

## Supplier responses to the question of Q4 – the price of coloured diesel

- Handling, administrative, delivery, storage, etc., etc., etc.,
- Less tax
- I use so little/no diesel, it's not a concern (2)
- It takes extra time to colour the diesel
- The price
- That is just the way it is (6)
- Extra inventorying and admin costs
- Storage separation from clear, overall less volume of supplier's business. We are only getting 6 cents of the 14.3 cents off
- It comes that way from the yard in Toronto and they call it #2
- Cost are going up on transporting, so has to be passed on to you
- No explanation provided (6)
- The base price is determined by the supplier and the only tax added is the Federal Excise tax.
- The handling cost appears to be just over half the Ontario tax.
- For farm use only
- There reply was you get it back, my opinion they are taxing it twice, you can buy it at the pumps
- Cheaper than your distributor sells it to you, and this has been going on for years. The supplier
- Used to be cheaper many years ago but not now.
- Delivery costs.
- The market demand
- The price of Coloured Diesel would be less the Tax placed on Clear Diesel the Price of coloured Diesel Should be Less Compared to Crude Oil Price. We are being Gouged by the large Fuel Companies
- Handling and market price thus no control over price (2)
- Supply and demand. The only way to beat it would be to enough storage to buy when the price is low and store. Maybe you could through the co-op.
- Never buy non coloured diesel so unable to compare. Guess I should be. Extra handling should be negligible especially for farm focused suppliers.
- Forget what he said
- There is no price difference
- bow that you point it out...I will. I just looked it up and dyed was 104.3 and clear was 112.6 (taxes all in). That is 8.3 cents
- Blamed the provincial and federal government policies (3)
- But I will be as we buy both clear and coloured and price difference is + - 7 cents L volume discounts, tax etc. etc. and they follow a certain fuel station price.
- He told me that because of large volume customers will use clear fuel. He must reduce the price a clear fuel. Thus a very small spread between the cost of coloured fuel and clear fuel
- Limited market for coloured diesel, and their purchase cost was not reflecting the tax reduction.
- Suggested to allow distributors to dye clear diesel and pass on tax reduction. Also suggested that the ability to purchase US blended fuel and import to Ont would keep refiners more honest with pricing.
- We base it on rack pricing.
- Costs
- Not enough volume

- Less than clear but coloured volume is also less than clear.
- They could not explain/no real reason (2)
- More competition in clear diesel therefore less difference in price
- Colored fuel is typically priced correctly relative to clear however the price of fuel in general is still too high. - grower comment
- Less tax
- Long story lost interest half way through
- "When I get it cheaper you will get it cheaper"
- Not a satisfactory answer, as at times I will purchase furnace oil as it is cheaper, even though it comes out the same pump
- Winter diesel etc to justify price
- Pump price vs off the truck
- We don't have diesel storage at the farm and so do not have it delivered to the farm
- Get an Email every time wholesale price changes
- We are priced at Sarnia rack plus
- Because I am an individual and not part of a buying group, my costs are more.
- Nothing he can do about it. Price is set globally.
- In most cases the price of coloured diesel is reflective of the road/station price of regular diesel as it goes up and down, but sometimes the changes are not made on the pricing upon delivery at the farm as quickly as it should be applied. They often work to rectify that situation.
- I don't have a big enough volume
- Says that the gap is lesser due to other sales by the suppliers. I do not agree. Profit taking.
- Taxes
- They were not too sure
- Rack price difference
- Handling costs
- Any savings our supplier gets is passed on to their customers