a newly built home is 1.7 per cent more expensive than a year ago. The acceleration in new home costs is the result of construction-related labour shortages as well as an uptick in the cost of building products and materials.

The RBA released updated economic forecasts to 2027 at the start of November – and things look a little trickier than before. It has dialled its GDP projection down slightly, meaning that Australia's economy will grow no faster than 2.0 per cent at any stage over the next two years - still not a bad pace of growth. As a result, unemployment is expected to hold at around 4.4 per cent until the end of 2027. The recent jolt to price pressures means the inflation rate will peak at 3.7 per cent in mid-2026. It will not drop back into the RBA's 2-3 per cent target range until the first half of 2027.

The most likely outcome is that economic conditions over the next few years will resemble those of recent years: low unemployment, underwhelming GDP growth and struggles to contain inflation. However, the global economy's ability to propagate uncertainty has the potential to make things more difficult.

The building and construction industry

Australia's building and construction industry is one of the largest sectors in Australia.

Latest ABS figures indicate that the total value of building and construction work done in the year ending June 2025 totalled $324.6 billion in value, an amount directly equivalent to 11.7 per cent of total GDP.

October 2022 saw the launch of the ambitious National Housing Accord which aims to deliver 1.2 million new homes across Australia over the five years up to June 2029.

Forecasts indicate that we will fall short of the Government's target. After the first 12 months of the Accord period we are already 60,000 homes short which means, year on year we now need to build an ambitious 255,000 homes to reach the Governments goal.

In addition, the Infrastructure Australia's 2025 Infrastructure Market Capacity report, outlined the significant growth with the 5 year Major Public Infrastructure Pipeline increasing by $29 billion to reach $242 billion.

Every $1 million worth of building activity supports around $3 million in activity across the economy. Therefore, any moves that would have an adverse impact of such activity must be avoided or else we will see a further deterioration in productivity and economic growth across the country.

Building products and material cost developments

The latest data for building costs is available up to the September 2025 quarter.

Since 2019, the cost of the building products and materials used for house construction has risen by 37.9 per cent overall.

Window and door-related costs have experienced much sharper cost escalations since the pandemic. For those made from timber, the cost increases have been particularly acute.

- Timber window costs have risen by 70.6 per cent since 2019.
- Over the same period, timber doors have become 62.1 per cent more expensive.
- Aluminium windows and doors have seen their prices climb by 38.8 per cent since the pandemic.

The acceleration in the cost of building products and materials has been one of the reasons why building and construction output has become so much more expensive since the pandemic.

House building output is now 44.8 per cent more expensive compared with in 2019. Building output overall is 36.3 per cent up over the same period.

For many categories of house building material, the pace of cost inflation peaked in the first half of 2022.

The cost of timber windows and doors has recently accelerated. Timber doors are 9.3 per cent more expensive than a year ago while timber window costs are up by 3.7 per cent over the same period.

Aluminium doors and window costs are 2.8 per cent higher than a year ago.

Attachment A provides further insights into the movement of cost and price increases across the industry.

The market for AWD

The supply of windows for residential purposes in Australia combines inputs from overseas as well as those produced locally.

Over time, it has become more feasible to import both products and raw materials from overseas. This is because global trade barriers have generally gotten lower over recent decades.

Improvements in information technology have made it easier to identify suitable suppliers and products and engage in the logistics necessary to take delivery. This has shortened the lead times of international suppliers relative to domestic ones, improving their ability to compete.

Better access to supplies from overseas has been beneficial in several ways: for households and businesses, it has resulted in lower costs and well as wider choice when it comes to the quality and variety of products. The benefits of lower trade barriers have worked in the other direction too, with Australian businesses enjoying the opportunity to sell in lucrative overseas markets in a way that wasn't previously possible.

The windows used for homes in Australia typical include several components:

- Architectural flat glass which is almost exclusively imported since the closure of Oceania Glass earlier in 2025.
- Window frames, typically manufactured from materials like timber, aluminium, steel and uPVC. Many window frame manufacturers continue to operate in Australia, where use is made of imported flat glass.

The manufacture of windows involves cutting, framing and assembly.

The demand for a particular brands and models of windows is determined by a number of factors including:

- Cost
- Whether window meets minimum standards
- The quality of the window
- Traceability
- Frame material: aluminium tends to be cheapest, followed by uPVC. Timber frames tend to cost the most
- Degree of glazing (i.e. whether single, double or triple glazed)
- Quality assurance
- After sale service, guarantees and warranties
- Lead times (i.e. the typical length of time between placing order and receiving deliver)

Domestically produced windows tend to enjoy an advantage in terms of lead times, traceability and quality assurance. However, the cost of imports can be cheaper than those produced in Australia.

An additional element of this market, not dealt with in the materials submitted to date, is Australian investment overseas to produce product directly for the Australian market.

We understand that there are Australian businesses that have set up manufacturing facilities in China; they are wholly Australian owned and produce windows only for Australia. These manufacturers are unable to dump volume or even sell their systems to other markets given the products are manufactured to meet Australian Standards. Clearly a tariff would unfairly impact this legitimate commercial arrangement.

How many domestic window manufacturers are in Australia?

Under the ANZSIC (2006) classification, the manufacture of windows and their components is dispersed amongst several categories. These categories are quite broad - and also include businesses unrelated to windows or their manufacture.

- 1492 – Wooden Structural Fitting and Component Manufacturing (includes wood-framed window manufacturing)
- 2010 – Glass and Glass Product Manufacturing (which includes window glass manufacturing)
- 2223 – Architectural Aluminium Product Manufacturing (this includes manufacturing of aluminium window frames and aluminium-framed windows complete with glass)
- 2229 – Other structural metal product manufacturing (including manufacture of window frames/sashes of non-aluminium metals)
- 3245 – Glazing Services does not strictly relate to window manufacturing. However, it does include businesses involved the installation of windows and window frames.

The lack of a category or categories dedicated to window manufacturing makes is difficult to know how many window manufacturers operate in Australia and how this has changed over time.

Another complication is that many businesses engage in the importation, distribution, supply and installation of windows, as well as their manufacture. This feature of the market also makes it difficult to extract a count of 'pure' window manufacturers.

Private data sources do give ballpark figures on the number of residential window suppliers in Australia.

- According to Poidata, there were 1,809 window suppliers in Australia in October 2025.
- Rentech Digital estimated that 1,025 window suppliers were operating in May 2025.
- A separate figure from Byte Scraper suggests 1,152 window suppliers existed in August 2025.

Key considerations

In undertaking this investigation, we believe the Anti-Dumping Commissioner must consider the following:

The imposition of a tariff will adversely impact housing affordability

We are in the midst of a housing crisis.

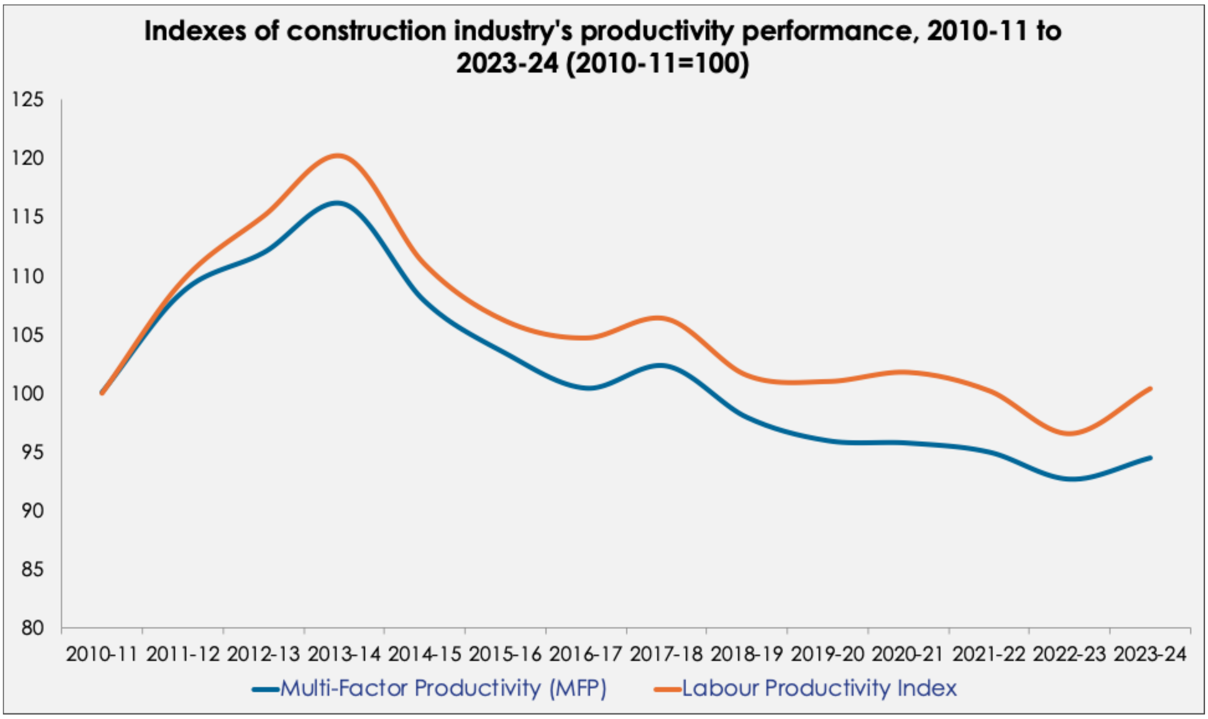
As discussed earlier, the National Housing Accord's 5-year term kicked off at the start of July 2024.

During 2024-25, a total of 179,000 new homes were started across Australia. This represents a deficit of over 60,000 homes relative to the 240,000 homes per year required under the Accord. Every single state and territory fell short of what was needed. It means an average of 255,000 new homes per year now need to be delivered over the remaining four years of the Accord period.

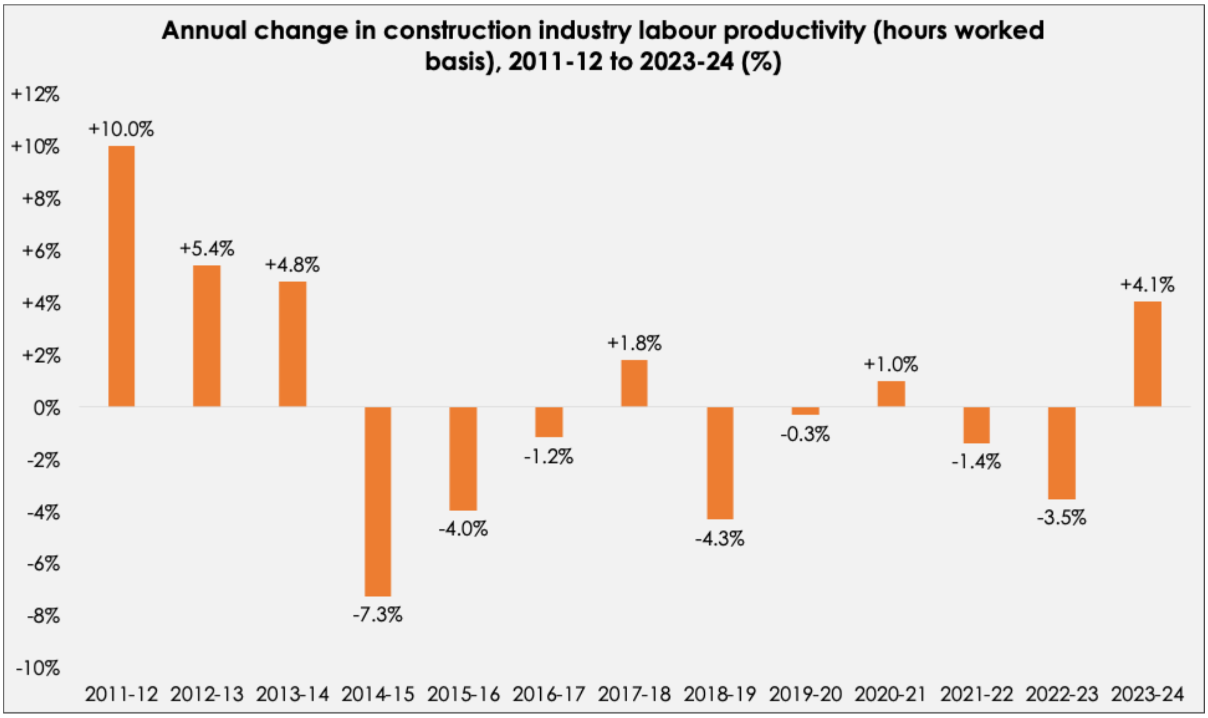
Our latest forecasts for new home building indicate that about 1,020,000 new homes will get built over the term of the Accord. Even though this would represent an elevated volume of new home building by historic standards, it would amount to a 180,000-home shortfall compared with the Accord target. If things turn out this way, the likelihood is that housing affordability will worsen further and Australia's housing deficit will widen.

Construction industry productivity has also worsened as illustrated in the chart below.

Multi-factor productivity is 18.6 per cent lower compared with its high point in 2013-14. Labour productivity has seen a 16.4 per cent reverse over the same period. In other words, the typical amount of work done per hour by the average construction industry is 16.4 per cent lower than it was a decade ago.



Labour productivity has dropped in seven of the past ten years. It is easy to see why build costs have soared and build times have ballooned.

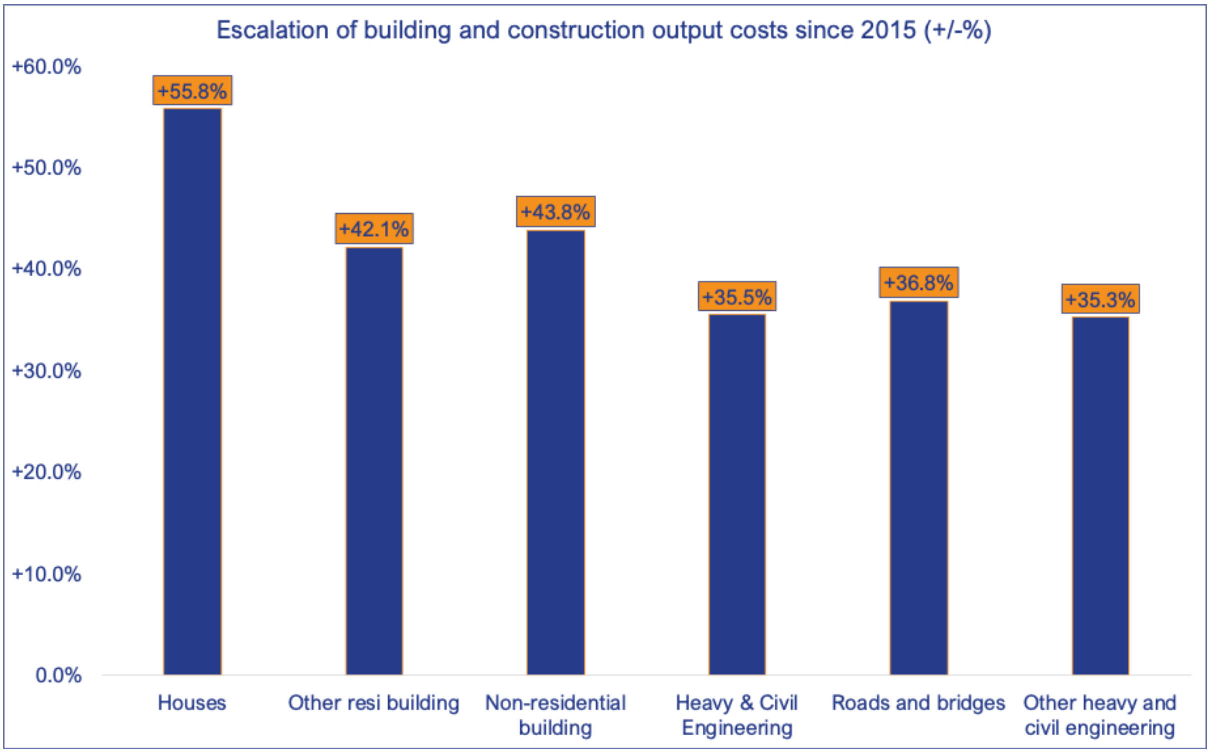


Worsening productivity and longer delays in home building have very unfavourable ramifications for new home building costs. This is because many overheads increase in proportion to the length of build times. These include insurance, labour, administration and regulation-driven expenses. Because longer build times magnify the risks of a project ending up as a loss maker, finance costs climb when the speed of building flags.

The accumulation of cost pressures over the past decade means that:

- New houses are 55.8 per cent more expensive than a decade ago.
- Other residential work like higher density home building and renovations job have suffered a 42.1 per cent cost increase.
- Non-residential building is now 43.8 per cent more expensive compared with 2015.
- Heavy and civil engineering projects are 35.5 per cent more costly.
- The final cost of road and bridge projects is 36.8 per cent higher than ten years ago.
- Other types of heavy and civil engineering work have suffered 35.3 per cent cost escalations.

The chart below summarises the deterioration in building and construction costs over the past decade.



Any tariff will only serve to exacerbate current conditions by disrupting supply chains, creating material shortages and increasing costs, all of which will ultimately be borne by the new home buyer.

AWD make up a significant part of new housing projects and the impact of an increase in the cost of this key component cannot be underestimated. It will affect the ability to complete projects currently underway and the feasibility of projects in development.

These impacts are not confined to the private market. The Federal Government has their own social and affordable housing agenda delivered through the Housing Australia Future Fund. The delivery of these projects will also be adversely impacted should such a tariff be imposed.

The decline in local manufacturing

Master Builders supports local manufacturing and recognises the critical role they play in our supply chains. The decline in our local manufacturing capabilities is certainly concerning. The recent collapse of Oceania Glass highlights just how fragile parts of our domestic supply chain are.

As alluded to earlier, Oceania Glass was Australia's sole architectural glass manufacturer that closed its doors in early 2025 due to mounting losses from cheap imports and unfunded plant upgrades of up to $21 million. This led to the closure of its Dandenong factory and significant job losses, ending a 169-year legacy of local production. While a devasting outcome, not an unusual one for Australia.

We also share industry and Federal Government concerns about the importation of products at unfair prices potentially undercutting local manufacturers and concerns with the importation of substandard products.

However, we do not see that the imposition of a tariff will support local manufacturing or target these behaviours. Rather it is a blunt instrument that will apply to all equally.

Responding to these circumstances must be balanced against the need to support importing of products and materials where local capacity genuinely does not exist. Any actions to protect local manufacturing must be nuanced and evidence based so as not to intentionally drive-up costs.

In particular we are concerned about the impact a tariff would have on those projects, especially unit towers and those involving modular and prefabricated components, where builders, in response to the decline in Australian manufacturing are now working with overseas suppliers without the option to revert to local suppliers at a competitive price.

We note the Federal Government's Future Made in Australia agenda aimed at revitalising Australian manufacturing and we see policy levers akin to this approach as the preferred (and better) way of supporting domestic manufacturing. This approach sees targeted measures with tangible outcomes that can be clearly linked to improving domestic markets.

Australia lacks the local capability and capacity to meet domestic demand

It is broadly agreed that (unfortunately) domestic manufacturing has seen a decline over many years. With energy costs rising, a continued decline is expected.

The Productivity Commission 2021 submission to the parliamentary inquiry into Australian Manufacturing Industry highlighted that *'Manufacturing accounts for less than 10 per cent of the Australian economy'*[1]. The Commission also observed that the very nature of domestic manufacturing has shifted:

> *'Manufacturing peaked as a share of the Australian economy in the early 1960s, when the sector grew to 30 per cent of the economy and of employment. Since then, the shares of manufacturing in value added and in employment have declined.*
>
> *In large part this reflects the shift in consumer spending from goods to services over recent decades. In addition, in an increasingly competitive and interconnected global world, Australian manufacturing has faced increased competition from imports, particularly from Asia (Banks 2010, pp. 5–8).*
>
> *Like in other advanced economies, the services sector now accounts for the bulk of the economy, contributing about 80 per cent of GDP and 88 per cent of employment in Australia in 2020.'*[2]

Similar observations were relayed in the final report of the Senate Economics References Committee Inquiry into the Australian Manufacturing Industry (Final Report):

> *'Australia is last amongst all Organisation for Economic Co-operation and Development (OECD) countries for manufacturing self-sufficiency, at 72 per cent, reflecting a thirty-year downward trend of Australian manufacturing output and employment. Decline has been more pronounced since the Global Financial Crisis (GFC) and recent resources booms…'*[3]

The Final Report also notes several factors that have contributed to the decline in domestic manufacturing including, for example[4]:

---

[1] Productivity Commission Submission to the Senate Economics References Committee Inquiry into the Australian Manufacturing Industry, September 2021 pg. 2
[2] Ibid pg.4
[3] Final Report pg. 5
[4] Ibid pgs. 7-11

- Sharp increases in the terms of trade.
- The appreciation of the Australian dollar.
- Imports from lower-cost economies.
- The weakening of integrated value chain manufacturing, particularly with the departure of primary automotive producers.
- Challenges associated with Australia's geographic isolation, costs of trading—largely transport related—in the order of 20–25 per cent higher than the global average.
- Australian investment in R&D has declined over the last 20 years and is well below the OECD average.
- Australia has relatively low rates of collaboration between business and industry and low rates of innovation, impacting on its global competitiveness.
- Declining manufacturing productivity.

What the domestic manufacturers of AWD (including the applicants) have suffered is not unique, it is part of a structural shift that has occurred across the Australian economy over decades.

The fact that China has taken advantage of that opportunity is not an example of dumping, it is simply an expression of a global shift in the supply of goods, including building products and materials, to international markets that have the scale to deliver, at the right price and of the same or in some instances superior quality.

Further, and based on current circumstances, including the building and construction pipeline, local manufacturing will not be able to meet demand making the ability to import the same or similar products critical to building and construction activity.

Constraints on international shipping that occurred during the pandemic paint a relevant picture of the consequences of forcing manufacturing onshore.

During the pandemic, shipping cost became unsustainable which saw the cost of a locally produced windows become similar to that of a window produced and shipped from China to Australia. As a result, the main source of the product returned back to a locally produced product.

Member feedback has indicated that at that time the local market could not keep up with demand. Further, in Class 2 multi-residential construction, Australian builders particularly in Victoria are the fastest in the world and as a result local window fabricators were not sophisticated enough to cope with the demand. This caused several fabricators to become insolvent.

It is likely that imposing a tariff on AWD, to force local manufacturing, would have the same impact as was seen during the pandemic and simply cause insolvency across the industry.

Lack of causation

Given the confidentiality of a range of documentation relied on by the applicants it is difficult to respond to the specific impacts they claim they have experienced.

While we may concede that, for example, their market share has decreased resulting in reduced profit, profitability, revenue etc we take issue with the Commission's finding set out at section 6.1 that there are '*reasonable grounds to support the claims that the Australian Industry has suffered injury <u>caused by</u> dumping or subsidisation, and that the injury is <u>material</u>*'.

Master Builders submits that in these circumstances, where a decision in favour of the applicants will result in significant ramifications across a critical sector of the economy, weighty and substantial evidence should be brought to substantiate the required causation. Master Builders further submits that given the broader domestic and international context outlined above the causal link claimed is far from clear.

The breadth of the building and construction industry

We understand that the following goods are under investigation:

> *Aluminium windows and doors, whether fully or partially assembled, including their frames, panels, and sashes, with or without glass, whether or not thermally broken, whether or not including hardware, up to the following dimensions:*
>
> - *for window assemblies or partial assemblies (including window frames, panels and sashes), up to and including 3.0 metres high and up to and including 4.0 metres wide; and*
> - *for door assemblies or partial assemblies (including door frames, panels and sashes), up to and including 3.0 metres high and up to and including 7.0 metres wide.*

As outlined in a number of other submissions opposing the imposition of a tariff the applicant appears to be focused on:

- Supply only of residential windows.
- Retail channels.
- Single dwelling or low-rise developments.

These characteristics appear to attach to a number of those who have lodged submissions in support of the application and are largely focused on Class 1 buildings.

Class 1 buildings are houses. Typically, they are stand-alone single dwellings but also include duplexes, terrace houses, row houses and town houses of a domestic or residential nature. Latest figures to October 2025 show building approvals for detached and semi-detached homes totalled 144,500.

Class 2-9 buildings include all other building and construction work across multi-rise residential and all other non-residential building work. For the same period building approvals across Class 2-9 totalled 80,299.

Based on these figures the applicants only represent a part of the building and construction industry that would be affected should a tariff be introduced. Based on this Master Builders submit the Commission must broaden its view when considering its approach in response to this application.

Potential retaliatory actions

Australia is heavily dependent on China for the majority of products and materials that the building and construction industry relies on.

It is therefore foreseeable that should a tariff be imposed, China will respond and use its market power to adversely impact a range of critical building products and materials outside of those that would be the subject of the tariff. As one builder said, *"We cannot build in Australia without Chinese products."*

Further, the adoption of a tariff on Chinese imports stands squarely at odds with the Australian Government's opposition to the Trump administrations tariffs on Australian goods. Global supply chains are already experiencing heightened uncertainty due to the US policy on these matters and any further impacts will simply aggravate this current situation.

Ultimately any retaliatory actions will only add cost, further exacerbating the housing affordability crisis.

Conclusion

Master Builders opposes the application and the imposition of a tariff on AWD.

Given that international supply chains have been established for some time, imposing fresh tariffs on any product is risky.

It is Master Builders position that any such action would not only do very little to support local manufacturing but would also have broad ranging implication across the entire Australian building and construction industry.

Such actions would also simply jeopardise the Federal Government housing goals and the delivery of a significant infrastructure program.

We suggest there are better ways to support local manufacturers including the applicants and the businesses they represent.

We are available to provide further insights and information to assist the Commission with its investigation.

Attachment A

Change in cost of inputs to the house construction industry - September 2025 quarter v 2019 year average (% change)							
	Australia	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart
All materials used in house building	**+37.9%**	**+34.9%**	**+38.9%**	**+39.7%**	**+38.1%**	**+39.0%**	**+38.7%**
Timber, board and joinery products	**+42.7%**	+39.3%	+42.6%	+46.0%	+50.9%	+39.5%	+41.5%
Ceramic products	**+44.0%**	+30.9%	+46.5%	+35.2%	+25.2%	+99.3%	+40.4%
Concrete, cement and sand	**+31.8%**	+20.0%	+36.5%	+48.0%	+18.3%	+34.9%	+25.2%
Cement products	**+43.9%**	+40.0%	+43.0%	+44.7%	+45.0%	+44.2%	+67.0%
Steel products	**+21.8%**	+29.0%	+13.1%	+28.5%	+30.0%	+22.9%	+35.4%
Metal products (excluding steel)	**+36.0%**	+32.9%	+41.1%	+32.7%	+31.8%	+29.0%	+53.6%
Plumbing products	**+27.7%**	+26.3%	+29.3%	+24.0%	+28.1%	+36.0%	+26.6%
Electrical equipment	**+50.7%**	+46.1%	+56.7%	+49.3%	+50.2%	+38.0%	+52.3%
Installed gas and electrical appliances	**+15.1%**	+15.1%	+17.2%	+13.5%	+10.2%	+12.7%	+17.7%
Other house building materials	**+37.6%**	+38.4%	+35.3%	+44.1%	+38.7%	+36.7%	+24.3%

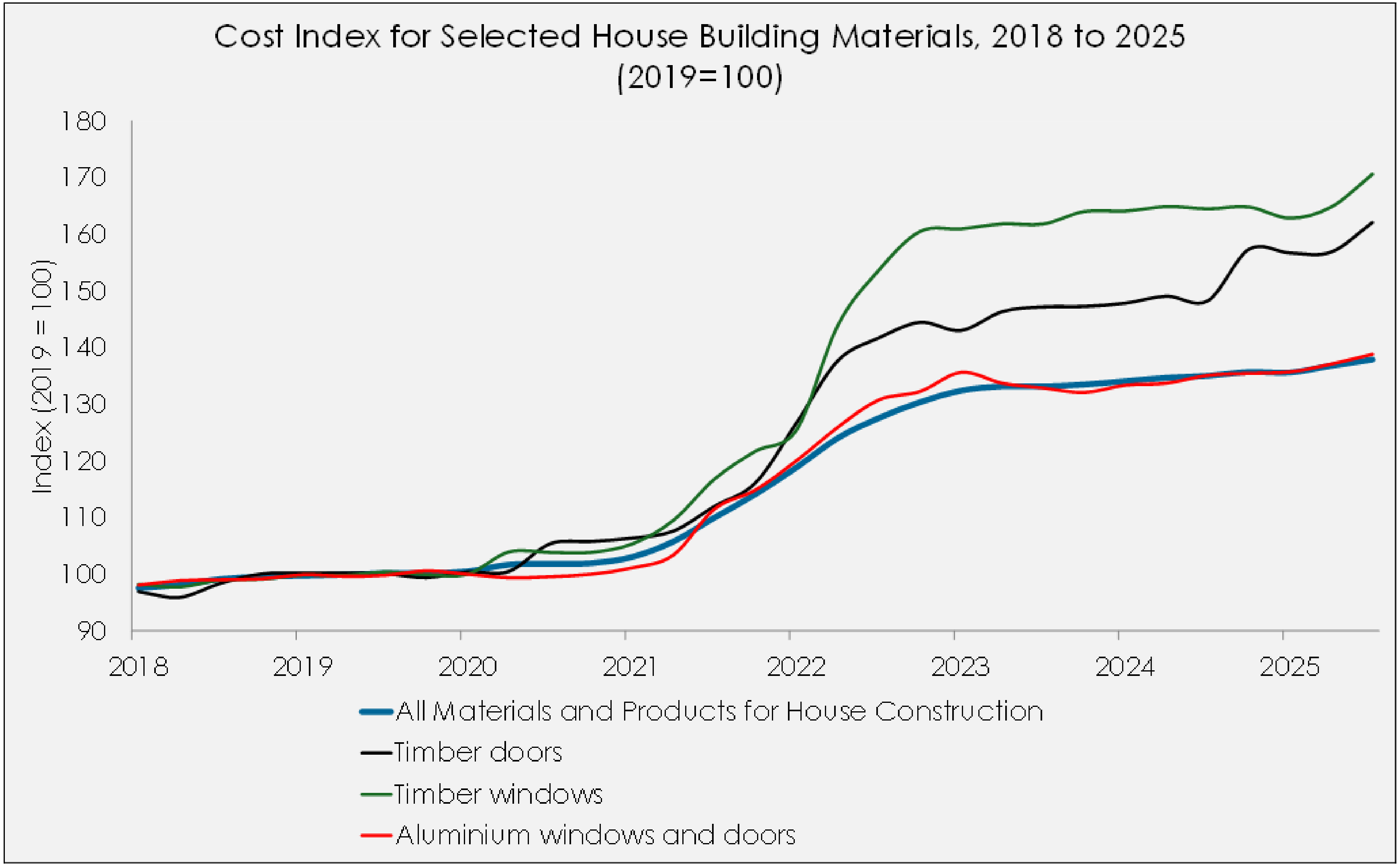
Source: Master Builders Australia analysis of ABS Producer Price Indexes

Total change in cost of building and construction output - September 2025 quarter v 2019 average (% change)									
	Australia	New South Wales	Victoria	Queensland	South Australia	Western Australia	Tasmania	Northern Territory	ACT
Total building and construction output	**+36.3%**	**+34.4%**	**+31.4%**	**+41.9%**	**+33.6%**	**+56.5%**	**+49.6%**	**+33.3%**	**+16.1%**
House building output	**+44.8%**	+36.7%	+32.8%	+51.4%	+56.7%	+91.6%	+60.2%	+19.9%	+46.4%
Other residential building output	**+30.6%**	+30.9%	+29.7%	+37.3%	+22.2%	+35.7%	+40.9%	+29.0%	+8.1%
Non-residential building output	**+33.2%**	+35.0%	+31.2%	+38.2%	+20.3%	+35.2%	+37.0%	+38.6%	+9.3%
Road and bridge construction output	**+25.8%**	+25.7%	+22.7%	+26.5%	+30.9%	+26.5%	No data	No data	No data

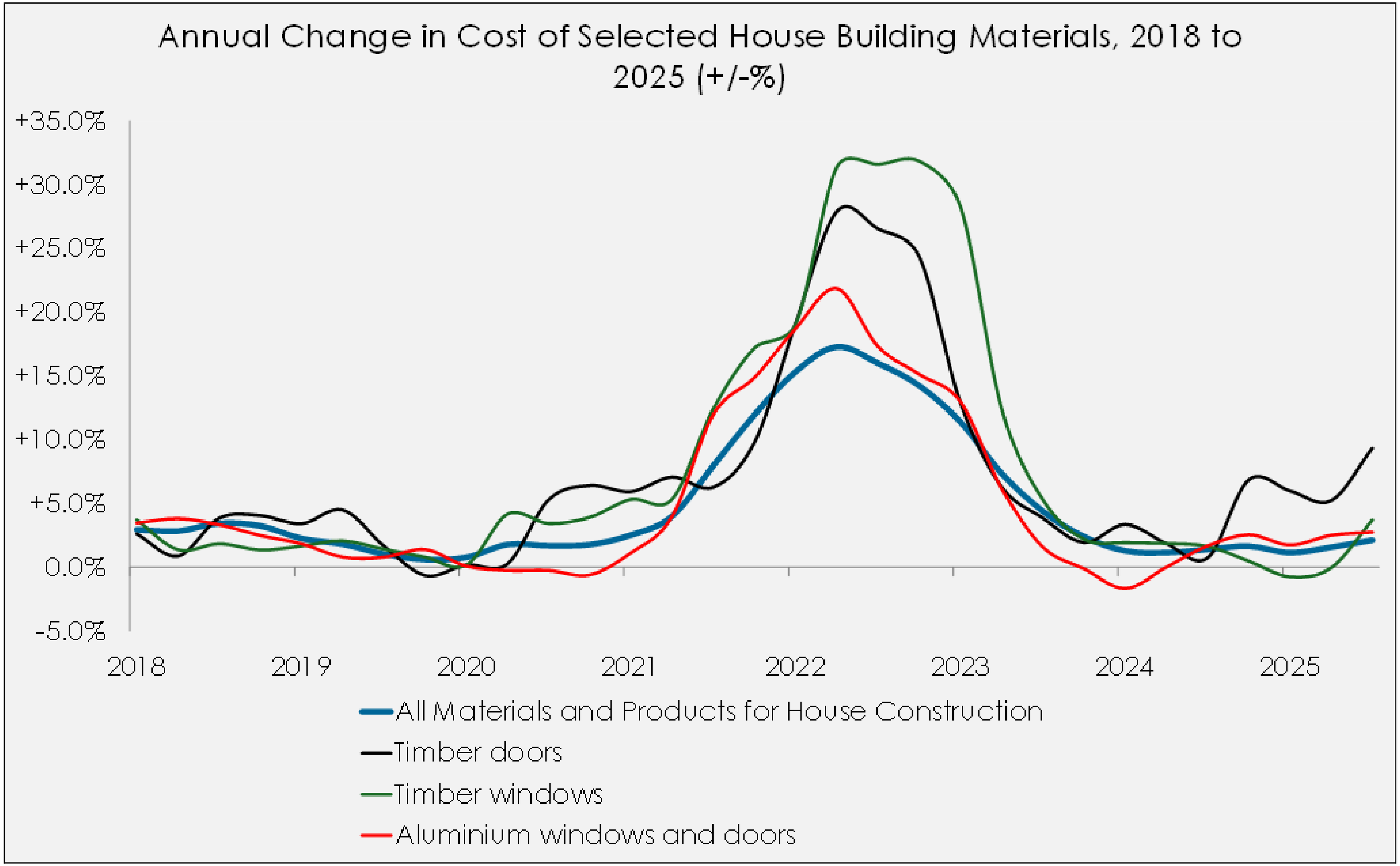
Source: Master Builders Australia analysis of ABS Producer Price Indexes

Detailed breakdown of construction output price changes - Australia - September 2025 quarter			
	Annual change in costs	Quarterly change in costs	Total change since pandemic
	September 2025 quarter v September 2024 quarter (%)	September 2025 quarter v June 2025 quarter (%)	September 2025 quarter v 2019 year average (%)
Total building output	+2.6%	+1.3%	+36.3%
House building output	+0.5%	+1.2%	+44.8%
Other residential building output	+3.6%	+1.3%	+30.6%
Non-residential building output	+3.8%	+1.4%	+33.2%
Heavy and civil engineering construction output	+1.8%	+0.3%	+25.4%
Road and bridge construction output	+2.1%	+0.1%	+25.8%
Other heavy and civil engineering construction output	+1.7%	+0.4%	+25.3%

Source: Master Builders Australia analysis of ABS Producer Price Indexes (6427.0)



Cost Index for Selected House Building Materials, 2018 to 2025
(2019=100)
Index (2019 = 100)
180
170
160
150
140
130
120
110
100
90
2018
2019
2020
2021
2022
2023
2024
2025
All Materials and Products for House Construction
Timber doors
Timber windows
Aluminium windows and doors



MASTER BUILDERS AUSTRALIA