

Average national price for diesel

Dimension - Environment

Associated Key Factor:

Energy use and prices

Data Source:

Eurostat

L-2920 Luxembourg

http://europa.eu.int/comm/energy_transport/etif/energy_prices/diesel.html

<http://europa.eu.int/eurostat>

General Availability:

Reporting unit: Euro/liter (current/constant) prices

Reporting level: national

Reporting period: regularly

Data available from 1980 to 2002

Availability by country:

1980 - 2002: EU-15

1980 - 2002: EU-15-avg

1980 - 2002: Member States (EU-15)

1990 - 2000: Czech Republic

1990 - : EU-12

1990 - 2000: Hungary

1990 - 2000: Poland

1990 - 2000: Turkey

1995 - : Austria

1995 - : Sweden

1996 - : EU-15

1996 - : Finland

1996 - : Member States (EU-15)

Data Source:

International Environmental Agency

<http://www.iea.org>

General Availability:

Reporting unit: EURO/liter

Reporting level: national

Reporting period: annually

Data available from 1989 to 2000

Availability by country:

1989 - 2000: Czech Republic

1989 - 2000: Hungary

1989 - 2000: Poland

1989 - 2000: Turkey

The indicator:

Average national price for diesel related to PPS per person.

Description

This indicator is measured in Euro/litre (current/constant) prices. The original measure units are: ECU, market prices (until 1998), Euro, market prices (from 1999 onwards) Conversion factors applied: corrected for inflation rate.

How is it measured?

Information is gathered frequently (e.g. quarterly) at national level from national statistical bureaus. EU fuel prices are an average of individual countries' prices weighted by their consumption.

What are the disadvantages of the Indicator?

This indicator should be seen in relation to how the price of diesel is build up (level of tax etc.)

What is the policy relevance of the indicator?

The price of diesel could be used as a policy instrument to encourage or discourage transport. Moreover, a crucial precondition for reaching sustainable transport is the principle to let users pay for the real costs of transport. Fuel taxes can contribute to reaching this principle, in particular because they provide incentives to reduce fuel consumption and hence CO2 emissions. However, they are certainly not the only way towards fair pricing (see TERM 2002 26 EU – Internalisation of external costs of transport for more 'fair pricing tools') (TERM 2002).

The Indicator is relevant for the following pathways of the FORESIGHT FOR TRANSPORT exercise:

	Transport Impact	External Determining Variable	Intermediate Variable	Contextual Information
A reorientation of European transport policy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Trends regarding renewable energy source (RES) and rational use of energy (RUE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Technological improvements and alternative fuels	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Growth of transport demand	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>