



SURVEY

ON THE PETROLEUM PRODUCTS' PRICE DATA COLLECTION PUBLISHED IN THE WEEKLY OIL BULLETIN

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Background and summary of findings

Following on from discussions at the Oil Supply Group meeting on 16th September 2008, the Market Observatory for Energy initiated a survey to gather data on petroleum prices. According to the Council decision of 22nd April 1999 (1999/280/EC) and implementation decision of 26th July 1999 (1999/566/EC) Member States must communicate to the Commission, consumer prices of petroleum products net of duties and taxes and inclusive all duties and taxes in force each Monday, as well as consumer prices of petroleum products net of duties and taxes and inclusive all duties and taxes in force on the 15th day of each month. However, there are a number of reporting discrepancies among the weekly prices of petroleum products. The survey was conducted in order to better understand the source of these differences and facilitate cross-country data analysis. The results of this survey may serve as guidance for best practices within Member States.

The first part of the survey is dedicated to issues relating to motor fuels, the second to domestic heating fuels and the third to industrial fuels. The final part describes measures to improve data quality and comparability, as suggested by Member States.

MOTOR FUELS

Data sources, market coverage, reporting date and costs. The Survey revealed that the predominant data source for motor fuels is oil companies. This source is used by two thirds of respondents. Three countries relied exclusively on traders' data, while three other countries relied exclusively on other data sources. In many cases, however, countries regard these sources as complimentary and use them collectively. Better reporting of data is enhanced in that two thirds of Member States have obligatory arrangement with oil companies to provide information.

63% of respondents cover more than 80% of their motor fuel market (three countries – Malta, Luxembourg and Slovenia have full coverage of the market). Countries having the obligatory arrangement for data reporting typically cover a higher percentage of their respective market. Four countries cover less than 40% of their market, but claim that the sample is representative.

Two thirds of Member States report motor fuel prices in effect on Monday. The remaining countries report data collected on other day, i.e. Tuesday or the weekly average.

The costs associated with data collection are moderate or unknown. In many countries the data is received free of charge from the companies and therefore the costs relate exclusively to administrative personnel processing and submission the data to the Market Observatory for Energy.

Data comparability. The Survey revealed that direct data comparison must be done with caution. Data comparability is hindered by four main factors. Firstly, the presence of discounts in the Member States is typically not reflected in the final price of motor fuels,

despite the fact that fidelity discounts are widely spread. Only few countries in our sample, notably Denmark, Estonia, Ireland, Poland, Sweden and Slovakia, report prices with discounts. The most popular discounts are those applied to customers using products from certain oil companies. Other discounts, such as discounts for public transport or heavy goods vehicles are also extensively used. These discounts in most cases comprise a small part of the final price (1-3%), although in some countries the discount may be quite high (30%).

A second source of discrepancy is the application of different methodologies in final price reporting. These methods range from simple arithmetic averages to different types of weighted averages.

Thirdly, variation in biofuel component may lead to some differences in the final consumer price. The shares of biofuels in Member States vary (0-6%), while the price of biofuels is affected by different governmental policies (subsidies, tax exemptions). The cumulative effect on the price of motor fuels therefore is controversial: in countries, where share of biofuels is high and no measures are taken to decrease biofuel price (which is higher than price of conventional fuel), blending of biofuels for motor fuels augments the consumer price (e.g. Austria, Cyprus, and Greece). In countries where measures are taken to dampen the biofuel price (e.g. zero duties or lower taxes), blending of biofuels into motor fuels may decrease the price of the final product. However, the overall impact of biofuels blending on final consumer price of motor fuels at this stage is still very limited as the share of biofuels in most countries remains minor.

Differences in taxation systems accounts for substantial variation in final consumer prices among Member States. VAT tax and excise duties are not uniform; in addition a number of countries apply specific fees or taxes (e.g. mineral oil tax, emergency stock fee, energy tax, carbon tax, state and regional authorities tax, etc.) affecting the final consumer price of motor fuels.

Relevance of the motor fuel price statistics. The majority of Member States indicated Euro Super 95 and automotive gas oil as the most important products, for which the collection of data must be continued. Some countries indicated that statistics for lead substitute petrol prices is becoming less important in line with declining utilisation of this product. There was interest in collection statistics on products emerging as new important fuels, namely natural gas, and products with high rates of biofuels.

DOMESTIC HEATING FUELS

Data sources, market coverage, reporting date and costs. The predominant source for domestic heating fuels data is oil companies. This source was used by 70% of Member States, and often complemented by other data sources. Four countries (Austria, Hungary, Lithuania, and the Netherlands) relied solely on traders' data, while four other countries (Belgium, Germany, Latvia, Slovenia) relied entirely on other data sources. 70% of countries have established obligatory price data reporting from oil companies.

Coverage of the market in the case of domestic fuel was lower. Almost half of respondents surveyed covered more than 80% of their market, one third of respondents - 60-79% of their market.

Half of respondents (54%) report Monday prices, while the other half report data collected on other days or represent the weekly average.

The costs associated with data collection are moderate or unknown.

Data comparability. As with motor fuels, price level data is not always directly comparable. Only 30% of respondents report the final price including discounts, while 70% report the maximum or advised price of domestic heating fuels. Secondly, in most cases the methodology implies weighted average, but there are cases when the market for heating oil is shallow and it is difficult to establish the price (e.g. the Netherlands). Duties and taxes also account for differences in final consumer price.

Relevance of the motor fuel price statistics. Few countries indicated the need for collecting other statistics, e.g. kerosene, and LPG. Natural gas could be one more option as it is extensively used in some Member States.

INDUSTRIAL FUELS

Data sources, market coverage, reporting date and costs. The main source for the data on industrial fuels is oil companies (78% of respondents). Few countries (Hungary, Slovenia) exclusively rely upon traders' data, while three countries (Belgium, Germany, the Netherlands) obtain data from other data sources. 59% of respondents cover more than 80% of their industrial fuel markets. 23% of respondents cover 60-79% of their market, while the other covers less. Slightly less than half of respondents report Monday prices. The rest report data collected on other days or the weekly average. The costs associated with data collection are low or unknown.

Data comparability. As with other fuels, the prices reflected in the Oil Bulletin are not directly comparable. 69% of respondents report the maximum or advised price of industrial fuels, without discounts. Duties and taxes also create differences in final consumer price.

1. QUESTIONS RELATED TO MOTOR FUELS

1.1 In view of your market structure (predominance in sales by integrated oil companies, independent operators, other players) please indicate the data source for the motor fuels collection, including the number of reporting companies, their selection criteria and the method of data acquisition:

- Oil companies (i.e. vertically integrated enterprises)
- Traders
- Operators of filling stations, supermarkets, white pumps (not branded by oil companies)
- Other data sources

	Oil companies	Traders	Operators of filling stations, supermarkets, white pumps	Other data sources	Comment
AT	ü				According to the Ordinance on Price Transparency the Austrian Petroleum Industry Association (APIA) is obliged to report price data to the Federal Ministry of Economics and Labour. Data from 1,520 filling stations is collected and processed by APIA.
BE				ü	
BG	ü				Lukoil-Neftohim.
CY	ü				Retail Stations from four oil companies.
CZ	ü	ü			Six oil companies and three traders.
DE				ü	Data is collected by an independent partner from refining companies and importers. Additional collection is undertaken from BMWI – Berlin.
DK	ü				Data is collected from five oil companies which cover most of the market –see 1.5. The typical characteristics of a large oil company in Denmark are that they all have multiple brands; both unmanned discount gas stations without service and traditional manned gas stations with service (car wash, small grocery stores etc.).
EE	ü	ü			The prices are reported by the five main companies to the Ministry.
EL	ü	ü	ü		Two oil companies (Hellenic Petroleum with 3 refineries and Motor Oil Hellas with 1 refinery). 20 Trade Licensees. Fuel Stations: sample of 2300 fuel stations out of 8500. The selection criteria for the sample fuel stations: aim to cover urban areas i.e. Athens, Piraeus, Thessaloniki (approximately 50% of the sample) all major cities with up to 10,000 population.
ES	ü		ü		21 oil company and over 7,500 petrol stations (130 are supermarkets). Every Monday, or when prices change, all petrol stations submit data using a web form.
FI	ü				Data is collected by Finnish Oil and Gas Federation from the members of the federation: Neste Oy, oy Shell ab, St1 Oy, Oy Teboil Ab
FR	ü		ü		Data is collected from oil companies, supermarkets and “independent” groups. We have price information from five oil companies, five supermarkets and seven “independent” groups. These companies are selected due to their relevance. They are indeed the most important groups as far as volumes are concerned. Only five companies are asked for LPG prices.
HU		ü			
IE	ü				The major oil companies (vertically integrated enterprises) arrange for data to be sourced from approximately 200 filling stations, some of which are directly owned by oil companies and operated through licence agreements, and some independently owned but branded by oil companies.
IT	ü	ü	ü		Mixed sources: all the biggest oil companies, plus a champion of traders and operators of “white pump filling stations” (not branded by oil companies) and a representative of around 15 supermarket filling stations. The sample used until August 2008 was formed by 10 large companies that have a national network of distributors and retail outlets. The new sampling procedure (from September 2008) takes into account, in addition to large companies (10 large and medium-scale vertically integrated companies), other companies and traders with sales volumes more limited and regional. In particular, the new sample includes traders with independent labels from large companies, present in more limited areas of national territory, and takes into

				consideration the prices set by supermarkets. The southern sampling consists of five traders, geographically stratified (2 companies operating in the north-east of the country, 1 in the north-west, 2 in the central regions and 1 in the south) representing about 260 filling stations (the so called “white pumps”), plus 2 traders, with 5 filling stations (representing about 1/3 of the supermarkets filling stations in Italy).	
LT		ü	ü	Six trading and filling station companies. Selection criteria includes companies which have more than five filling stations.	
LU	ü	ü		8 reporting companies (brands) and 3 distributors. The prices are set according to an agreement which has been signed in 2004 between the Government and the oil companies.	
LV				ü	A news agency collects data from filling station traders and operators.
MT	ü				
NL	ü			ü	Information on advised pump prices received from oil companies is available on several internet sites (see the ANWB and United Consumers).
PL	ü	ü	ü		About 150 oil trading companies are selected every year to complete a specially prepared questionnaire on petroleum product prices. The questionnaires are uploaded each week (Monday afternoon /Tuesday morning) and are submitted once a month (with prices based on 15th of each month) to the Energy Market Agency (the energy statistics division of the Ministry of the Economy). The selected trading companies include domestic refineries, petroleum companies, and filling stations (independent and branded by oil companies). Most (about 85%) sell motor fuels at pump stations. The companies partaking in the questionnaires are selected on the basis of their market share, in the year prior to the reporting.
PT	ü	ü	ü		One oil company (Petrogal, SA), six international traders, 22 operators, including three supermarkets and almost 400 white pumps.
RO	ü				
SE			ü		Data obtained from filling stations operators.
SI				ü	See the “Order on oil derivatives definition of prices”.
SK	ü				The biggest share is obtained from sales by oil companies (vertically integrated enterprises), which own the biggest filling stations. These include Slovnaft, OMV and Shell. Criteria for reporting are based on the turnover of fuel sales. 14 companies report for data collection.
UK	ü		ü		7 reporting companies – 5 oil companies and 2 supermarkets. Selection criteria – volume of sales. Method of data acquisition – telephone or e-mail requests.

1.2 If data is obtained from the oil industry, please indicate on what basis the data is provided:

- Voluntary basis
- Obligatory basis

	Voluntary basis	Obligatory basis	Comment
AT		ü	Ordinance on Price Transparency law
BE			n/a
BG	ü		
CY		ü	
CZ		ü	
DE	ü		Voluntary basis (the sum of all collections).
DK	ü		Voluntary basis. It’s worth noting that they do so without complaining.
EE		ü	Obligatory basis, according to the Liquid Fuel Act sellers of fuel are required to provide information.
EL		ü	Obligatory: Fuel Station Operators must register the real prices into the “Observatory of fuel prices” (Market Provision No 13). This web-basis information system, created by the Ministry of Development, selects the real prices from all (8,500) fuel stations. The real price of the motor fuel is estimated by the sample but this will change when the Observatory is fully operational.
ES		ü	
FI	ü		



FR		ü	Obligatory basis: Compulsory supply of company information is included in law 92-1443, article 7.
HU		ü	
IE	ü		The major oil companies (vertically integrated enterprises) arrange for data to be sourced from some 200 filling stations, some of which are directly owned by oil companies and operated through licence agreements, and some independently owned but branded by oil companies.
IT		ü	Obligatory basis: law Link http://www.sistan.it/psn/psn_2007_2009/GazzettaUfficiale.pdf The Decree of the President of the Italian Republic of 17 September 2007, which reports on the statistical survey of the National Statistical Program of 2007-2009, with obligation to give an answer by the private citizens or private Companies, based on the general rule of article 7 of legislative decree 6 September 1989, n. 322. In particular is reported that: The “Ministero delle attività produttive”, now changed in “Ministero dello sviluppo economico” are in charge of the survey with the code ATP-00028 on the “Prezzi settimanali di alcuni prodotti petroliferi (benzina super, benzina senza piombo, gasolio per auto, gasolio da riscaldamento, olii combustibili, gpl autotrazione)” that is “Weekly prices of some oil products (petrol, diesel oil for transport, heating gasoil, fuel oils, LPG for transport)”.
LT		ü	
LU		ü	
LV			n/a
MT		ü	
NL	ü		
PL		ü	
PT		ü	Portaria n.º 1423-F/2003, 31st December.
RO		ü	
SE	ü		
SI		ü	Data is not obtained from the oil industry.
SK		ü	
UK	ü		

1.3 Please indicate the type of price collected:

- Consumer price charged at the pump as announced (or recommended by oil companies)
- Consumer price charged at the pump including discounts
- Consumer price charged at the pump by type of service (self service, unattended or full service), or by local differences (islands, mountain areas, regions or other local situations)

	As announced	Including discounts	By type of service or by local differences	Comment
AT	ü			
BE			ü	
BG	ü			
CY	ü			
CZ	ü			
DE	ü			Consumer price charged at the pump through self service. No local differences (e.g. islands, mountain areas, regions or other local situations) are taken into account.
DK		ü		Prices as stated in the pricelists are collected. Once in every quarter the oil companies are asked to report their monthly discounts. These discounts are deducted from the consumer price. Thus the prices that are reported are the current retail prices minus the last quarter's average discounts.
EE		ü		Prices announced by companies and actually paid at the petrol stations.
EL			ü	Price does not depend on the type of service as most fuel stations offer full service. Any observed deviations are mainly caused by differences in transportation costs due to the morphology of Greece



				i.e. islands and mountains areas.
ES	ü			Consumer price charged at the pump as announced (or recommended by oil companies) in the panel which appears in the pump station.
FI	ü			Consumer price charged at the pump as announced.
FR	ü			
HU	ü			
IE		ü		
IT			ü	<p>A variety of ways: the national average price that is communicated to the Ministry is an estimate of the price actually charged to consumers. The estimate is based on information available to oil companies and trading companies belonging to the statistical sample.</p> <p>The Ministry of Economic Development has recently provided some guidance to companies and traders and operators of filling station, operating as part of the sample (Circular of 14 August 2008), in which the term "consumer price" means, for the company included in the sample, the average more representative of prices that the company actually suggest to apply to a particular category of consumers. In particular, for motor fuel, the consumer price is that of the pump, expressed in euros per litre. From the first statistical survey of September 2008, individual companies and trading companies, that are part of the sample, communicate to the Ministry of Economic Development a sole weighted average price between the various methods of selling used, taking into account all the elements that have some impact on the final price at the pump and in particular:</p> <ul style="list-style-type: none"> - Arrangements served and self-service (pre and post pay), day and night with possible discounts or surcharges charged by time of sale, with its weighted average sales volumes recorded for different modes of service; - The price differentials, increasing or decreasing them, in force in certain areas of the country; - All the type of discount, even shorter than a year; - Promotional campaigns related to commercial papers and vouchers and the commercial practice applied to particular consumers such as "family car" or "truck drivers"; - The quantity sold in regions where the duty varies when compared to the national baseline. For that reason, companies must notify the national average price, net of excise duty increases in some Regions and consequent increases in VAT; - Any other relevant information, increasing or decreasing, a national average price more representative of actual price to consumers, motorists and truck drivers.
LT	ü			
LU	ü			
LV	ü			
MT	ü			
NL	ü			The recommended prices by the oil companies are not usually charged at filling stations (only at filling stations along the National Highways are advised prices advertised – but this does not include discounts). Other filling stations generally do have lower prices at the pump, plus further discounts.
PL		ü		Real prices with all taxes which are paid by consumers (i.e. consumer price at the pump). If the company sells the fuel at several stations and at different prices, it is asked to provide the weighted average price.
PT	ü			
RO	ü			
SE		ü	ü	Consumer price charged at the pump including discounts; Consumer price charged at pump by type of service.
SI			ü	Prices of motor fuels are formulated on the basis of the attached Regulation on the Formation of Prices for Oil Derivatives (14-days Calculation).
SK		ü		
UK	ü			

- 1.4. Please comment what types of price discounts are prevalent in your country:
- "fidelity" discounts applied for customers using products of the certain oil company in filling stations
 - "fidelity" discounts applied for customers of certain supermarkets
 - discounts for the public transport sector, heavy transport sector
 - other discounts (e.g. special discounts for certain period of year)

If these discounts are not included in price calculation, please comment what percentage of price they may constitute.

	"Fidelity" discounts for clients using products of certain oil company in filling stations	"Fidelity" discounts for clients of certain supermarkets	Discounts for the public transport sector, heavy transport sector	Other discounts	Comment
AT	ü				Data on discounts is not available.
BE				ü	
BG	ü		ü		
CY				ü	Discounts are not included in price calculation. Small discounts are applied to fuels for the public sector.
CZ	ü				Regular customers receive discount of 1-2%.
DE					
DK	ü				'Loyalty discounts' occur when consumers use a certain oil company card to receive a few øre/l gasoline. Furthermore there is remuneration on taxes on 3.849 DKK/l gasoline collected at the gas station for certain activities (agriculture, farming, gardening, fruit farming, fishing operations, forestry etc).
EE				ü	"Fidelity" discount applied to customers using a certain amount of fuel per year (about 2-3% per litre).
EL	ü			ü	"Fidelity" discounts are usually defined by the Trade Licensees and not by the fuel station operators. Discounts for public transport sector and heavy transport sector are not prevalent in Greece. Municipalities can ask for offers in order to achieve better discounts in fuel prices. No data is available concerning the exact percentage of the discounts.
ES	ü	ü	ü		Percentage of price that these discounts constitute is not well known.
FI	ü	ü			Regular customers can receive small discounts 1-2%.
FR	ü				No discount is taken into account in our weekly survey. Some companies make discounts; each company has its own system which varies. Most of these commercial operations consist in "fidelity points" given to the consumer which can then be changed to products (CD, DVD, books, etc.). Total has developed a credit card system which provides discounts of 3%, 6% or 9%.
HU					n/a
II			ü		Discounts for particular sectors, such as heavy transport sector. Fidelity discounts are not used.
IT	ü				Most oil companies implement a loyalty system for customers (both pleasure and business). These policies are based on loyalty discounts and / or bonuses of various kinds (possibilities to buy gifts or loans of objects with collection points). Larger companies have invested in the construction of automatic retail filling station. In order to encourage more customers to use self-service refuelling, some companies engaged in substantial rebates on consumer prices dependent on time slots.
LT	ü				Discounts are not included in price the calculation.
LU					Data of discounts is not available.
LV	ü	ü	ü		
MT					We have no price discounts for fuel prices.
NL	ü		ü	ü	Concerning other discounts: arrangements are at work for collective contracts with fleet owners, companies, etc., also special discounts for certain periods of the year. Compared to the advised prices, many pump prices are much lower, (e.g. prices at unmanned pump stations, so-called white pumps, etc). It is not a percentage, but more an average differential. The average pump price in the Netherlands is compared to the average advised pump price level about 6 ct/litre lower (for gasoline).



PL	ü				Data does not include any discounts. Companies submit the information on retail prices from a given day. Most large oil companies operating on the Polish market distribute among their costumers, various kinds of “fidelity” discount charters. Discounts offered by companies to clients differ from each other but usually they do not exceed 2-5 groszy/per litre.
PT	ü	ü		ü	Fleet card, Fidelity card, Discount as a bonus on supermarket bill and others. According to estimate, about 30% of users benefit from these discounts.
RO					n/a
SE	ü		ü		
SI	ü				These discounts are not included in the price calculation and they may constitute up to max. 3% of the price.
SK	ü				The discounts are included.
UK					None.

1.5 Please indicate the coverage of the market:

- 100%
- 80-99%
- 60-79%
- 40-59%
- Less than 40% (in such a case please comment on how representative is the sample in terms of geographical and product type coverage)

	100%	80-99%	60-79%	40-59%	>40%	Comment
AT			ü			
BE					ü	32 samples of prices, 16 in the Flanders region, 16 in Wallonia and Brussels regions.
BG		ü				
CY					ü	The sample is representative in terms of the number of oil companies (four) and geographical coverage.
CZ				ü		
DE			ü			
DK		ü				5 large companies cover almost all of the marked, but there are also a number of very small companies that only have one or two stations.
EE		ü				
EL		ü				
ES		ü				
FI		ü				
FR		ü				Some companies who recently arrived on the French market are not interrogated yet, as well as white pumps.
HU		ü				
IE				ü		A good representative sample.
IT		ü				
LT				ü		
LU	ü					
LV			ü			
MT	ü					
NL	ü					The official advised prices are hardly paid by the consumers. At the high way pump stations discounts are recognised by many consumers (e.g. car fleet card owners, other card holders, etc.). The average discount of 6 cent/litre compared to the advised prices is

						estimated looking at 100% of the coverage of the market.
PL		Ü				
PT		Ü				
RO		Ü				
SE					Ü	
SI	Ü					
SK		Ü				
UK		Ü				

1.6 Please describe fully the methodology applied for the calculation of the average motor fuel price (what prices are averaged, what average – weighted or arithmetic is used, etc.):

- before duties and taxes
- with duties and taxes

	Before duties and taxes	Comment	With duties and taxes	Comment
AT	Ü	According to APIA the motor fuel prices reported to the Federal Ministry of Economics and Labour are the weighted average prices at filling stations (including duties and taxes).		
BE			Ü	Arithmetic average of the collected data.
BG		Our prices are not averaged.		Prices are not averaged.
CY	Ü		Ü	Weighted average. Each oil company collects the prices from certain retail stations and calculates the weighted average price. The competent authority, the Energy Service of the Ministry of Commerce, Industry and Tourism, collects the weighted average prices from the four oil companies and calculates the weighted average price taking into account the share of sales of each company for the previous year.
CZ	Ü	Every distribution company gives us averaged prices incl. taxes and duties for each motor fuel as an arithmetic average of prices of all petrol stations. Average price of each motor fuel is the weighted average from the prices from the companies and the weight is sold quantum of each motor fuel of relevant company in the last year (with the beginning of February). The prices without duties and taxes are the prices above minus VAT and excise tax. calculation formula : price incl. taxes and duties / 1,19 - 11,84.		
DE	Ü	Refining and importing companies base prices on Rotterdam; after this freight charges are applied for different distances and water levels, as well as taxes. Price at filling stations is decided by the market.		
DK			Ü	The prices as stated in the pricelists are collected. Once in every quarter the oil companies are asked to report their monthly discounts. These discounts are deducted from the consumer price. Thus the prices that are reported are the current retail prices deducted the last quarter's average discounts.
EE			Ü	Companies' prices with duties and taxes are averaged, arithmetic average is used.
EL			Ü	Most fuel stations offer full service so the price does not depend on the type of service. The deviations which are observed are mainly caused by differences in transportation costs due to the morphology



				of Greece i.e. islands and mountains areas.
ES	ü	Arithmetic average is used.	ü	Arithmetic average is used.
FI			ü	The prices of gasoline and diesel fuel have been calculated according to consumer prices at six localities (Helsinki, Mikkeli, Oulu, Rovaniemi, Seinäjoki, Turku) on 15th of each month. Prices have been weighted by the annual sales of the localities and the market shares of oil product sales. The consumer price of gasoline and diesel fuel reflects the pump price at service stations. The price does not include customer specific reductions.
FR			ü	France collects from each company the average price with duties and taxes within this company dated Friday. Data from all companies are then averaged according to the sales share of each company for each product (SP 95, diesel, LPG). This gives a national price with duties and taxes, from which is calculated the price without duties and taxes by subtracting VAT and excise.
HU			ü	
IE			ü	A sample is taken on the 10th day each month of prices at retail outlets supplied by the 4 oil companies, including outlets in each of 7 regions for each company. For each company, the arithmetic mean is calculated, and from the five averages a weighted average is calculated, according to each company's market share.
IT			ü	The Ministry carries out a monthly basis with a survey on consumption of petroleum products in Italy. Based on these observations, each company that give the price has a burden on its market share, estimated on the quantity sold in the previous year. It is also possible to estimate the share of the market covered by white pumps (not given attributed to the single pump white, but to that category as a whole). This share is used to weigh the price resulting from the sub-representative of white pumps. Prices recorded for fuels are net and gross of taxes and national taxes (VAT and excise national).
LT	ü			
LU	ü	The agreement between the Government and the oil companies sets maximum prices for heating oil (10 and 1000 ppmS), gasoline (95+98), diesel 10 ppmS, butane, propane and LPG. The maximum prices are calculated, by the Ministry of Economy and Foreign trade, each day according to Platt's Antwerpen CIF prices. Prices are not averaged.	ü	Prices are not averaged.
LV	ü			
MT	ü	Consists of the CIF and margin.	ü	Price level is established adding duties and taxes to the CIF and margin.
NL			ü	The average advised prices for the Netherlands in the past years in the Oil Bulletin have been calculated as the arithmetic average of the advised prices of the oil companies.
PL	ü	The prices net of taxes are calculated by the Energy Market Agency.	ü	The prices received from companies as well as the prices net of taxes are weighted by market shares to obtain the average price for each petroleum product. The market shares are calculated once a year on the base of information on the annual quantity of motor fuels sold at pump stations in the year preceding the year to be reported.
PT			ü	Once a week, 22 operators send to DGEG the selling prices at filling stations. Those prices are weighted on sold volumes of the last known year.
RO	ü	Weighted average.	ü	Weighted average.
SE	ü	The calculation before duties and taxes is the same as with duties and taxes with reduction for VAT and product taxes.	ü	Calculation of the price with duties and taxes is the average pump price between manned (50%) and unmanned sites (50%) (Unmanned site pump price is 15 öre/l below manned sites) reduced with avg. rebates to customers. No reduction for local price wars.
SI			ü	Prices of motor fuels are formulated on the basis of the attached Regulation on the Formation of Prices for Oil Derivatives (14-days Calculation).
SK			ü	For the calculation of average price is applied the selling price including duties and taxes on the basis of weighted average of prices of a particular motor fuel.
UK		The prices for each fuel are provided including	ü	Duty and VAT are subtracted from the weighted average prices to

	tax and duty. The prices reported by each company for each fuel are averaged using weighting based on total sales in the previous year.		provide average prices excluding taxes and duties.
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1.7 Please describe the taxes applied to motor fuels, i.e. type of taxes, their basis and rates.

	Other taxes	Excise duties	VAT	Comment
AT	Euro Super 95: Mineral oil tax (€ 475.00/1000 l) Emergency stock fee (€10.34/1000 l) Automotive Gas Oil: Mineral oil tax (€ 375.00/1000 l) Emergency stock fee (€11.42/1000 l)		20%	
BE		excises	VAT	Other charges, like those for APETRA are not included in the taxes
BG			20%	
CY	Cyprus Oil Stock Agency Levy: Leaded premium petrol or Lead substitute petrol 10.7 €1000 l Euro super 10.7 €1000 l Automotive gas oil 10.7 €1000 l	421,00 €1000 l 95 298,66 €1000 l 245,00 €1000 l	15%	Total: Leaded premium petrol or Lead substitute petrol 431,70 Euro super 309,36 Automotive gas oil 255,70
CZ		Petrol CZK 11.84/1 Gas oil CZK 9.95/1 LPG CZK 2,16/1	19%	
DE	Oil tax Petrol- lead free: 65,45 Cent/l Diesel: 47,04 Cent/l		19%	
DK	energy tax: 3,879 DKK/l fuel 2,487 DKK/l gas oil. CO2 tax: 0,224 DKK/l		25%	
EE		gasoline 5620 EEK/1000 l, diesel 5165 EEK/1000 l, LPG 1960 EEK/1000 kg	18%	
EL	Fee: 1,2% * Refinery Net price Tax Regulatory Authority for Energy: 0,18 Euro Special Tax: 0,5 % * (Refinery Net price + fee + tax for Reg. Authority + excise duty)	Premium Leaded Petrol – 352 €1000 l Euro Super 95 – 350 €1000L Automotive Gas – 293 €1000 l LPG – 125 €1000 l	19%	The Fee is enshrined in the Law 3335/05 The Excise duty is defined in the Law 3483/2006. Special Tax is defined in the Law 2093/92.
ES	State taxes (hydrocarbon special tax plus retailer tax) Regional taxes (for details see the Spanish answer to the questionnaire)	Unleaded Gasoline 95 (0,39569 €l), Diesel Oil (0,30200 €l).	16%	Excise taxes for Peninsula and Balear Islands, excluded Canaries Islands.
FI	Strategic stockpiles fees motor gasoline 0,68 c/l diesel fuel 0,35 c/l	Motor gasoline 62,02 c/l diesel fuel 36,05 c/l	22%	
FR		ES95: 606,1 €1000 l Gasoil: 427,9 €1 000 l LPG: 59,9 €1 000 l.	19,6 %.	The excise rate includes the national part and an averaged regional part (19 regions out of 22 voted the highest rate possible). The excise for LPG is not concerned by the regional taxation.
HU	Member fees of strategic stockpiling	Excise duty	VAT	
IE		Unleaded 95: 50.88 cent a litre Diesel: 36.80 cent a litre	21,5%	
IT		Euro-super 95: 564 €1000 l Gas oil: 423 €1000 l LPG: 125,27 €1000	20%	

LT		Gasoline 323 €/1000 l Diesel – 274 €/1000 l LPG – 125 € 1 ton	18%	
LU	Gasoline (95+98) 117,54€/1000 l margin Diesel 117,5 €/1000 l margin	Gasoline 462,09 €/1000 l Diesel 302 €/1000 l	15%	
LV		Leaded premium petrol <u>OR</u> Lead substitute petrol: 294 €/1000 l Euro super 95: 209 €/1000 l Gas oil: 164 €/1000 l GPL / LPG: 83 €/1000 l	18%	
MT			18%	Excise duty is levied on all fuel types except B100 with the rates stated in the Excise Duty Act 1995. Value Added Tax is charged on all fuels sold inland.
NL	Stockholding levy: €0,0053/litre	€0,6943/litre	19%	Stockholding levy, based on the Stockholding Law 2001
PL	Road tax Gasoline: 87 PLN/1000 litres Automotive diesel oil: 94 PLN/1000 litres LPG: 62 PLN/1000litres	Unleaded premium gasoline: 1565 PLN/1000 litres gas oil with the sulphur content <= 0,001%: 1048 PLN/1000 litres gas oil with the sulphur content 0,001%<S<= 0,005%: 1099 PLN/1000 litres LPG: 390 PLN/1000litres	22%	Excise tax – in force as from 1.01.2007 on the base of the regulation of the Minister of Finance. Road tax (Fuel charge) – in force as from 1.01.2009 on the base of the decision of the Minister of Infrastructure.
PT		Gasoline: 0,58295 €/litre; Diesel oil: 0,36441 €/litre, LPG: 0,05548 €/litre.	20%	
RO		Unleaded gasoline 335,72 €/1000 l Diesel Oil 283,92 €/1000 l LPG 76,95 €/1000 l	19%	
SE	The product tax (2008) for gasoline is 5,29 SEK/litre where 2,95 SEK/litre is energy tax and 2,34 SEK/litre is CO2 tax. The product tax for diesel is 4,16 SEK/litre where 1,277 SEK/litre is energy tax and 2,883 SEK/litre is CO2 tax.		25%	
SI		Gasoline 359 €/1.000 l Gas oil 302 €/1.000 l	20%	
SK		Excises rate is fixed for every motor fuel	19%	
UK		Motor fuels attract duty of 52,35 pence per litre for lead substitute fuel, ULSP & ULSD.	15%	Prior to 1 December 2008 the rate of duty was 50,35 p/l and VAT – 17,5%.

1.8 Please report any specific features of your country taxation that might make the prices incomparable to other countries data.

	No specific features	Some specific features	Comment
AT	ü		
BE			We have different charges on the prices paid to the consumer: - APETRA Fees - For the ground assainissement (BOFAS) - for The FAPETRO (control of the quality of carburant)
BG	ü		
CY		ü	The excise duty for biofuels is zero. Now only Biodiesel is blended with diesel to a percentage of about 4.5% v/v.
CZ	ü		Full tax policy under power of Ministry of Finance of the Czech Republic.

DE	Ü		
DK			The energy tax and CO2 tax mentioned above are fixed and independent from the development in the oil prices.
EE	Ü		
EL	Ü		
ES		Ü	Regional Authorities Tax.
FI	Ü		
FR	Ü		
HU			n/a
IE	Ü		
IT		Ü	There are adjunctive regional taxes (adjunctive excise levied in five Regions and concerns approximately 4,500 service stations) only for gasoline. Please see Italian contribution for the rates of these taxes. These adjunctive excises currently are not considered in the national average calculation.
LT	Ü		
LU			n/a
LV			n/a
MT	Ü		
NL	Ü		
PL			n/a
PT	Ü		
RO			n/a
SE		Ü	Gasoline unleaded 95 consists of 95% gasoline and 5% ethanol. The ethanol part is free from product taxes. Similarly the diesel MK1 consists of 95% diesel and 5% RME where the RME part is free from product taxes.
SI	Ü		
SK	Ü		
UK			n/a

1.9 Please describe the frequency of data collection. If data is collected on a specific day of the week, please indicate which day. If the data is averaged over a period, please give details on the period and explain the calculation employed.

	Monday	Other day / averaged	Comment
AT	Ü		
BE	Ü		
BG	Ü		
CY	Ü		Data is collected every Tuesday, based on prices from Monday.
CZ	Ü		
DE	Ü		
DK		Ü	The data is collected Monday-Friday (every weekday).
EE	Ü		
EL		Ü	Oil companies and trade licensees: The data is sent to the Ministry of Development on a daily basis. Fuel Stations: A sample of 2,300 fuel prices is taken every Friday.
ES	Ü		
FI		Ü	Data is collected on a weekly basis and concerns the Friday prices.
FR		Ü	Data is collected on a weekly basis and concerns the Friday prices.
HU	Ü		

IE		Ü	The data is collected on the 10th day of each month from prices at some 200 filling stations and this figure is weighted for market share. The data is transmitted to the Department.
IT	Ü		
LT	Ü		
LU		Ü	Data is collected every day.
LV	Ü		
MT	Ü		The data is collected on the day that fuel prices are announced.
NL	Ü		
PL	Ü		The data is collected every Tuesday (the reports sent by companies comprise Monday's prices and by the end of the month (the reports sent by companies comprise the prices of the 15th of each month).
PT		Ü	Tuesday.
RO		Ü	Tuesday.
SE	Ü		
SI	Ü		Prices of motor fuels remain unchanged for 14 days so there are no problems with data collection.
SK		Ü	Determined by the Friday prices of respective week. Data is collected on Monday/Tuesday of the following week.
UK	Ü		

1.10 Can you provide an estimate of administrative and/or additional costs associated with the collection of this data (e.g. cost of contracts for data provision, etc.)? Please include a description of these costs and indicate the approximate amount per year.

	Approximate cost	Comment
AT	€10000,-/year	
BE		n/a
BG		We don't have additional costs associated with the collection of this data.
CY		It is very difficult to estimate administrative and/or additional costs associated with the collection of this data.
CZ		The respondents have to give us data free of charge under the law. Collection and data processing takes 4 hours a week for 1 person.
DE		With the price increase on Mondays, a full time member of staff is required for one day per week. So far our independent partners have received no remuneration. Discussions have begun regarding this matter.
DK		We don't have any indications on this point. But since the companies provide us the numbers without any complains it is fair to suggest that the administrative costs are moderate.
EE		No additional costs.
EL		n/a
ES		n/a
FI		n/a
FR		No additional cost.
HU	€7000 per year	
IE	€15000 per year	Costs borne by oil companies.
IT		We have no direct costs associated with the collection of this data, but companies bear costs to send data to the Ministry. Costs include personal and administration, and Platts Services for the daily international prices of gasoline, diesel oil and oil.
LT		Detailed calculation is needed.
LU		n/a
LV		n/a
MT		Negligible.
NL		Administrative costs for picking up prices from the internet, changing to EU-format and sending to Brussels. Also

		relevant changes in the taxes have to be put in the system. On average maybe 1 hour a week is involved.
PL		The survey is part of a public statistic survey entitled "Liquid and gaseous fuels", the cost of which amounted to 975 000 PLN in 2008. The survey contains, however, beside the weekly oil fuels price reporting also monthly reporting of other oil market data (for example MOS).
PT		n/a
RO		n/a
SE		The administrative costs for collecting data are low. It takes approximately 0.5 hours work every week for one person.
SI		There are no additional costs from the collection of data.
SK		Data reporting is facilitated by the reporting companies on an obligatory basis. We are not able to give any estimate of these costs, and other costs associated with the collection are not registered.
UK		n/a

1.11 Currently data is collected at the EU level on four motor fuels: lead substitute petrol, Euro Super 95, automotive gas oil and LPG. Please give your opinion which products are the most relevant, which should be additionally included and which could be dropped from the list.

	Most relevant products	Products that should be included	Products that should be dropped	Comment
AT	Euro Super 95 and automotive gas oil			
BE	Euro Super 95 and automotive gas oil		Lead substitute petrol	
BG				-
CY			Lead substitute petrol	
CZ			Lead substitute petrol	
DE	Euro Super 95.			
DK				
EE	Euro Super 95, automotive gas oil and LPG			
EL	Euro Super 95.		Lead substitute petrol	
ES	automotive gas oil	Biodiesel, bio gasoline	Lead substitute petrol	
FI	E95, diesel fuel			
FR	ES95 and gasoil	Products with high rates of biofuels (i.e. E85)	Lead substitute petrol, LPG	
HU	Euro Super 95			
IE	Euro Super 95, automotive gas oil		LPG	
IT		natural gas		No products have to be dropped from the list.
LT				-
LU			Lead substitute petrol	
LV				No additional products should be added to list of collected information.
MT				Since Malta does not import a wide range of fuels data reporting of the above mentioned products is sufficient.
NL			lead substitute petrol	
PL		Methyl esters, which are used for engine propulsion purposes and blended fuel E85 (a	lead substitute petrol	

		blend of gasoline and bioethanol in proportion from 30/70 to 15/85)		
PT		Heating oil and unleaded gasoline, 98 biofuels or natural gas could be added.	Lead gasoline substitute	
RO				n/a
SE	unleaded gasoline 95 (with 5% ethanol), diesel MK1 or eurodiesel (with 5% RME) and E85 (85 % ethanol 15 % gasoline in summer quality			
SI	Euro Super 95 and Automotive gas oil.		Lead substitute petrol	
SK				Current structure of motor fuels price data collection is satisfactory.
UK	Euro Super 95 and automotive gas oil		lead substitute petrol	

1.12 Concerning the prices of unleaded gasoline and automotive gas oil, please explain which specification (e.g. CEN standard) in terms of sulphur content is used. NB: the results of this survey will be published in 2009 and you are therefore kindly asked to specify in addition to the specification currently used, which specifications will be used as of next year.

	Comment
AT	Unleaded gasoline: max. 0.001 % sulphur Automotive gas oil/diesel: max. 0.001 % sulphur
BE	Mainly 10 ppm
BG	-
CY	The specification of sulphur content of unleaded gasoline and automotive gas oil is 50 ppm and will be 10 ppm from 01.01.2009.
CZ	Petrol is produced in accord to Czech regulation (• SN EN 228) and gas oil in accord to • SN EN 590, which are subordinate to European regulation (The Czech Republic is a member of CEN). Sulphur content is max. 10 mg/kg (0,001%).
DE	In accordance with EU standards since 2003 (10ppm): EEC 90 and EN 228.
DK	The specifications used are: gas oil: EN590 and unleaded gasoline: EN228.
EE	Gasoline – EN 228, sulphur content 10 mg/kg Automotive gas oil (diesel) – EN 590, sulphur content until 31.12.2008 50 mg/kg, from 01.01.2009 – 10 mg/kg
EL	Unleaded gasoline: Specifications according to the CEN Standard EN-228:2004 For the year 2008: Sulfur 50 ppm max For the year 2009: Sulfur 10 ppm max (required according to the European Fuels Directives 98/70/EC 2003/17/EC Automotive gas oil: Specifications according to the CEN Standard EN-590:2008 For the year 2008: Sulfur 50 ppm max For the year 2009: Sulfur 10 ppm max
ES	According to the Spanish Royal Decree 61/2006, CEN EN 228 specification is adopted for unleaded gasolines and CEN EN-590 specification for automotive gas.
FI	The specifications used are: gas oil: EN590 and unleaded gasoline: EN228.
FR	The oil products specifications distributed in France are defined by Government texts. Theses specifications are those defined by directive 98/70/CE and by the EN 590 standard. The sulphur content is currently 50 ppm, it will be 10 ppm by Jan 1st 2009.
HU	EN 228 EN590 sulphur content.
IE	Directive 98/70/EC, as amended. Currently 50 parts per million. 10 parts per million from January, 2009.
IT	Distribution at 2007: unleaded gasoline and automotive gas oil, with the specification in terms of sulphur content (e.g. CEN).

Italy - The quality of fuels distributed across the Country in 2007(*) (Thousands of tons)					
		PETROL RETAIL NETWORK Max sulphur content 50 mg/kg	Max sulphur content 10 mg/kg	DIESEL RETAIL NETWORK Max sulphur content 50 mg/kg	Max sulphur content 10 mg/kg
NORTH WEST	(Piedmont, V. Aosta, Liguria, Lombardy)	2,506	591	3,758	558
NORTH EAST	(Trentino Alto Adige, Friuli Venezia Giulia, Veneto, Emilia Romagna)	2,190	96	3,276	334
CENTRE	(Tuscany, Umbria, Marche, Latium, Abruzzo)	2,517	175	3,659	335
SOUTH	(Molise, Campania, Apulia, Basilicata, Calabria)	1,758	123	2,811	181
ISLANDS	(Sicily, Sardinia)	1,233	66	1,457	91
TOTAL ITALY		10,204	1,051	14,961	1,499
(*) Based on Ministerial Decree February 3, 2005, art. 4. Source: Ministry of Economic Development					
LT	EN 589 for LPG. EN 228 for gasoline. EN 590 for diesel.				
LU	EN 590 for Diesel. EN 228 for gasoline.				
LV	Until December 31 2008, sulphur content is less than 50 mg/kg. January 1 2009 onwards, sulphur content must be less than 10 mg/kg.				
MT	Fuels are of low sulphur grade – less than 1% sulphur grade.				
NL	Specification:				
		CEN standard	2008	2009	
	Unleaded gasoline	EN 228	10 ppm	10 ppm	
	Automotive gas oil	EN 228	10 ppm	10 ppm	
PL	The maximum sulphur content in gasoline and diesel oil is 50 mg/kg and since 1 January 2009 it will be reduced to 10 mg/kg.				
PT	Gasoline EN 228 and Diesel oil EN 590 (Decree-Law n° 89/2008, de 30/05, rectified by Rectification n° 35-A/2008, from 27/06 and Decree-Law n° 281/2000, from 10/11, modified by Decree-Law n° 69/2008 from 14/04, transposing the Directive 2005/33/CE, from 06/07). Next year the 10 ppm specification will be enforced.				
RO	Gasoline EN 228/2006 ; sulphur content 10 mg/kg. Diesel Oil EN 590/2006 ; sulphur content 10 mg/kg.				
SE	For both gasoline and diesel the standards used are 10ppm.				
SI	In 2008, unleaded gasoline of PLATT'S specification "Premium Unl 50 ppm" was used. In 2009, PLATT'S specification "Prem Unl 10 ppm" will be used. In 2008 automotive gas oil of PLATT'S specification "Diesel 50 ppm" was used. In 2009, PLATT'S specification "ULSD 10 ppm" will be used.				
SK	Currently sold unleaded gasoline has sulphur content of 50 mg/kg and for year 2009 the sulphur content will be 10 mg/kg.				
UK	From 2006/2007, the UK has started to move from Ultra Low Sulphur Petrol and Ultra Low Sulphur Diesel fuels (sulphur content not exceeding 50 parts per million or 0.005% by weight) to sulphur-free petrol and diesel (sulphur content not exceeding 10 parts per million or 0.001% by weight). The process started with diesel and super unleaded fuels on 4th December 2007, with all road fuels to be switched by the start of 2009. (http://www.ukpia.com/industry_issues/fuels/sulphur_free_petrol_and_diesel.aspx)				

1.13 Biofuels are often blended with other fuels in the final products. Please comment on how the price of oil and the price of biofuels are interlinked and how you see the overall effect of the biofuel developments on motor fuel prices.

AT	As of 1 October 2007 both gasoline and diesel have to contain at least a share of 4,4 % of biofuels. According to the information given by the Austrian Oil Industry this blending obligation increases the net price of gasoline by about 3 Eurocent/litre and the net price of automotive gas oil/diesel by 2,5 Eurocent/litre.
BE	n/a
BG	-
CY	The biofuels are blended with automotive gas oil to a percentage of about 4,5 %. The excise duty of biofuels is zero, but the price of biofuel is higher than the price of automotive gas oil, so the price of automotive gas oil blended with biodiesel is little higher than the price of automotive gas oil without biodiesel. This difference depends on the prices of diesel and biodiesel.
CZ	Low share of biofuels in the product therefore little influence on price.



DE	When oil is mixed with biofuels, a price increase is evident as biofuels are more expensive than fossil fuels. When mixed, biofuels are taxed in the same way as fossil fuels.									
DK	Insufficient experience with biofuels to answer this question.									
EE	Biofuel is exempt from excise duty until July 2011.									
EL	Up to now, biodiesel is blended with auto diesel at a percentage around 4.5% per volume. The oil refineries and fuel suppliers that import auto diesel have the obligation, through a quota system to buy and blend biodiesel with auto diesel. According to data from refineries, the price of the final product (auto diesel) is 0,036€/Lt higher, due to the quantity of biodiesel. The price of biodiesel is consistently higher than diesel oil.									
ES	n/a									
FI	At least 4 per cent (2009) of energy content of fuels used in traffic has to be bio fuels. In practise bio components are blended in gasoline and diesel fuel.									
FR	Biofuels are more expensive than "regular fuels". The price gap between these two products approximately corresponds to the fiscal reduction granted to biofuels. Fiscal reduction granted to biofuels <table style="margin-left: 40px; border: none;"> <tr> <td></td> <td style="text-align: center;">2008</td> <td style="text-align: center;">2009</td> </tr> <tr> <td style="padding-left: 20px;">Ethanol</td> <td style="text-align: center;">27 €/hl</td> <td style="text-align: center;">21 €/hl</td> </tr> <tr> <td style="padding-left: 20px;">Bio-gasoil</td> <td style="text-align: center;">22 €/hl</td> <td style="text-align: center;">15 €/hl</td> </tr> </table> <p>The impact of biofuel incorporation on prices remains limited to 1 €/hl to 2 /hl, depending on oil companies and on the products (gasoline or gasoil).</p>		2008	2009	Ethanol	27 €/hl	21 €/hl	Bio-gasoil	22 €/hl	15 €/hl
	2008	2009								
Ethanol	27 €/hl	21 €/hl								
Bio-gasoil	22 €/hl	15 €/hl								
HU	Advanced tax.									
IE	Not possible to answer as no data available.									
IT	In the past years there was a little contingent of biofuel with fiscal help. Starting from 2009 there is an obligation for minimum 3% of the total inland consumption of unleaded gasoline and automotive gas oil. This percentage is calculated on all fuel (gasoline and diesel), released for consumption the previous year and based on energy content. At the same time there will remain a little contingent of around 250,000 tonnes of biodiesel with fiscal help until 31 December 2010. The excise on the biodiesel of this program is only 0,0846 €/litre, while the entire excise of automotive gas oil is 0,423 €/litre. Starting from 2009 it will be a little contingent of bioethanol (around 100,000 tonnes) with fiscal help. This program, authorized by the EU Commission, is still waiting to be passed in Italy but it is expected that will start soon. On the impact on the prices of the biofuel blending we expect that: a) if crude oil price is high, the small quantities blended will not substantially influence the final price. b) if the crude oil price is lower, a minimum obligation for certain quantities of biofuel blended with other fuels, will influence the final price. This influence can be calculated by taking into consideration the differences between the biodiesel price (provided by Platts) and the diesel oil prices (CIF MED Platts for Italy). The same is true for calculating bio ethanol and gasoline.									
LT	-									
LU	n/a									
LV	-									
MT	Biofuel is produced locally and sold B100 at the pumps. Its price mirrors that of EN590 but is set at a marginally lower price.									
NL	Induced by price differentials the price of the final products will be influenced on a volume weighted base. As far as excise duty levies have a difference probably the taxation plan will change in due time.									
PL	According to the Polish regulations the fuel producers are obliged to implement the National Indicative Target (NCW) arising from the Act of 25 August 2006 r. on bio-components and liquid biofuels, which means in practice introduction of a set proportion of biofuels to the market. According to statistics the biofuels are introduced on the market exclusively as blended fuels. In order to meet the above mentioned obligatory targets and to boost demand for biofuels, producers have to sell oil products with biofuel component at prices which are competitive when compared to oil fuels (i.e. lower). For example B20 (diesel oil with 20% content of methyl ester) was sold at fuel stations at price of ab. 30-40 groszy lower than diesel oil in October this year.									
PT	Biofuel (only FAME) receives an excise duty bonus (€280/m3, FAME). There is not an official formula (but it is understood that oil companies have a price policy for buying FAME that put its price less the bonus close to gasoil price plus taxes).									
RO	Biofuel (biodiesel) has no excise tax starting from the 1st of Jan. 2009. The price of fuel at the pumps is calculated with no excise tax for 4% biofuel mixed with diesel oil.									
SE	Biofuel content (5% ethanol in gasoline and 5% RME in diesel) affects the prices downwards because the biofuel part is free from product taxes. The effect depends on the relation between gasoline/diesel product cost and biofuel product cost. (For example if the diesel product cost + diesel product tax equals the RME product cost there is no effect on the pump price at all).									
SI	n/a									
SK	Prices of biofuels result from production costs, which are higher than the price of motor fuels. The use of biofuels is supported by legislation and tax relieves in the context of excises. Blended fuels are not suitable for long term storage, which is a negative factor in respect to the management of emergency oil and product reserves.									
UK	Biofuels are sold only as a blend with petroleum-based fuels and thus there is no price for biofuels.									

1.14 Concerning the prices reported to the European Commission every week, could you please indicate what shares of biofuel are present in the Euro Super 95 and automotive gas oil/ diesel products whose prices you currently report?

	Comment
AT	Currently Austria reports prices for Euro Super 95 and diesel both with a biofuel share of 4.4 % to the European Commission every Tuesday.
BE	n/a
BG	n/a
CY	Biofuel in the Euro Super 95 is zero. Biofuel in automotive gas oil/ diesel products is 4-5% v/v
CZ	In Euro Super 95 the share of biofuels used to be 0 and in automotive gas oil - 2%. From 1 January 2009 share of biofuels in Euro Super increased to 3,5% and in automotive gas oil increased to 4,5%.
DE	n/a
DK	n/a
EE	0%
EL	No biofuel present in petrol. Around 4.5% biodiesel in auto diesel.
ES	According to the mentioned legislation (1.12) the maximum biofuel volume content included in fossil fuels is 5% (bioethanol in gasolines or biodiesel in automotive gas oils).
FI	4%.
FR	In 2007, the biofuel incorporation target was 3.5 % PCI (PCI: energetic power) for each product (gasoline and gasoil). This target was raised to 5,75 % PCI in 2008. This objective is achieved by adding biofuels incorporated in EN 95, EN 98 and superethanol E85 on one hand, and gasoil and B30 gasoil on the other hand. In 2007, EN 95 was mainly additivated with ETBE (approximately 9% in volume) and gasoil was additivated with VOME (about 3,8 % in volume). In 2008, EN 95 and EN 98 are additivated with ETBE (about 7% in volume) and ethanol (about 4,5% in volume); gasoil is additivated with VOME (about 6% volume).
HU	4,4%.
IE	0,6% 2007 figures - (EPSU)
IT	We know only that the average percentage of biodiesel for 2007 is around 0,5% of total motor fuel used in Italy. See table 1 for details on this data. The program with the minimum obligation of 2% began in 2008, while the same legislation foresees a 3% blending starting in 2009.
LT	About 5% in both fuels.
LU	There is a legal obligation for petrol companies to blend fuels with biofuels, and its share is around 2% for both gasoline and diesel.
LV	In Latvia it is permitted to sell unleaded petrol to which dehydrated (alcohol strength by volume of at least 99,5 per cent) and denatured bioethanol is added if the content of absolute ethanol is 4,5 to 5 per cent of the total petrol volume.
MT	At present biodiesel is sold B100 at the pumps and is not pre-blended with other petroleum products. The shares of the total market are indicated in Table 1.
NL	Shares of Biofuel 2008: obligation to add 3,25% biofuels (on an energy basis). For gasoline and diesel separately the minimum is 2,5%, giving some flexibility to the suppliers.
PL	Average content of biocomponents in liquid fuels (m3) sold in first half of 2008 amounted to 4,0 % (gasoline -bioetanol) and 3,2 % (diesel oil - methyl esters).
PT	Euro Super 95: 0% (there is no addition of biethanol to gasoline now); gasoil: 4,5% (in gasoil, FAME is added according to the Norm). The sale of B10-B15-B20 is allowed, subject to a label and advertisement to the consumer.
RO	Biofuel share in diesel oil is 4 %, starting on 1 July 1008; Biofuel share in gasoline is 4 % starting on 1 July 2009.
SE	The ethanol share for unleaded gasoline 95 is 5% and the RME share for diesel MK1 is 5%.
SI	The present share of biofuel in the Euro Super 95 and automotive gas oil is approximately 0,64%.
SK	Share of biofuels results from the obligation imposed by the legislation of the Slovak republic in compliance with the regulations of EU, which is the reference rate of 2% from the energetic value of gross amount of motor fuels and diesel introduced on the market.
UK	All road fuel sold in the UK has an element of biofuel. The Renewable Transport Fuel Obligation (RTFO), introduced in April 2008, places a legal requirement on transport fuel suppliers (ie those who supply more than 450,000 litres of fossil fuel per annum to the UK market) to ensure that 5 per cent (by volume) of their overall fuel sales is from a renewable source by 2010/11, with staged required levels of 2,5 per cent (by volume) for 2008/9 and 3,75 per cent (by volume) in 2009/10. Diesel fuel currently sold at a number of outlets is a blend with 5 per cent biodiesel.

1.15 Please check if the data in the table, representing the average shares of biofuels in your country, is correct. Please add the missing data.

Use of biofuels in the Member States

Member State	Biofuel share 2003 (%)	Biofuel share 2004 (%)	Biofuel share 2005 (%)	Biofuel share 2006 (%)	Biofuel share 2007 (%)	Biofuel share 2008 (%)
AT	0,06	0,06	0,93	3,54	4,23	
BE	0,00	0,00	0,00	n/a		
BG	0,00	0,00	0,00	0,00	2,00	3,00
CY	0,00	0,00	0,00	0	0,1	2,0 (estimated)
CZ	1,09	1,00	0,05	0,37		
DK	0,00	0,00	n/a	0,15		
EE	0,00	0,00	0,00	0,12	0,06%	
FI	0,11	0,11	n/a	0,02		
FR	0,67	0,67	0,97	1,77	3,5 PCI	5,75 PCI
DE	1,21	1,72	3,75	6,32	7,3	7,6 (Oct. 2008)
EL	0,00	0,00	0,01 ¹	0,75 ²		
HU	0,00	0,00	0,07	0,28	4,4	4,4
IE	0,00	0,00	0,05	0,09	0,60	
IT	0,63	0,67	0,48	0,42	0,50	2,00 (minimum obligation)
LV	0,22	0,07	0,33	0,22	0,14	
LT	0,00	0,02	0,72	1,72	4,3	
LU	0,00	0,02	0,02	0,02		
MT	0,02	0,10	0,52	0,582	1,08	
PL	0,49	0,30	0,48	0,92	0,68	IQ 2008 almost 3%, in IIQ 2008 ab. 3,7%
PT	0,00	0,00	0,00	1,02	2,42	
RO	n/a	n/a	n/a	0,00		
SK	0,14	0,15	n/a	1,041		
SI	0,00	0,06	0,15	1,041	2,50	2,50
ES	0,00	0,06	0,35	0,275	0,46	0,64
SE	1,32	2,28	2,23	3,10	4,00	
NL	0,03	0,01	0,02	0,29	2,0 / 2,8 ³	
UK	0,03	0,04	0,18	0,45	1,0	2,1

Source – EC, Member States.

¹ Calculated on the basis of energy content – 3rd National Report under the Biofuels Directive (420 metric tons of biodiesel, 2.055.000 metric tons of auto diesel, 3.888.000 metric tons of petrol).

² Calculated on the basis of energy content - 4th National Report under the Biofuels Directive (53.600 metric tons of biodiesel, 2.185.000 metric tons of auto diesel, 4.026.000 metric tons petrol).

³ The Ministry of Housing Environment and Spatial Planning has reported 2.0% (on energy basis) for 2007 to the Commission. Statistics Netherlands has reported 2.8% (on energy basis) for 2007 in its own publications (3.3% for diesel and 2.0% for gasoline). This discrepancy can be explained by administrative and physical stocks of biofuels. Suppliers of biofuels are allowed to physically buy and blend more biofuels than needed for the obligation and use the excess to blend less the following year.

1.16 Please describe the fiscal regulation on biofuels in your country. Do fiscal incentives provide benefits for producers or retailers? What is the mechanism of the fiscal incentive applications, if such incentives exist?

	Comment
AT	In Austria consumers benefit from a mineral oil tax exemption for pure biofuels and from reduced mineral oil tax rates for fuels with biogenous fractions. Pure biofuels are totally exempt from mineral oil tax. Pure fossil diesel is subject to a mineral oil tax rate of €375,-/1000 litres. Diesel containing a minimum biofuel share fraction of 4.4 % is subject to the reduced mineral oil tax rate of €347 per 1000 litres. The mineral oil tax rate for pure fossil gasoline is €475 per 1000 litres. Gasoline containing a minimum biofuel share of 4,4 % is subject to the reduced mineral oil tax rate of €442 per 1000 litres.
BE	n/a
BG	No information currently. In the context of the future significance of biofuels promotion, we ask for assistance in possible exchange of experience in other Member States.
CY	According to the Grant Scheme for the Promotion of Energy Conservation and Encouragement of the Use of Renewable Energy Sources, installation of a unit for production of biofuels is granted up to 35% of the investment cost and the maximum granted amount is €683,440. Also, the purchase of fuel flexible vehicle is granted for €1200.
CZ	In 2008 there was practically no fiscal regulation for transport biofuels. There is a program guaranteed by the European Regulation, which lasts for a number of years. More details available on request.
DE	Incentives in the stipulation of obligatory bio ratios. Second generation biofuels receive tax privileges. First generation biofuels (B 100, E 85) also receive tax-privileges.
DK	n/a
EE	Biofuel is exempt from excise duty until July 2011.
EL	Following a call for applications and a criteria-based assessment and allocation procedure, each year quantities of biodiesel are shared out among the interested producers and traders/importers. Note that the blend of biodiesel and automotive diesel distributed was exempt from excise duty on the basis of the volumetric proportion of biodiesel contained in the blend until 31 December 2007. As from 1 January 2008, the excise duty for biodiesel has been equalised with that of automotive diesel for the quantities of biodiesel intended for blending with automotive diesel up to 5% by volume.
ES	According to the article 50 of the Law 38/199s there is a detaxation for biofuels blended for distribution and thus for final consumption.
FI	No fiscal benefits or incentives.
FR	The national plan for biofuel development lies on two fiscal incentives: A defiscalisation of biofuels who thus benefit from a lower taxation compared to regular fuels (see 1.13). The "Taxe Générale sur les Activités Polluantes" (TGAP, General Tax on Polluting Activities) which penalises retailers who do not achieve the objectives of the biofuel development plan. The defiscalisation is applied to the distributors but it also benefits indirectly to biofuel producers, while the TGAP is only applied to retailers.
HU	The Euro Super 95 contains 4,4% biofuels, and has been Advanced Tax.
IE	The Irish Government introduced a pilot scheme for Mineral Oil Tax Relief for biofuels under the Finance Act 2004, which was launched in April 2005. Building on the success of that scheme a further targeted package of excise relief was introduced under the Finance Act 2006, with the second scheme launched in July 2006. The schemes will cost in excess of €200m in excise relief foregone to the end of 2010. The Schemes provide excise relief on the biofuel component of transport fuels for a fixed period in order to develop a market for such fuels, which would not occur under open market conditions because of the higher cost of producing biofuels. The relief was granted to 18 project promoters overall. The successful applicants under the schemes are exempt from paying excise on the production of specified amounts of biofuel.
IT	See point 1.13
LT	n/a
LU	There is no excise duty applicable on biofuels.
LV	To promote achieving the established objective, support from the Latvian State for the consumption and production of biofuels is allotted in two ways: - by determining a lower excise duty for biofuels and their mixtures with fossil fuels; - providing State support annually for producing the minimal amount necessary of biofuel and determining the financial support for the biofuel types quota.
MT	In 2008 B100 is duty free.
NL	In 2005 there was no fiscal incentive for biofuels from retailers. In 2006 there was a fiscal incentive for retailers. From 2007 onwards there is no fiscal incentive for retailers anymore. Instead, there is an obligation, increasing from 2% (on an energy basis) in 2007 up to 4,0% in 2010. In addition there is a limited support for investing in equipment for biofuel production.
PL	According to regulation of Minister of Finance of 22 December 2006 amending the regulation on exemptions from excise tax, which is in force as from 1 January 2007, exemptions for the excise tax relate to: 1/ bio-components devoted for production of liquid fuels, provided that they meet the quality standards set in other regulations, 2/ fuels, which meet the quality standards and include as least 2% of bio-components: i. engine gasoline – in the amount of 1,50 z• per each additional liter of bio-components blended with gasoline above 2%; ii. diesel oil – in an amount of 1,00 z• per each additional litre of bio-components blended with diesel oil above 2%; 3/ biofuels, which meet the quality standards – in an amount of 1.680 z•/1.000 l. Excise tax exemptions will increase after the amended Act on 11 May 2007 on excise tax enters into force. The new regulations stipulate the



	<p>following rates of excise tax:</p> <ul style="list-style-type: none"> i) for gasoline blended with bio-components, in which the bio-components' share exceeds 2% – the excise tax (1.565 z/1000 l) will be reduced by 1,565 z• per each litre of bio-components added to the gasoline, the excise tax can not, however, amount to less than 10,00 z/1000 l, ii) for diesel oil blended with bio-components, in which the bio-components' share exceeds 2% – the excise tax (1.048 z/1000l) reduced by 1,048 z• per each litre of bio-components added to diesel oil, the excise tax can not, however, amount to less than 10,00 z/1000 l, iii) biofuels used by transportation sector – 10 z/1000 l. <p>Additionally the above mentioned Act biofuels used by transportation sector were exempted from the road tax, regulated in the Act of 27 October 1994 on motorways and National Road Fund.</p> <p>Additionally the Act of 23 August 2007 amending the Act on private persons' income tax (Dz. U. Nr 165, item 1169) provides for the tax preferences for bio-component producers. According to the Act the bio-component producers are allowed to reduce their income tax the sum constituting the equivalent to 19% of the difference between production costs of bio-components and production costs of fuels in the amount equal each to other in terms of calorific value, for the tax years 2007-2014.</p> <p>The implementation of the two above mentioned Acts depends on a positive decision of the European Commission confirming consistency with the internal market rules in the field of state aid.</p>
PT	<p>Portuguese legislation: Dec-law 62/2006 made the directive transposition; Dec-law 66/2006 regulated exemption of excise duty; Portaria n° 1554-A/2007 regulated attribution of exemptions for years 2008-2010.</p> <p>There was the attribution of exemptions (excise duty bonus) to the FAME suppliers, and a global yearly cap of 320 000 m3. FAME from domestic agriculture qualifies for exemption rather than FAME produced in Portugal.</p>
RO	<p>The reduced excise applied to the fuel at the pump is the excise of the mixture deducted by 4 %, related to the biofuel.</p>
SE	<p>Biofuels blended into Gasoline or Diesel are exempt from product taxed (excise duties). Retailers are by law obliged to have a pump for renewables if they proceed to specific sales volumes.</p>
SI	<p>Excise for pure (100%) biofuel is 0%. If biofuel is added to mineral fuel in the ratio of up to 5%, the excise is 0% for the added biofuel. However if share of added biofuel is higher than 5%, the 0% excise can be used only for 5% share of biofuel in the fuel. Fiscal incentives provide benefits for retailers.</p>
SK	<p>The use of biofuels is supported by the legislation and tax relieves in the context of excises.</p>
UK	<p>No fiscal benefits or incentives. The Renewable Transport Fuel Obligation (RTFO) places a legal requirement on transport fuel suppliers to ensure that a certain percentage by volume of their fuel sales is for a renewable source (see reply to point 1.14 above).</p>

2. QUESTIONS RELATED TO DOMESTIC HEATING FUEL

2.1 In view of your market structure (predominance in sales by oil companies, independent operators, other players) please indicate the data source for the domestic heating fuel collection indicating the number of companies, their selection criteria and the method of data acquisition:

- Oil companies
- Traders
- Other data sources

	Oil companies	Traders	Operators of filling stations, supermarkets, white pumps	Other data sources	Comment
AT		ü			According to Ordinance on Price Transparency the Austrian Association of Energy Traders is obliged to report price data to the Federal Ministry of Economics and Labour. Data from 25 important traders is collected and processed by this association.
BE				ü	
BG	ü				Lukoil-Neftohim.
CY	ü				Retail Stations belonging to four oil companies.
CZ	ü	ü			2 oil companies and 6 traders.
DE				ü	Data is collected by an independent partner from refining companies and importers.
DK	ü				5 oil companies, covering most of the Danish market. The typical characteristics of a large oil company in Denmark are that they all have multiple brands; both unmanned discount gas stations without service and traditional manned gas stations with service (car wash, small grocery stores etc.).
EE	ü	ü			The prices are communicated to the Ministry by the four main traders/companies.
EL			ü		The data on the heating fuel prices is collected from fuel stations. The sample comprises 2300 fuel stations out of the total of 8500. According to Law 3054/2002, the licence of merchandising heating fuel is different from the motor fuels. So, some of the fuel stations (from the sample) may not sell heating fuels.
ES	ü		ü		1580 companies submit data, but only 135 within the range fixed by EU.
FI	ü				
FR	ü		ü		Data are collected from oil companies, supermarket companies and "independent" groups. We have prices information from 3 oil companies, 2 supermarkets and 14 "independent" groups. These companies are selected due to their relevance. They are indeed the most important groups as far as volumes are concerned.
HU		ü			
IE	ü				4 oil companies.
IT	ü	ü			It is mixed sources: all the biggest oil companies (10 oil companies), plus a champion of 35 traders that cover the geographic distribution.
LT		ü	ü		1 trader. Selection criteria: companies which sell more than 500 tons per year. Provides data by mail, e-mail or fax.
LU	ü				The prices are set according to an agreement which has been signed in 2004 between the Government and the oil companies. The agreement sets maximum prices for heating oil (10 and 1000 ppmS), gasoline (95+98), diesel 10 ppmS, butane, propane and LPG. The maximum prices are calculated, by the Ministry of Economy and Foreign trade, each day according to Platt's Antwerpen CIF prices. Thus, the price data collection is made by the Ministry of Economy and Foreign Trade.
LV				ü	Data from a news agency which collects data from traders and operators of filling stations.
MT	ü				
NL		ü			Some traders mail us to advice on heating oil, but there is a limited market for this as almost all heating is done with gas. The total volume released to the inland market of final users outside the petrochemical/refinery sector is 1.359 ktons.
PL	ü		ü		About 60% of the companies requested to submit the questionnaires with petroleum products prices (point 1.1) sell domestic heating oil. Among them there

				are domestic refineries, oil companies and traders. The selection criteria are the same as in the case of motor fuels – market share in terms of oil delivered for domestic heating purposes (for off-takes of less than 5 000 litres).
PT	ü			8 oil companies.
RO	ü			
SE			ü	Data source is the oil industry. The Swedish heating fuel market is today primarily B2B. Some B2B customers on the other hand sell to end consumer.
SI			ü	See the “Order on oil derivatives definition of prices”.
SK	ü			
UK	ü			3 reporting oil companies. Selection criteria – volume of sales. Method of data acquisition – telephone or e-mail requests.

2.2 If data is obtained from the oil industry, please indicate on what basis the data is provided:

- Voluntary basis
- Obligatory basis

	Voluntary basis	Obligatory basis	Comment
AT		ü	Ordinance on Price Transparency law
BE			n/a
BG	ü		
CY		ü	
CZ		ü	Obligatory -liability to notify statistical data by law.
DE	ü		Voluntary - The sum of all collections.
DK	ü		Voluntary - It's worth noting that they do so without complaining.
EE		ü	Obligatory - according to the Liquid Fuel Act sellers of fuel are required to provide information
EL		ü	Obligatory - fuel station operators are obligated from 15/10/2008 to register the real prices into the “Observatory of fuel prices” (Market Provision No 13). The aforementioned observatory is a web-basis information system, which is created by Ministry of Development in order to select without computational effort, the real prices from all (8.500) fuel stations.
ES		ü	
FI	ü		
FR		ü	Obligatory – Freedom of information from companies is law (law 92-1443, article 7).
HU		ü	
IE	ü		
IT		ü	Obligatory- law Link http://www.sistan.it/psn/psn_2007_2009/GazzettaUfficiale.pdf
LT		ü	
LU			n/a
LV			n/a
MT		ü	
NL	ü		
PL		ü	
PT		ü	
RO		ü	n/a
SE	ü		
SI			Data is not obtained from the oil industry.
SK		ü	
UK	ü		

2.3 Please indicate the type of price collected and the amount of deliveries concerned (in 1000 litres):

- Maximum or advised price
- Price including discounts

	Max or advised price	Price including discounts	Comment
AT		ü	Discount for deliveries of more than 2000 litres.
BE	ü		
BG	ü		
CY	ü		
CZ	ü		
DE	ü		Our partner determines a representative value from a range of cities, and then creates an average for Germany. Price deductions are not well-known.
DK		ü	The prices that are reported are the current retail prices minus the last quarter's average discounts. Prices as stated in the pricelists are collected. Each quarter the oil companies are asked to report on monthly discounts. These discounts are deducted from the consumer price.
EE	ü		Prices announced by companies.
EL			n/a
ES		ü	Net price. Deliveries within the range of EU specifications (between 2000 and 5000 litres).
FI	ü		
FR		ü	The price collected is the price paid by the consumer for deliveries between 2 000 l and 5 000 l. In 2007, the total deliveries of domestic heating oil were 12 921 kt.
HU	ü		
IE	ü		Retail prices including duties and taxes. Gross inland delivery of Kerosene in 2007 – 894 Kts = 1,117,500 KT litres. Gross inland delivery of Gas Oil in 2007 – 1269 Kts = 1,499,958 KT litres.
IT		ü	
LT			n/a
LU	ü		
LV	ü		
MT	ü		
NL	ü		
PL		ü	The price paid by the consumer. It may include discounts. If the companies sell the fuel at different prices, they are requested to provide the weighted average price.
PT	ü		Reference prices announced by the oil companies (not related to quantity).
RO	ü		
SE			n/a
SI			Price of domestic heating fuel is formulated on the basis of attached "Order on oil derivatives definition of prices" (14-days Calculation). In 2007 the amount of deliveries was 402.705.000 litres.
SK		ü	
UK	ü		

2.4 Please indicate the coverage of the market:

- 100%
- 80-99%
- 60-79%

- 40-59%
- Less than 40% (in such a case please comment on how representative is the sample)

	100%	80-99%	60-79%	40-59%	>40%	Comment
AT			ü			
BE	ü					
BG		ü				
CY					ü	The sample is representative in terms of the number of oil companies (four) and geographical coverage.
CZ			ü			
DE			ü			
DK		ü				5 large companies cover almost all of the market, but there are also a number of very small companies that only have one or two stations.
EE		ü				
EL		ü				
ES			ü			
FI		ü				
FR			ü			It is impossible to collect data from all fuel sellers, many of them being very small and independent.
HU		ü				
IE			ü			
IT			ü			
LT				ü		
LU	ü					
LV			ü			
MT	ü					
NL					ü	
PL			ü			
PT		ü				
RO		ü				
SE					ü	
SI	ü					
SK		ü				
UK				ü		

2.5 Please describe fully the methodology applied for the calculation of the average domestic heating fuel price:

- before duties and taxes
- with duties and taxes

	Before duties and taxes	Comment	With duties and taxes	Comment
AT			ü	According to the Association of Energy Traders the prices reported to the Federal Ministry of Economics and Labour are weighted average consumer prices (including duties and taxes) for deliveries of more than 2000 litres.
BE			ü	



BG	Ü	Prices are not averaged.	Ü	Prices are not averaged
CY	Ü		Ü	Weighted average is applied. Each oil company collects the prices from certain retail stations and calculates the weighted average price. The competent authority, the Energy Service of the Ministry of Commerce, Industry and Tourism, collects the weighted average prices from the four oil companies and calculates the weighted average price taking into account the share of sales of each company for the previous year.
CZ	Ü	We receive prices without duties and tax from the respondent, than take this price and add up 9.95 and multiply by 1.19 (so this is the price with VAT and excise tax from one respondent)	Ü	We take the sum of weighted week prices with duties and taxes and take 9.29. Calculation formula: (Σ sum of weighted price with duties and taxes – 9.29). 9.29 is the refunded excise tax pro litre used for generation of thermal energy.
DE	Ü			The price is determined by the free market, taking into account events in Rotterdam.
DK				We don't calculate an average price. The prices reported are the prices "in force each Monday". Note the previous quarter's discounts are deducted – please see 1.3.
EE			Ü	The company's prices with duties and taxes are averaged.
EL	Ü	The heating fuel price before duties and taxes is estimated considering the pump price without VAT minus taxes (described in question 1.7) every Friday.	Ü	The consumer price charged at the pump is the average of 2300 prices (sampling), which is also collected on Friday.
ES	Ü		Ü	
FI			Ü	
FR			Ü	Every Friday average prices with duties and taxes are collected from each company. Data from all companies are then averaged according to the sales share of each company. This gives a national price with duties and taxes. The price without duties and taxes is calculated by subtracting VAT and excise.
HU			Ü	
IE		n/a		n/a
IT			Ü	Same as described in 1.6.
LT			Ü	
LU	Ü	Prices are not averaged.	Ü	Prices are not averaged.
LV			Ü	
MT	Ü	Consists of the CIF and margin.	Ü	With duties and taxes, added to the CIF and margin.
NL			Ü	We don't have a separate monitoring system or calculation methodology for this price. Heating oil is hardly used in the NL. Almost all heating is done by gas. The averaged advised price for industrial use of heating oil, including duties and margins, but excluding VAT is used for the submission.
PL	Ü	The prices net of taxes are calculated by the Energy Market Agency.	Ü	The selected companies are requested to provide the real prices with all taxes which are paid by consumers (i.e. consumer price at the pump). If the company sells the fuel at several stations and at different prices, it is asked to provide the weighted average price.
PT			Ü	Once a week operators send to DGEG the selling prices. Those prices are weighted with the sold volumes of the last known year.
RO	Ü	Weighted average	Ü	Weighted average
SE			Ü	The prices are derived through a mixture of a B2B delivery and sales by a major B2B customer to the end consumer.
SI				The methodology for the calculation of the average domestic heating fuel price is described in the "Order on oil derivatives definition of prices". The attached Order was valid in year 2003. Valid Order is nearly the same as attached Order.
SK			Ü	For the calculation of average price the selling price including duties and taxes is applied on the basis of weighted average of prices of a particular domestic heating fuel.
UK		Duty and VAT are subtracted from the weighted average prices to provide prices before duties and taxes.	Ü	The prices for heating oil and standard grade burning oil are provided including tax and duty. The prices are averaged using weighting based on total sales in the previous year.

2.6 Please describe the taxes applied to domestic heating fuel, i.e. type of taxes, their basis and rates.

	Other taxes	Excise duties	VAT	Comment
AT	Mineral oil tax: 98,00 €/1000 l Emergency stock fee: 11,42 €/1000 l		20%	
BE		Excise tax		
BG			20%	
CY	<i>Cyprus Oil Stock Agency Levy</i> 10,7 €/1000 l	124,73 €/1000 l	15%	TOTAL: 135,43 Excise duty may decrease to €21/1000 l during the winter period (1 st of November until 31 st of March of the next year). This measure is applied now.
CZ		CZK 9 950 per 1 000 Litre, but CZK 9 290 is refunded if domestic heating oil is used for thermal energy - In this case it is excise tax only CZK 660 per 1000 L.	19%	VAT is refunded to industrial users
DE	Oil tax: 6,135 Cent/l		19%	
DK	energy tax: 1,890 DKK/l CO2 tax: 0,247 DKK/l		25%	
EE		2645 EEK/ 1000 l	18%	
EL	Fee: 1,2% * Refinery Net price Tax Regulatory Authority for Energy: 0,18 Euro Special Tax: 0,5 % * (Refinery Net price + fee + tax for Reg. Authority + excise duty)	293 €/1000 l	19%	The Fee is enshrined in the Law 3335/05 The Excise duty is defined in the Law 3483/2006. Special Tax is defined in the Law 2093/92.
ES	Regional taxes (for details see the Spanish answer to the questionnaire)	84,71 €/1000 l	16%	
FI		7,06 c/l	22%	
FR		56,6 €/1000 l.	19,6%	
HU	Member fees of strategic stockpiling	Excise duty	VAT	
IE		4,74% on Gas Oil and 0.0% on Kerosene	13,5% on Gas Oil and Kerosene	
IT		403.2 €/1000 l	20%	
LT		21 €/1000 l	18%	
LU	82,56 €/1000 l margin	10 €/1000 l	12%	
LV		14 €/1000 l	18%	
MT		Natural gas: €0,84/GJ gcv Gas oil: €6,79/1000ltrs LPG: €0,34,94/1000kgs	18%	Excise duty levied on natural gas falling within CN Codes 2711.11.00 and 2711.21.00 if used for heating purposes is of €0,84/GJ gcv (although this fuel type is not presently imported). Excise duty levied on gas oil falling within CN Code 2710.19.49 if used for heating purposes is of €6,79/1000ltrs. Excise duty levied on liquid petroleum gas falling within CN Codes 2711.12 to 2711.13 is of €0,34,94/1000kgs. It is envisaged that these rates will be changed in 2009.
NL	Stockholding levy: 0,0053 €/litre	5,3 €/1000 l	19%	Stockholding levy, based on the Stockholding Law 2001
PL		233 PLN/1000 l	22%	Excise tax – in force as from 1.01.2007 on the base of the regulation of the Minister of Finance.
PT		176,18 €/1000 l	12%	
RO		375,91€/1000 l	19%	

SE	3.64 sek/litre energy tax plus a CO ₂ tax. Also a sulphur tax can be applied.		25%	
SI	CO ₂ tax 32,5 €/1.000 l	21 €/1000 l	20%	
SK		Excises	19%	
UK		Domestic heating oil: 10.07 pence per litre Standard Grade Burning Oil: 0 pence per litre	5%	Prior to 1 December 2008 the duty was 9.69 pence per litre.

2.7 Please describe the frequency of data collection. If data is collected on a specific day of the week, please indicate which day. If the data is averaged over a period, please give details on the period and explain the calculation employed.

	Monday	Other day / averaged	Comment
AT	Ü		
BE		Ü	A maximum price is fixed in Belgium (calculated each day on Rotterdam FOB basis) => This forms the prices
BG	Ü		Data collected Mondays, not averaged.
CY	Ü		Data collected Tuesdays, based on prices from Mondays.
CZ	Ü		Data collected Mondays (a preliminary price for the week). Monthly price indicated by price on 15th day of each month. One respondent provides prices for the previous week.
DE		Ü	Collection takes place on the previous Thursday/Friday.
DK		Ü	Data collected Monday-Friday (every weekday).
EE	Ü		
EL		Ü	Oil companies and trade licensees send data to the Ministry of Development on a daily basis. At: Fuel prices from the sample of the 2300 fuel stations are taken every Friday.
ES	Ü		
FI		Ü	Data collected on a weekly basis and represents prices from Friday.
FR		Ü	Data collected on a weekly basis and represents prices from Fridays.
HU	Ü		
IE	Ü		Data collected weekly on Mondays when it is returned to D TREN.
IT	Ü		Weekly frequency. Data collected on Thursday and represent prices from the previous Monday.
LT	Ü		
LU		Ü	Data is collected every day.
LV	Ü		Data collected on Monday each week; data for weekly report is collected on 15th of each month.
MT		Ü	Data collected on each day that changes in fuel prices are announced by a legal notice.
NL	Ü		
PL	Ü		The data is collected every Tuesday (the reports sent by companies comprise Monday's prices and by the end of the month (the reports sent by companies comprise the prices of the 15th of each month).
PT		Ü	Tuesday.
RO		Ü	Tuesday.
SE			n/a
SI		Ü	The prices of motor fuels remain unchanged for 14 days (no problems with data collection).
SK		Ü	Data collected on Monday/Tuesday and determined by previous Friday's price.
UK	Ü		

- 2.8 Can you provide the estimate of administrative and additional costs associated with the collection of this data (e.g. cost of contracts for data provision, etc.)? If so, please include a description of these costs and indicate the approximate amount per year.

	Approximate cost	Comment
AT	3000€/ year	
BE		n/a
BG		n/a
CY		It is very difficult to estimate administrative and/or additional costs associated with the collection of this data.
CZ		The respondents have to give us data free of charge under the law. Collection and data processing takes 4 hours a week for 1 person at The Czech Statistical Office.
DE		With the price increase on Mondays, a full time member of staff is required for one day per week. So far our independent partners have received no remuneration. Partners continue to operate free of charge.
DK		We don't have any indications on this point. But since the companies provide us the numbers without any complains it is fair to suggest that the administrative costs are moderate.
EE		No additional costs
EL		n/a
ES		n/a
FI		n/a
FR		No additional cost.
HU	7000€/ year	See the questions related to motor fuels (it includes the total cost associated with the bulletin).
IE		n/a
IT		Direct costs of the personal of the Administration involved in this activity plus the subscription fee for Platts Services. No additional costs associated with the collection of this data, but additional costs are incurred by the companies calculating and sending information to the Ministry.
LT		n/a
LU		n/a
LV		n/a
MT		Negligible.
NL		Administrative costs are involved. On average maybe 1 hour a week.
PL	975000 PLN	The survey is a part of public statistic survey entitled "Liquid and gaseous fuels", the cost of which has amounted 975 000 PLN in 2008. The survey contains, besides the weekly oil fuels price reporting, also monthly reporting of other oil market data (for example MOS).
PT		n/a
RO		n/a
SE		n/a
SI		There are no additional costs with the collection of data.
SK		Data reporting is facilitated on an obligatory basis. No cost estimates available.
UK		n/a

- 2.9 Currently data is collected at the EU level only for gas oil as the main heating fuel. Please provide your opinion on including the price of other petroleum products.

	Comment
CY	Liquefied petroleum gas for heating.
CZ	Petroleum products only include heating gas oil for heating.
DE	Gas and fuel oil have prominence in the heating market.



EE	No need for additional products.
FI	No need for additional products.
HU	The residential sector doesn't use any other main heating fuel (excluding the gas oil) in Hungary.
IE	Kerosene for heating is a significant heating fuel in Ireland representing 41% of the market and should be included.
IT	LPG for heating use could be added.
LV	It is not necessary at this stage to include price of other petroleum products.
MT	At present, 99% of Maltese households use LPG for heating purposes. It would be useful for us if prices of LPG are also published.
NL	No other petroleum products need to be added. Heating oil prices could be left out of the questionnaire – especially for countries where there is limited market share.
SI	Collecting of actual prices is sufficient.
SK	Current focus is sufficient.
UK	Would have difficulty complying with any request for additional data on petroleum products used for heating, as gas and electricity dominate the UK heating market.

2.10 Any additional comments that you may want to add?

	Comment
IT	The main heating product used in Italy is natural gas, but we have a certain amounts of LPG heating plans too, both with a local retail of distribution or with the gas bottle.
NL	How relevant are these prices for the countries? Who is using these prices? And what for? Is there no better alternative, like Platt's prices?

3. QUESTIONS RELATED TO INDUSTRIAL FUELS

3.1 Please indicate the data source for the industrial fuels collection indicating the number of companies, their selection criteria and the method of data acquisition:

- Oil companies
- Traders
- Other data sources

	Oil companies	Traders	Other data sources	Comment
AT	ü			
BE			ü	
BG	ü			Lukoil-Neftohim.
CY	ü			
CZ	ü	ü		5 oil companies and 2 traders.
DE			ü	Data is collected by an independent partner, from refining companies and importers.
DK	ü			Denmark collects data from 5 oil companies. These 5 oil companies cover most of the Danish market – please see 1.5.
EE				The consumption of industrial fuel is only 6000 t and it is imported for own use by consumers. Price data is not available.
EL	ü	ü		2 oil companies (Hellenic Petroleum with 3 refineries and Motor Oil Hellas with 1 refinery). 20 trade licensees.
ES	ü			10 oil companies.
FI	ü			
FR	ü			Data is collected from oil companies and “independent” groups. We have price information from 3 oil companies and 1 “independent” group. These companies are selected due to their relevance. They are indeed the most important groups as far as volumes are concerned.
HU		ü		
IE	ü			4 oil companies.
IT	ü	ü		It is mixed sources: all the biggest oil companies (10 oil companies), plus a champion of 6 traders that cover the geographic distribution.
LT	ü			1 oil company. Selection criteria: companies which sell more than 500 tons per annum. Method of data acquisition: data is provided by internet or by mail, e-mail or fax.
LU				The consumption of industrial fuel was 1000 t in 2007. Prices for industrial fuels are not collected.
LV				We don't have any additional information regarding industrial fuels, only statistics.
MT	ü			
NL			ü	
PL	ü			About 20 companies are requested to submit the information on the prices at which they sell industrial fuels. Among them there are refineries, oil companies and traders. The prices are reported by companies and concern offtakes of industrial fuel of less than 2 000 tonnes per month or less than 24 000 tonnes per year.
PT	ü			2 oil company.
RO	ü			
SE	ü			Data source is the oil industry. Fuel oils are sold mainly to B2B customers.
SI		ü		Data is collected from traders (3 companies). The biggest trader is the market leader and has more than 90% of the market share. We use the prices of this trader as our source for price collection.
SK	ü			Prevalent data source is the oil companies.
UK				We do not provide prices for industrial fuels because we cannot gather sufficient data to provide a representative price.

3.2 If data is obtained from the oil industry, please indicate on what basis the data is provided:

- Voluntary basis
- Obligatory basis

	Voluntary basis	Obligatory basis	Comment
AT		Ü	Ordinance on Price Transparency law.
BE			n/a
BG	Ü		Announced by Lukoil-Neftohim.
CY		Ü	
CZ		Ü	
DE	Ü		
DK	Ü		
EE			n/a
EL		Ü	Oil companies report ex factory prices for mineral oil products (Article 7, par.1, Law3423/2005); trade licensees report real prices of products sold to industries per region (Article 20, par.1, Law3054/2002). Data is reported to Ministry of Development and Regulatory Authority for Energy.
ES		Ü	
FI	Ü		
FR		Ü	Data are collected on an obligatory basis. The possibility to get information from companies is included in a law (law 92-1443, article 7).
HU		Ü	
IE	Ü		
IT		Ü	Same as 1.2.
LT		Ü	
LU			n/a
LV			n/a
MT		Ü	
NL			n/a
PL		Ü	
PT		Ü	
RO		Ü	
SE	Ü		
SI			Data is collected from traders.
SK		Ü	
UK			n/a

3.3 Please indicate the type of price collected and the amount of deliveries concerned (in 1000 metric tonnes per month or per year):

- Maximum or advised price
- Price including discounts

	Maximum or advised price	Price including discounts	Comment
AT	ü		
BE		ü	
BG	ü		
CY	ü		
CZ	ü		The amount of deliveries in September for fuels <1% was 23 088 tonnes. The amount of deliveries in October for fuels <2.8% was 3 438 tonnes.
DE			Daily price.
DK		ü	Prices as stated in the pricelists are collected. Once every quarter oil companies are asked to report on monthly discounts. These discounts are deducted from the consumer price. Thus the prices reported are current retail prices minus the last quarter's average discounts.
EE			n/a
EL			There are bilateral contracts between Major Consumers and Trade Licensees, so the prices are formed for each contract and there are not available detailed data for each Major Consumer.
ES		ü	Net price. Deliveries within the range of EU specifications (less than 24000 tonne per year).
FI		ü	
FR			The price collected is the price without VAT. The amount of deliveries in France in 2007 was 1 920 kt (deliveries to electrical plants are not included in this figure).
HU		ü	
IE	ü		Retail Price. Gross inland deliveries of LSFO in 2007 were 738 Kts.
IT		ü	
LT			n/a
LU			n/a
LV			n/a
MT	ü		
NL	ü		Platt's Oilgram ex raff. HFO Price R'dam/ARA The total volume of deliveries to the inland market (outside the petrochemical and refineries is relatively very low in the Netherlands. HFO < 1%S 26.242 tons HFO > 1%S 68.999 tons Therefore no public pricing advisory schedule is available.
PL	ü		In 1000 metric tonnes per month or per year.
PT	ü		Reference prices announced by the oil companies (not related to quantity).
RO	ü		
SE			n/a
SI	ü		There is no available data on the amount of deliveries.
SK		ü	
UK			n/a

3.4 Please indicate the coverage of the market:

- 100%
- 80-99%
- 60-79%
- 40-59%
- Less than 40% (in such a case please comment on how representative is the sample)

	100%	80-99%	60-79%	40-59%	>40%	Comment
AT		ü				
BE	ü					
BG						n/a
CY					ü	The sample is representative in terms of the number of oil companies (four).
CZ			ü			
DE			ü			
DK		ü				As mentioned in 1.1 the 5 large companies cover almost all of the market, but there are also a number of very small companies that only have one or two stations.
EE						n/a
EL		ü				
ES		ü				
FI		ü				
FR			ü			
HU		ü				
IE					ü	
IT			ü			
LT			ü			
LU						n/a
LV						n/a
MT	ü					
NL	ü					All traded parties are coming from the refineries, and have the Platt's price as average bottom price before taxes, duties and margins for trade and transport.
PL				ü		
PT		ü				
RO		ü				
SE				ü		
SI		ü				
SK		ü				
UK						n/a

3.5 Please describe fully the methodology applied for the calculation of the average price:

- before duties and taxes
- with duties and taxes

	Before duties and taxes	Comment	With duties and taxes	Comment
AT	ü	On application of an oil industry company a committee composed of representatives of social partner associations approves a certain price. Immediately after approval this price is reported by the Austrian Petroleum Industry Association (APIA) to the Federal Ministry of Economics and Labour.		
BE			ü	

BG		n/a		n/a
CY	Ü	Weighted average is applied. The competent authority, the Energy Service of the Ministry of Commerce, Industry and Tourism, collects the prices from four oil companies and calculates the weighted average price taking into account the share of sales of each company for the previous year.	Ü	Weighted average is applied. The competent authority, the Energy Service of the Ministry of Commerce, Industry and Tourism, collects the prices from the four oil companies and calculates the weighted average price taking into account the share of sales of each company for the previous year.
CZ	Ü	We have price without duties and taxes from the respondent at the beginning, than we take this price and add up 472 and this count we multiply by 1,19 (so this is price with VAT and excise tax from one respondent.) For prices without duties and taxes we take sum of these prices above multiply by their weight and divide it by 1,19 and from this result we take 472. calculation formula : (Σ sum of weighted price with duties/1,19)-472. Explanation: 1,19 is 1+19% and 472 is excise tax pro Tonne VAT is refunded to industrial users.	Ü	We take the sum of weighted prices with duties and taxes and divide 1,19.
DE				The price is determined by the free market and taking into account events in Rotterdam.
DK				We don't calculate an average price. The prices reported are the prices "in force each Monday". Note that the previous quarter's discounts are deducted – please see 1.3
EE		n/a		n/a
EL	Ü	The fuel price before duties and taxes is estimated considering the reported price of the Trade Licensees subtracting the taxes, which are described in question 1.7, every Friday.	Ü	The average of the prices reported on Friday, by the Trade Licensees.
ES	Ü		Ü	
FI			Ü	
FR			Ü	Price collected from each company on Fridays without VAT. Data is then averaged according to the sales share of each company. This gives a national price without VAT, from which the price without duties and taxes is calculated by subtracting the excise.
HU			Ü	
IE		n/a		n/a
IT			Ü	See answer in 2.5
LT			Ü	
LU		n/a		n/a
LV				n/a
MT	Ü	Consists of CIF and margin.	Ü	Duties and taxes are added to CIF and margin.
NL	Ü	Platt's Prices are used pre duties and taxes, and without the margins for transport and trade.		
PL	Ü	See point 1.6	Ü	
PT			Ü	Oil companies report the retail price (with duties and taxes) by e-mail.
RO	Ü	Weighted average.	Ü	Weighted average.
SE				n/a
SI				Data is collected from traders (3 companies). The biggest trader is the market leader and has more than 90% of the market share. We use the prices of this trader as our source for price collection.
SK			Ü	Average price is calculated by applying the retail price including duties and taxes on the basis of weighted average of a particular domestic heating fuel.
UK		n/a		n/a

3.6 Please describe the taxes applied to industrial fuels, i.e. type of taxes, their basis and rates.

	Other taxes	Excise duties	VAT	Comment
AT	Mineral oil tax: 60 €/1000 l Emergency stock fee: 7.70 €/1000 l		20%	
BE		15 €/1000 l		
BG		excise duty	20%	
CY	<i>Cyprus Oil Stock Agency Levy</i> 9,9 €/1000 l	15 €/1000 l	15%	TOTAL: 24.90 €/1000 l
CZ		CZK 472 per Tonne.	19%	VAT is refunded to industrial users
DE	Oil tax: 25 €/t		19%	Value added tax is deductible input.
DK	energy tax: 2,130 DKK/l CO2 tax: 0,102 DKK/l		25%	
EE				n/a
EL	Fee: 1,2% * Refinery Net price Tax Regulatory Authority for Energy: 0,18 Euro Special Tax: 0,5% * (Refinery Net price + fee + tax for Reg. Authority + excise duty)	19 Euro/1000L	19%	The Fee is enshrined in the Law 3335/05 The Excise duty is defined in the Law 3483/2006. Special Tax is defined in the Law 2093/92
ES	National tax Regional taxes (for details see the Spanish answer to the questionnaire)	15 €/ ton	16%	
FI	Strategic stockpile fees light fuel oil 0,35 c/l heavy fuel oil 0,28 c/l	8,35 c/l 6,42 c/kg	22%	
FR		185 €/1 ton	19,6%	VAT is not taken into consideration in our prices as the consumers are mainly industrial users and is refundable.
HU	Member fees of strategic stockpiling	Excise duty		
IE			13.5%	
IT		431,39 €/ ton	0%	The only taxes applied are excises tax that are fixed (€31,39 for tonne of fuel oil sulphur content <=1 %). VAT is 0. Calculation: industrial prices plus excise tax. There is a VAT of 10% on this product but the CE request the price without VAT and so it is not reported.
LT		15 EUR/1 ton	18%	
LU				n/a
LV				n/a
MT		Excise duty is levied on all fuel types except B100 with the rates stated in the Excise Duty Act 1995	18%	
NL	Stockholding levy: 0,0053 €/litre	0,3251 €/litre	19%	In practice on top of the mentioned Platt's price, but not included in the Oil Bulletin Price submission, is the set of current Taxes applied to Industrial Fuels/Heavy Fuel Oil, e.g. VAT is currently 19% and excise duty levy is based on the Law (€0,3251/litre). In the current Stockholding Law 2001 there is no stockholding levy on Heavy Fuel Oil. It was left out because of the very small HFO market in the Netherlands market.
PL		60 PLN/1000 kg.	22%	Excise is given back when heavy oil is used to electricity production.
PT		15,3 €/kg	12%	
RO		14,40 €/1000 kg	19%	
SE	3.64 SEK/litre. Sulphur tax is added.		25%	



SI	CO ₂ tax 15.02 €/1.000 kg	15,02 €/1.000 kg	20%	
SK		Excises	19%	
UK		Domestic heating oil: 9.66 pence per litre Standard Grade Burning Oil: 0 pence per litre	15%	Prior to 1 December 2008 the rate of duty for Heavy Fuel Oil was 9.29 p/l and VAT rate was 17.5%.

3.7 Please describe the frequency of data collection. If data is collected on a specific day of the week, please indicate which day. If the data is averaged over a period, please give details on the period and explain the calculation employed.

	Monday	Other day / averaged	Comment
AT		Ü	Immediately after an agreement (the need for such an agreement occurs at irregular and unforeseeable intervals) by the committee, the price change is reported to the Federal Ministry of Economics and Labour. The Ministry reports the new price to the European Commission on the following Tuesday.
BE	Ü		We used the maximum price calculated and we apply a discount (the value of the discount come from the industry which negotiating a percentage).
BG	Ü		
CY	Ü		Data are collected every Tuesday, based on the prices every Monday.
CZ	Ü		The data are collected on Monday, but it is mostly preliminary price for whole week. The monthly price is reported on 15th of each month. Only one respondent reports prices from the previous week.
DE		Ü	Data collected on the previous Thursday/Friday.
DK		Ü	Data is collected Monday-Friday (every weekday).
EE			n/a
EL		Ü	Data by oil companies and trade licensees is sent to the Ministry of Development on a daily basis.
ES	Ü		Submitted by Tuesday 12 pm, and reporting prices from Monday.
FI		Ü	Data is collected on a weekly average basis.
FR		Ü	Data is collected on a weekly basis and reports the Friday prices.
HU	Ü		
IE	Ü		Data is collected weekly on Monday when it is returned to DG TREN.
IT	Ü		Weekly frequency. Data is collected on Thursday and reports prices of the previous days, specifically the prices of each Monday.
LT	Ü		
LU			n/a
LV			n/a
MT		Ü	Data is collected on an annual basis. From late 2008 this will be collected on a monthly basis as required by the Petroleum for the inland (wholesale) fuel market regulations.
NL	Ü		Data collection takes place on Mondays, and represents the current price level (i.e. not an averaged price)
PL			The data is collected every Tuesday (the reports sent by companies comprise Monday's prices and by the end of the month (the reports sent by companies comprise the prices of the 15th of each month).
PT		Ü	Frequency: weekly (Tuesday).
RO		Ü	Tuesday
SE			n/a
SI		Ü	Data is collected when the prices of industrial fuels change.
SK		Ü	The price is determined by the prices valid on Friday of respective week and the data is collected on Monday/Tuesday of the following week.
UK			n/a

- 3.8 Can you provide the estimate of administrative and additional costs associated with the collection of this data (e.g. costs of contracts for data provision, etc.)? If so, please include a description of these costs and indicate the approximate amount per year.

	Approximate cost	Comment
AT	€750 per year	
BE		n/a
BG		n/a
CY		It is very difficult to estimate administrative and/or additional costs associated with the collection of this data.
CZ		The respondents have to give us data free of charge under the law. Collection and data processing takes 4 hours a week for 1 person at The Czech Statistical Office.
DE		The Ministry over sees any costs. Partners continue to operate free of charge.
DK		We don't have any indications on this point. But since the companies provide us the numbers without any complains it is fair to suggest that the administrative costs are moderate.
EE		n/a
EL		n/a
ES		Information about administrative costs is not available.
FI		n/a
FR		No additional cost.
HU	€7000 per year	See the questions related to motor fuels (it includes the total cost associated with bulletin).
IE		Not significant.
IT		We have no direct costs associated with the collection of this data, but costs are incurred by companies calculating and sending information to the Ministry. We incur the costs of the personal of the administration involved in this activity plus the cost of the fee at the Platts Services for the daily international prices of gasoline, diesel oil and oil.
LT		n/a
LU		n/a
LV		n/a
MT		Negligible
NL		Unknown administrative costs are involved. On average ~ 1 hour a week is involved.
PL		See point 1.9.
PT		n/a
RO		n/a
SE		n/a
SI		There are no additional costs with the collection of data.
SK		Unable to give any estimate of costs associated with the collection.
UK		n/a

- 3.9 Any additional comments that you may want to add?

CZ	Some times I have a problem to collect minimum (3) of respondent for fuel oil sulphur > 1% and the Czech Republic may finish producing this type of fuel (in dependence on European Regulation). It is necessary to collect this data?
FR	Regarding products whose prices are currently reported (HS and LS) - consumption is changing, moving towards products with lower sulphur content. If this occurs in other European countries it could be considered in the survey?
IT	Problems evident in the comparability of data due to the "commercial practice" of selling products with delays in payment of about 90 days.
NL	Whereas in most countries increasingly Heavy Fuel Oil is substituted by gas for heating houses and boilers in our opinion heavy fuel oil prices could be left out of the questionnaire. At least for countries where the product has hardly any market share. How relevant are these prices anyway for the countries? Who is using these prices? And what for? Probably there is a good or even better alternative (e.g. Platt's prices).

4. PLEASE PROVIDE YOUR SUGGESTIONS

4.1 Please provide suggestions on how the comparability of data on motor fuels, at EU level, could be improved.

AT	In order to increase the transparency of net prices for motor fuels, the currently mandatory or practiced (if there is no such obligation) shares of biofuels in force in each Member State should be indicated in the Oil Bulletin of the European Commission.
DE	Further long term data sets and considerable administrative costs for both state and enterprises cannot be justified. Any changes and further benefits would be unrecognisable.
ES	Better transparency in collection methods and better transparency in the qualities of products.
IE	Provision of exact, unambiguous definitions of: 1) When the data is to be collected, 2) The aggregation calculations that are to be applied and 3) What % of the market needs to be represented.
IT	<p>Standardize the methodology used to produce the data (the reference dates of the survey, weighted average and not arithmetic, the same products and so on.).</p> <p>The Commission should intervene to facilitate understanding of the results from this survey. In this purpose it would be useful to develop comparative tables on the main characteristics of the distribution network in each country (self service, contribution to income from the non-oil selling, opening hours of filling stations, diversity of contractual relations between operators and company) that can affect the data.</p> <p>Provide a table for the percentage of biofuel released for consumption, with directions on how to use them (when mixed with gasoline or diesel) and on any tax benefits provided by each country.</p> <p>Other suggestions:</p> <p>The EU survey on motor fuel prices should improve cross Country comparison of data. There are substantial differences in the market of oil products for motor fuel through the Countries, and without such "correction" it can be very hazardous to make cross countries comparison. We have in mind such adjunctive indicators like for GDP where it is used too the GDP at PPP (Purchasing Power Parity); or for final consumption that for the residential sector is calculated with climatic correction too, in order to allow comparison of the consumption of Northern Countries (with colder average temperature) with Southern Countries (with higher average temperature). This indicator can compare the use of energy in Finland and Italy without the impact of the external average temperature.</p> <p>We know that the results of this EU survey on motor fuel prices is for cross countries comparison and comparison with the EU average (at 15 or at 27 Member States). Each week the press look at them and ask why this difference?</p> <p>Is there a lag in the adaptation of national average prices (reducing or increasing) of international oil prices, in respect to other EU Countries? If so, what is the intensity? The press and EU citizens will look at this survey for answers on national Oil Companies behaviour.</p> <p>Price levels depend on many variables and commercial structures that are different in every Country.</p> <p>The EU Commission could develop a new methodology to make the data more comparable. Provide structural information, monthly or annually updated etc. For example it is very probable that the following aspects can have an impact in the final prices in countries if there is a:</p> <ol style="list-style-type: none"> 1) minimum obligation of biofuel blended in the motor fuel and if there is fiscal aid ; 2) considerable amount of motor fuel sold with or without the service of the operators of filling stations (to know the percentage of the total amount sold for each type of station is fundamental); 3) percentage of fuel sold in supermarkets. This is very important for the very strong "commercial marketing action" carried out by supermarkets that, some time, use the motor fuel price as marketing strategies; 4) percentage of filling stations with other "non oil products". Again this information is important because such commercial strategies can be carried out with revenue from the filling station of different products or activities (car washing, bar or restaurant, news paper and other products, etc.); 5) density of distribution (in terms of number of filling stations for square km of the territory). This element is very important too, because it is possible to calculate the average distance for re-filling: the amount of fuel consumed just to reach the filling stations can be relevant in the non urban area; 6) considerable amount of very small cars and motor scooter. In fact, this typology of transport requires regular refuelling and increases the activity of operators at filling stations. The same in the case of self service station with an increase in use. For example, to sell 50 litre of gasoline in one big car you need half time compared to sell the same 50 litre for 5 different scooters. The revenue of the station at the end of the day is not the same if the average refilling is 10 litre or 50 litre.
MT	It would be useful to provide an indication of the various costs included in the before duties and taxes price. If different costs are included by member states, then comparing the price of one member state with that of another member state may be misleading.
NL	<p>Currently the Prices of the Oil Bulletin cannot be used accurately as the prices are not comparable. An accurate table with all the relevant taxes could be enough! Also a clear description of what is to be seen in the table and what additional elements are relevant to make the right interpretation of what you are looking should be included.</p> <p>Many aspects must be considered before calculating average consumer prices across Europe, including discount rates, reductions at pumps, additional discount rates at the pump paying desk, and cardholder systems etc. The commercial sensitivity of this information is also an issue. Much public and political discussion has been fuelled by incomplete and non transparent data from the Oil Bulletin.</p> <p>At least try to create a level of comparability. Probably the best available will be the pump prices. Due to commercial sensitivity it will be hard to get a good picture of all discounts at the selling desks compared to those pump prices at filling stations. At least an inventory of known discount programs on top of those at filling stations could be mentioned in the EMOS.</p>

4.2 Please provide suggestions on how the comparability of data on domestic heating fuel, at EU level, could be improved.

DE	Improvements are unnecessary. Further long term data sets and considerable administrative costs for both state and enterprises cannot be justified. Any further benefits would be unrecognisable.
ES	Extend the range further or introduce two new ranges, one for individual household (less than 2000 litres) and other for buildings (communities, more than 5000 litres).
NL	See remarks under question 2.10. Leave countries with a very low market shares for heating oil out of the questionnaire.

4.3 Please provide suggestions on how the comparability of data on industrial fuels, at EU level, could be improved.

BG	Our suggestion regarding the above is when the prices are announced the information sources are noted.
DE	Improvements are unnecessary. Further long term data sets and considerable administrative costs for both state and enterprises cannot be justified. Any further benefits would be unrecognisable.
NL	See remarks under question 3.9. Leave countries with very low market shares for heating oil out of the questionnaire.

4.4 Please provide your opinion and suggestions on topics not touched upon in this survey, but that you consider important.

DE	Improvements are unnecessary. Further long term data sets and considerable administrative costs for both state and enterprises cannot be justified. Any further benefits would be unrecognisable.
IT	Comparability is currently not sufficient. Include “time comparability”, with the elaboration of a new time index for the variation of fuel prices. Can the Commission think of one methodological solution for all to calculate index numbers for EU area and for each country?
NL	Make clearer for readers of the Oil Bulletin that in practice all prices presented in the Oil Bulletin should be used carefully before drawing conclusions at first hand, especially in the case of international comparison.