

From: [Gurr](#)
To: [LA Committee - FP](#)
Subject: Fuel prices interim report
Date: Monday, 1 July 2019 10:46:12 AM

Dear Ms Cheyne

I had looked at the interim report and recommendations.

The analysis of the pricing of fuel in the ACT clearly shows that the oil companies and their retailers are manipulating the market as can be seen in the price differentials between Canberra and Queanbeyan, country towns (like Young and Batemans Bay) and the mainland capital city prices.

None of the recommendations go far enough. None have any likelihood of changing the current situation. The only solution is to have complete transparency from the refinery/port outlet to the bowser. Anything less allows gaming of the prices and suggested could occur in one of the recommendations.

The ACT benchmark price should be set using the refinery/port outlet price + market transport costs + margin based on the median retail price in Sydney and Melbourne. Any company or franchisee with 3 or more Canberra outlets would have keep the petrol price at the resulting value or could sell it for less. Given the monopsony situation in Canberra this would at least keep the fuel price closer to the the major cities and limit price gouging. Smaller operations and costco will be free to price a little higher say 5% as well as low as they like.

All petrol and diesel shipments documents have to be report electronically to an ACT fuel pricing authority which would also collect the refinery/port gate price. The transport contractors/oil companies would have to report their contract delivery prices.

The lack of competition argument is ridiculous and clearly demonstrated by the fact that country towns within 2 hours from Canberra and some further than Canberra from the the refinery/port often have prices below Canberra's and they may only one outlet in town. Every time I leave the ACT I encounter this situation.

Yours sincerely

Greg Gurr

From: [Gurr](#)
To: [LA Committee - FP](#)
Subject: Fuel Pricing interim report - submission addendum
Date: Monday, 1 July 2019 11:06:10 AM

Dear Ms Cheyne

I sent in a submission I quickly wrote this morning. I realised that my suggested pricing approach double counts the margin and includes the local city transport costs. The maximum margin would be determined by subtracting the refinery/port price and local city transport cost from the median fuel price. Can you please attach this addendum to my earlier submission.

Yours sincerely

Greg Gurr