

Retail Fuel Market Studies - Online Submissions on Draft Report - September 2019

No.	Date Received	Name	1. Please provide comments on the following, for example, we would like to know how they affect your fuel purchasing decisions: - regional differences in the price at the pump - discounting and loyalty schemes - the price difference between regular (91) and premium fuel (95 and 98)	2. We think that improvements can be made to the transparency of premium petrol prices and to help consumers to understand whether their vehicle needs premium fuel. Potential options include: - introducing a requirement for the price of all grades of fuel to be displayed on roadside boards - stickers inside vehicle fuel caps specifying the recommended fuel type so consumers know whether their vehicle needs premium fuel Please provide any comments you have on these options and ways they could best be implemented.	3. There may be other ways to help competition work better for consumers. Please provide comments on any other options which are not discussed in our report.	4. Please provide any other comments you have about our draft report:	5. Please let us know if you have any interests in the fuel industry (other than as a consumer of petrol or diesel). For example, if you are an employee, officer or director of a fuel company or a member of a relevant industry association or consumer advocacy body.
1	29/08/19	Richard Haffner	Regional differences do not affect my fuel purchase decision. If the vehicle needs refueling then that has to be done as and when, however the price difference between Christchurch area and Wanaka is a lot, but understandably there is a huge transport cost to Wanaka and this is reflected in the prices. I get annoyed with supermarket discount vouchers etc, there could just be a reduced price at the pump all the time, the fuel supplier will still be turning a profit even with the discount, so I tend to fill at the cheaper unmanned fuel browsers that offer reduced prices all the time. A petrol vehicle will either require 91 or 95/8 fuel, so I do not consider this a choice.	Yes, roadside display of prices should be mandatory, it has been for years in some other countries. Stickers could be fitted near the filler cap, some vehicles already have them, one of mine does.	Ensure that there is no price fixing between different fuel companies.	I do not think that there is a lot that can be done about regional price variations, if it is interfered with so as to make it unprofitable for the fuel companies to supply fuel to some parts of NZ, then they simply will not supply, no official body can, or should be able to make a company trade unprofitably, the transport costs by truck so some places will be significant. The supermarket 'discount' vouchers seem to be no longer a discount, but the normal price, but you pay a premium if you do not shop at a certain supermarket.	I have no interest in any company involved with the fuel industry, or any industry association.
2	29/08/19	Jim Rose	Funny that you don't mention the strong non-price competition between stations. The two stations near us consist of a 24 seven extravaganza and another station that appears to close in the evening. They both survive despite very different product offerings.	Doesn't public display of pricing make it easier for stations to collude rather than harder?	You could have given a history of cartels and how frequently they collapse	You should put your criteria for assessing competition in an industry well before page 227	none
3	29/08/19	Anonymous	If travelling around, you have to suck up the differences, but it seems strange pricing if what the fuel companies say about transport costs is actually true, otherwise how would fuel at Haast be cheaper than Christchurch? Discount schemes are a con job, they put the price up then appear as if they are giving a discount. Suspect price gouging here	Yes, all prices should be displayed easily visible from the roadside. It seems advertising coffee etc is possible so why not the price? Labels on vehicle a good idea.	Caltex should never have been sold to Z. That abrogation of responsibility allowed Z to manipulate the market to their advantage. There should have been a trial period to ensure true competition was not effected.	Reasonably on track, but will controlling the wholesale price really reign the shift oil companies in? Might need stronger regulation controlling margins and ownership of retail sites and allow retailers to shop to the best supplier.	Consumer interest only.
4	29/08/19	Anonymous	Regional differences are to be expected. Between delivery / service costs and competition it is always more expensive to buy anything in the regions - why should petrol be different?? Loyalty schemes are a great way of getting people to use your petrol. I don't see anything wrong with them. I don't personally use them, but I give my dockets to my mum and dad who love seeing the savings they get. I don't know the different costs etc between the two petrols, so couldn't comment	I agree that all prices should be displayed, but surely someone who owns a car can be responsible to look up what is the recommended petrol to use. For goodness sakes - this holding peoples hands is getting out of control!	To be honest - if everyone was so worried about it there would be huge lines at the GAS stations, and none at the likes of BP... As this is not the case, I really think that people are not that worried about a few \$ here and there. What would make a difference is the government dropping some of the horrendous taxes they have imposed on our petrol and diesel.	Competition is not the main problem - taxes are !!	None
5	29/08/19	Anonymous	We rely on the discounts and loyalty schemes offered because it helps reduce our petrol costs traveling to work 5 days a week for 2 cars other wise 40% of our income goes on just traveling a week, and because regular is cheaper than premium I would rather save by buying the cheapest petrol although its not good in the long run for your car efficiency	They absolutely need to show all petrol and prices in advertising	Why cant it just all be the same, why should they be competition? As humans why are we used to judge or choose a particular petrol station? A business should not be given that authority as petrol is a need when you live rurally or travel far to get to work its bad enough having to pay that cost	Just hurrying up and putting a stop to the greed and make it fairer	Fairer wages and working conditions
6	29/08/19	Anonymous	Complex and opaque discounting schemes makes it difficult for consumers to compare pricing and prevents switching. I tend to go to the company with which I have a discount card regardless of convenience or headline price differences.	Displaying the price of all grades available makes sense but only if that's the rate all consumers are actually paying (i.e. today many consumers access personalised discounts). I do not support a requirement for stickers inside vehicle fuel caps specifying the recommended fuel type. This seems likely to create a compliance cost for no benefit.	The Commission should consider restricting personalised discounts. If all consumers are paying the advertised rate it's much easier for them to compare prices. It's also fairer if everyone pays the same. For example discount schemes punish tourists or those who drive less frequently by increasing their unit price relative to everyone else.		
7	30/08/19	David Fletcher	We purchase from who ever are charging the least. I have already challenged Z on face book about they - offering all sorts of rewards instead of just selling fuel at the lowest instead of roping people into loyalty schemes. They simply let me know that "this is what people want, and we at Z provide these great rewards". My return comment was that it was a lot of nonsense and they should make a fair profit but not 'RECORD PROFITS'. Z have not continued the conversation.	agree		The public are forced to pay todays price (they can shop around) unfortunately the general public cannot pass cost on so therefore we pay at the pump and we pay again when cost are passed on to consumers by those retail businesses that can do so. Jo Public have a loose - loose deal again and again.	none
8	30/08/19	barry gibbons	we live in Mosgiel and there can be 4cents difference,between mosgiel and town prices,today diesel,\$145.99 town,\$149.99 Mosgiel.???stupid regular 6 cents off WHY!!! I like to support local businesses, not fuel stops though	most modern car have the petrol grade inside fuel opening	like the super markets !! they work together,to fix the prices,rises and falls.		no,
9	30/08/19	Brian Burne	The discount & loyalty cards should be done away with they are just a scam some one is paying for it if the discount &loyalty schemes were not been used The petrol price would drop over night because the big oil company's would be on the same play field as the small players are if GULL & WAITOMO etc can help their price between 5 & 10 PER LITER CHEAPER Then the 3 other big company's GULL BRINGS THEIR PETROL REFINED FROM SINGAPORE Three big company's oil is refined at Marsdon point still they can not sell their petrol cheaper then GULL OR WAITOMO ETC WAITOMO GET THEIR FUEL FROM MOBIL and can still sell it cheaper	ALL FUEL PRICES SHOULD BE MADE TO DISPLAY ON ROADSIDE BOARDS AND A CERTAIN SIZE ROAD SIDE BOARDS SO THE FUEL PRICES ARE EASY SEEN THE MOTORIST	THE DISCOUNT DOCKET SHOULD OUT BE OUTLAWED THERE ARE JUST A BIG SCRAM		
10	30/08/19	Anonymous	cant see how in aussie the price is way lower, also the government needs to drop its "levies" on Levies of, they account for way to much tax on fuel	wont help with high fuel prices	as above....government taxing it way to much and fuel companies need to drop thier markup. its gone up to much.		n/a
11	31/08/19	Samir Saini	As a customer I expect prices of mass essential commodities to not differ at different places; exception there for outlet in absolute remote areas. Discount and Loyalty schemes should be genuine benefit to a consumer for patronage. And not a possible tool to undercut prices and solicit period specific footfall. Choice of Regular and Premium fuel is mainly driven by a vehicle's specification, hence prices of these too should be treated as essential commodities; they are not luxury.	Display of prices of all grades of fuel should be mandatory. Recommended fuel type sticker can be a big ask for all vehicles, given that import of used vehicles is primary source of fulfilment in NZ. This sticker or information can be included in Warrant of Fitness exercise.	Wholesalers and resellers should be provided with better environment to achieve a set ROI. Their costs towards safety, storage, quality control, maintenance, insurance terms, etc. can be standardised per annum/period to save them from surprises. An assured expected ROI can encourage fair competition and prices.	All importers or distributors should be able to use entire distribution infrastructure. Pay for piggy bank if one doesn't own; as done in telecom industry. Fuel is a lifeline product. All players deserve to make profit but none can claim a territory and it's functionality.	I am a consumer.
12	01/09/19	Lawrence Richard Ryd	Not much difference in my area. Always use my fly buys and supermarket cards ie., Countdown and New World. 91 always,much cheaper even if my car should use 95.	Agree Agree	Have all fuel purchased discounted,not the min., set at 30 L.	Government tax could be less eg no G.S.T.	N.A.
13	01/09/19	geoffrey brittain	we are travelling NZ in a motorhome diesel thankfully very fuel-efficient, we use online apps to search out the best fuel prices inclusive of discount card options we may delay filling for several hundred km even to get the best deal, we will not purchase fuel where there are regional taxes we usually bypass cities as we don't like them so I am not prepared to subsidise their lifestyles, I object to the governments using motoring taxes being spent on things other than roading major parts of our highways are in a shocking state of repair especially up north of Auckland and Northland have potholes that nearly bury a small car and do damage to suspension steerings and tyre damage	stickers inside fuel cap flaps are the best option	we gave away our option of true competition when our idiot governments sold our big energy fuel projects to the big oil industry conglomerates and allowed them to also own the retail outlets they control the product from the source to retail	A major problem with our fuel pricing is the excessive government taxes, it is an easy cash cow for the government but unfortunately, any fuel price increase adds cost to every service and product sold in NZ	I did for many years involved in the automotive motor industry retailing services and fuels but have been retired for a number of years

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			<ul style="list-style-type: none"> - regional differences in the price at the pump - discounting and loyalty schemes - the price difference between regular (91) and premium fuel (95 and 98) 	<ul style="list-style-type: none"> - introducing a requirement for the price of all grades of fuel to be displayed on roadside boards - stickers inside vehicle fuel caps specifying the recommended fuel type so consumers know whether their vehicle needs premium fuel <p>Please provide any comments you have on these options and ways they could best be implemented.</p>	Please provide comments on any other options which are not discussed in our report.		For example, if you are an employee, officer or director of a fuel company or a member of a relevant industry association or consumer advocacy body.
14	01/09/19	Garry Ferguson	I live in 1 of the cheaper areas but feel that the re-introduction of nation-wide standard pricing should be looked at, with the retail price set by Commerce Commission after submissions from all oil companies involved. Discounting and loyalty schemes are a dis-advantage to those who are not able to utilise these schemes and as such subsidise others who do use the schemes. An over-all reduction in pump price with no schemes is a better (fair) option. 91/95/98 retail prices should be set in relation to the cost differential in manufacture. Delivery costs are not an issue as the same numbers of litres is consumed/sold is the same regardless of octane rating.	I agree the retail price of all grades of petrol and diesel be displayed prominently so traffic from all directions can view and decide if the price is acceptable. It is the car owners responsibility to decide, or research, which octane rating is ideal for their car. All car owners manuals have this data and it is also readily available through dealers and the internet. This should not be a cost on the tax-payer.	Commerce Commission sets the maximum retail price (allowing for an acceptable profit margin) for all grades nation-wide. If a petrol retailer wishes to sell at a lower price it is his choice, but must display the maximum retail price alongside the discounted price. This will lead to some stations attempting small discounts.	The removal of G.S.T. from the taxed portion of fuel sales is a must as G.S.T. cannot be levied on a tax, as stated, I believe, within our laws.	N/A.
15	01/09/19	Murray Hellewell	Should be no regional price differences. No discount loyalty cards..just clear prices at the pump.	Car manufacturers specifying fuel grades needed.	Service to the customers is the best to get return shoppers	Time for the government to regulate prices again as the fuel companies have proven themselves not capable.	No interests in any fuel companies.
16	02/09/19	Graham Townsend	I use a loyalty card. However convenience is also an issue - our 'local' gas station belongs to the chain in question.	I would favour both options. But what would be the cost of implementation and enforcement?	no comment.	Given that the climate crisis is expected to severely impact the global economy on coming decades (and 'severely impact' is probably an understatement), fussing about a few cents' worth of profit seems rather trivial. I realise that climate disruption is not specifically a Commerce Commission issue, but some genuinely strategic thinking about the future shape of our economy might not go amiss.	None of the above.
17	02/09/19	Anonymous	We try and buy fuel North of Otaki, as anywhere near us in northern Wellington (we live in Whitby) is ludicrously more expensive. We can save 25 cents a litre by buying in Foxton or Levin!	We need to see "premium" fuels pricing BACK on display on forecourts (where did it go?). We need to see justification for the near random price difference from the advertised 91 fuel price. Why is 95 a "premium" fuel? We need to see these prices from the road, not on the forecourt only.	Clear action around corporate information release, the apparent hurdle to Govt intervention on pricing. Clear indication, at all times, of the duty, excise and all other taxes applied at point of sale by the Govt of the time.	It is good that at last this subject is aired, many many years after the Govt indicated it would intervene.	We have no interests in the fuel industry - just users.
18	03/09/19	Mike Jayne	It's fair for the fuel companies to charge more for further delivery cost, but gouging by the retailer or oil company needs to be controlled.	It's already done so would be a waste of time.	The government are the single biggest cost of fuel they need to play there part, the cost of GST on the tax component is extortion. The cost of setting up import and or access to the Refinery are prohibiting competition. Either the Government needs to fund and manage the point of entry to enable more players or set up a common body with regulated margins to open the field up to smaller players.	The scope of the report was specifically geared to not expose the Government to embarrassment over the exorbitant taxing. More transparency is required by the Government into how the tax money is put back into the community.	None
19	04/09/19	John Walker	My question is why is it that petrol at wellsford is always cheaper than petrol at maungaturoto. One is subject to the Auckland regional tax and the other maungaturoto isn't. I also want to say that I think it is deceptive that petrol stations advertise the 91 fuel price and not the 95 or 98 fuel price.I would have thought in today's times more cars use 95 will premium petrol than 91 petrol. discount and loyalty schemes how often is it when a special discount of \$0.10 per litre is offered is the petrol price is higher.the other point I would like to make with Lucky schemes is that if you save your points the points expire at the end of the month and how often is it that the petrol price at the end of the month is higher then average for the month. My main thought is that the petrol companies are roorting us as demonstrated by the petrol price difference between wellsford and maungaturoto. I also think that but premium price should be displayed on the big signs along with the 91 price. Hope this is of some use I think it is good that you are doing this work thank you	Don't see this so yes good roadside signs like that			I had no interests I just drive between Auckland and Whakapirau quite a bit and as a rule would buy petrol in wellsford
20	04/09/19	Donald Mathias	Loyalty and discount schemes. Hi. From my standpoint these schemes reward those who are well off but those of us on the bottom are hamstrung. For example if your debit card has a balance below \$150.00 you can not buy fuel from an unmanned fuel outlet. You are forced to buy from a manned outlet. Allied fuel for example advertises their fuel as 2.04 cent litre on the massive signs but at the pump it is 2.04.9 cents per litre. That is 45 cents more on a 50 lt tank every time! A farmer that has a credit arrangement with farmlands for example can get fuel at some gas stations that are already discounted an additional 15c or so discounted. I go to full service gas stations and the fuel is the same cost even if I fill my own vehicle. I own petrol vehicles that never see the road but I have to pay full costs on my fuel. But by far my biggest gripe is the fact that as a struggling chap, unable to access loyalty schemes because of my location and being poor, as a motorists I am subsidizing those with money who can get involved with a discount scheme. The crown in my view has no desire to actually deal with price gouging because of the GST content. As an example a 50lt tank of fuel bought in Queenstown compared with the same amount of fuel bought 30c litre cheaper in Auckland means GST content is \$1.96 HIGHER on the Queenstown sale.	Fuel caps. Hi Without any doubt fuel type should be identified on fuel flaps or filler points. It is absurd that Japanese writing is acceptable. This could be WOF fix. However a far bigger issue is the identifying of fuel nozzles at pumps. They need to be a standard colour and not have advertising on them. Caltex often have advertising on the hand nozzle. A diesel pump from "Z" is yellow and a premium petrol from "BP" is yellow too. I can tell you that putting in a tank full of premium fuel into a diesel truck is not only very expensive, has huge problems to deal with later.	NPT for example have had a big push in Canterbury. You go past a sign an it says, 14c litre off. But is 14 c off their top price. I think the crown should SET a rrp or recommended retail price and every discount should be referenced to this. As rrp changes, due to exchange rates or oil prices changing then these should be published at the pumps too.		
21	04/09/19	John Child	Reduce the tax	Reduce the tax on tax	Get rid of list MPs and reduce parliament to 60 MPs	48% tax is outrageous reduce the tax	Worked in the industry and lived in Australia Fuel is generally a dollar a litre cheaper there despite currency parity because THEY PAY LESS TAX
22	05/09/19	Anonymous	Waitomo fuel appears the best deal. Why is that? They are local so the other places even with discount vouchers are not that appealing.	Stickers are best.		EV's sound nice but they are as controversial as any other car in that the costs of providing batteries for them is rather prohibitive.	No interests in the fuel industry. The current government tax grab is far too much. If the idea is to shunt fossil fuel driven cars off the road, then that is a sad day.
23	06/09/19	a chung	Price of all grades of petrol should be displayed	Price of all grades of petrol should be on display.I have heard of comments from companies saying the sign board is not bi enough.we knee that these board are about 20+ feet high-price between 91 and 98 vary from 12-17c /l.they dont sell 95 anymore to get the higher profit.			I am a retired consumer
24	06/09/19	Anonymous	Discounting and loyalty schemes are a RIP off The price difference is a RIP off		Drop RUCin vehicles that are 4 ton or less	The government are not spending the fuel tax on roads	
25	08/09/19	Chris McConway	The fuel seems very high in Blenheim. I absolutely hate trying to figure out the discount vouchers, and they just get binned when I recieve then at the supermarket. Life is too busy to be trying to work out loyalty cards and fuel docketts. Please, to the petrol companies, just be transparent at the pump. Just tell us what it's going to cost, not pussy foot around with things that just confuse people. I bought fuel the other day at NPD Blenheim as it was down to \$1.999 but in actual fact, reading comments on FB, folk were saying on that day Mobil was cheaper, using the discount voucher. I am bringing up my grandson, after my Son was killed, and I need to purchase the cheapest fuel, but keep getting fooled by the petrol companys. I feel let down by them and very frustrated.	Yes my daughter in Wellington bought a second hand car. Perhaps at the time she should have asked what type of fuel to put in the car. But with the sale and purchase etc, it slipped her mind, and she wasn't told by the car salesman. She lives with her daughter so no manly advice at home. So she was filling up with 91 octane. The cheaper one as she thought it was fine to use. She has always told me she thought she bought a dunger of a car as its never run smoothly. A year later when she had to take it to the garage for repairs, they asked what gas she was using and she said 91, and that's when she was told she should have been putting in Premium. She has said, since switching to premium the car is running better. If the car salesman had told her or it was printed inside the petrol flap, this would not have happened	Stop the flamin discount scheme and loyalty cards for fuel and just get back to the basics. Gasp app lets us know who is the cheapest (if it's updated by people in the community) and people posting on FB about who is the cheapest. With the loyalty cards and discount voucher some people I have heard about pay the dearer price just to get points, eg Flybys. The other day a friend said she shops at New World for the great service. In fact all give good service in Blenheim. She shops at the most expensive supermarket in Blenheim to get the Airpoints. Its just crazy!!!	Why is there such a difference in the price of premium and 91 Octane?	I do not have any interests in the petrol companies.

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26	08/09/19	damion haines	<p>Yes to all three,</p> <p>I am looking at the cheapest option without driving all over town. Fine with the price difference between regular and premium, discount and loyalty schemes are not a problem either. Regional differences are to be expected due to cost to ship and economies of scale.</p> <p>Tax is the issue and the percentage of tax and where that tax goes.</p>	<p>Yes, absolutely prices should be displayed in the name of transparency. We have found huge disparity in pricing of 95 where the advertised 91 price is equal.</p> <p>Read the manual re your car, it is part of the responsibility of the driver. Has no bearing on fuel pricing and should not form part of this discussion.</p>	<p>Gaspy App.</p> <p>The governments ability to affect or control pricing was lost at deregulation, you reap what you sow and the public pays for those past mistakes, the insult comes in the form of taxation. Unless the government wishes to build another refinery and storage facilities that is!!!</p>	<p>"Tax" despite your flowery multi million dollar report, is the issue, both the percentage of tax and where that tax dollar goes.</p> <p>Yes the big compnies make a huge profit, but this is the same all over the world, the price per litre is remarkably similar around the world, the major difference is the level of taxation.</p>	<p>None just a poor consumer.</p>
27	09/09/19	David Hallums	<p>If BP, Z and Caltex can all give a discount of 6c pl., permanently why not just lower the price by 6c. Why when the price of a barrel goes up it is passed on straight away but when it goes down the price doesn't until much later.</p>	<p>Good idea having stickers inside fuel caps. Having all prices displayed road side is a bad idea as people do not always look for different types of fuel and prices as driving takes their eyes off the road for too long. Main price per litre regular (91) and derv is all that's needed.</p>	<p>I thought the cost of delivering fuel cost more the further you got from the supply depot, but prices at the pump can be a lot cheaper the further away you are. Gull (unattended) is bringing prices down a small amount.</p>	<p>Nothing except for the comments I've already stated.</p>	<p>I am a consumer</p>
28	09/09/19	Anonymous	<p>Regional Differences in the price at the pump: There should be no difference whatsoever, all of NZ consumers and retailers pay the same price</p> <p>Discounting and Loyalty Schemes: Should be banned as these schemes are not transparent at all. There should be no cap to the purchase of fuel to earn a loyalty as each household has a varied dynamic to it for eg: weekly spending, travel, rent, food. Such dynamics change daily circumstances and the middle to lower end cannot avail of these discounts. If the price is set by the Government then we all pay the same price</p> <p>How can suppliers buy fuel from BP and on sell to Retailers without BP logo on any site, The price from the 2nd supplier to their Retailer should also be monitored.</p>	<p>We are charged .20c per txt msg to 3637 who actually tell us what oil a vehicle needs, this should be free service for both oil and fuel</p>		<p>Is there a consideration made for small businesses who either have employed staff or are owner operated so that the industry is legislated.</p>	<p>I have learnt that BP are paying me 0.03 and GAS 0.039 cents per litre and not paying me the margin I set and charge other customers, thereby losing my income. My customers have told me that they pay a fine of 0.04 cents per litre for filling up at GAS stations and not BP and yet BP do not want to pay me my profit margin and also expect me to promote BP fuel cards. I have learnt that GAS HQ who we buy our fuel from will decide how much fuel we need to stock and when. A day before each delivery to my site there is a price increase and the very next day after delivery GAS HQ have a price decrease. How on earth do we become competitive in the market when I am not meeting my expenses. I have lost tens of thousands of dollars since buying this business in April 2018 and have now been advised of the seriousness of forthcoming expenditure for the tanks which I was recently told expire in 2023. How come GAS is allowed to sell these businesses with a 15 year contract when the tanks expire in less than that time. All of these will add undue pressure on small businesses a matter which I must discuss as having a no induction, no training, no introduction at the time of purchase and no emphasis on expenses.</p>
29	10/09/19	Anonymous	<p>Can not understand why I can travel over to Wairarapa from Lower Hutt and find fuel cheaper over there.</p> <p>Loyalty schemes should be banned. The cost of these are initially added to the pump price in the first place, or in the case of supermarkets, to the price of goods. Not everyone has a loyalty card and therefore it is unfair.</p> <p>Over the past few months since Waitomo has opened in Upper Hutt and Wellington there has been more lower prices seen at other nearby retailers. I have notice over the past couple of weeks that AA fuel card has offered on a couple of occasions 12c per litre off per litre, but have also noticed the fuel price at BP and Caltex rise at the same time. Just a big rort.!</p> <p>I have seen prices fluctuate recently between \$2.159 to \$2.259 up, and down over 24 hr periods at both BP and Z energy. !! ??</p>	<p>All prices displayed should be a mandatory requirement.</p> <p>I have noticed on some occasions stickers inside fuel caps indicating fuel type. But that requirement is not going to contribute to variations in fuel costs.</p>	<p>Ban all loyalty schemes period !</p>	<p>Long overdue. Now to take some swift action.</p>	<p>No conflicting interests whatsoever.</p>
30	11/09/19	Anonymous	<p>When the AK regional tax came in the price at Mangawhai for 95 was 11c less than an Auckland price it soon became about 5c less and has now crept to 2c more. Blatant price fixing with only GAS & ALLIED stations. Wellsford the next closest is in the Auckland tax region and because they have a Gull station they compete and the price can be about 11c less than Auckland. 95/98 can be up to 30c more than 91 depending on where you purchase and is not displayed and does not register until you lift the pump which is really too late to know what is going to be the cost Loyalty schemes in my view are only a device to discount down from a marked up price.</p>	<p>95/ 98 price should be displayed on the main board just like 91 is. Most owners will know which octane level there car runs on. I have 2 vehicles and both have to use 95 or higher according to specification</p>		<p>I think the draft report has covered the issues about lack of effective competition, price creep and transparency.</p>	<p>No involvement in the fuel industry</p>