

Fuel prices

[REMOVE](#) [1]

"The price of fuel in the EU, including the cost price, excise duty and VAT. Prices are in Euros per litre."

(EEA, <http://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes> [2], 2014-12-17)

Data host:

European Environment Agency

Unit of Measurement:

Euro / Litre (EUR/L)

Link to Data:

<http://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessme...> [3]

Type of Indicator source:

- [Intergovernmental Organisation](#) [4]

Geographical Level:

- [European Union](#) [5]

Same/similar indicators appears in the following sets:

- [EEA's environmental indicators/Environmental Pressure indicators](#) [6]

Methodological transparency:

- [Complete methodology available](#) [7]

Indicator relation: Indicator: [Inflation, consumer prices \(annual %\)](#) [8]

Relationship explanation: Due to the fact, that our economies are still largely fossil-based, the change of oil prices is related to consumer prices.

Type of relation: Similar indicator

Temporal Coverage:

1980 to 2014

Frequency of Updates:

- [weekly](#) [9]

Indicator developer:

EEA

Link to Methodology:

[Methodology](#) [2]

Aggregation level of indicator:

- [Aggregate](#) [10]

Data quality assesment:

- [other organisational assessment](#) [11]

Publishing delay:

- [Less than 6 month](#) [12]

Link to data quality assessment:

[Fuel prices \(TERM 021\) - Assessment published Dec 2013](#) [3]

Contribution to the green economy:

An increase in fuel prices can result in a decrease in fuel demand, transport demand and GHG emissions, thereby leading to a decrease in pressures on the environment, which is beneficial in the transition towards GE.

Cost of accessing data:

- [free of charge](#) [13]

Potential misinterpretation: An increase in fuel prices can result, but does not necessarily lead in all areas to a transition from private car to public transport mobility.

Related Indicator: [Use of Public Transport](#) [14]

Potential misinterpretation: An increase in fuel prices can result, but does not necessarily lead to a decrease in fuel demand, e.g. if the overall inflation is growing faster than the fuel prices.

Related Indicator: [Inflation, consumer prices \(annual %\)](#) [8]

Potential misinterpretation: An increase in fuel prices can result, but does not necessarily lead to a decrease of the total consumed fuel, e.g. if engines need less fuel per distance, but the overall distance is growing faster than the efficiency (rebound effect).

Related Indicator: [Primary energy consumption by fuel](#) [15]



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Source URL: <https://measuring-progress.eu/fuel-prices>

Links

- [1] <https://measuring-progress.eu/coll-del/nojs/681>
- [2] <http://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes>
- [3] <http://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-3>
- [4] <https://measuring-progress.eu/taxonomy/term/52>
- [5] <https://measuring-progress.eu/taxonomy/term/32>
- [6] <https://measuring-progress.eu/taxonomy/term/65>
- [7] <https://measuring-progress.eu/taxonomy/term/34>
- [8] <https://measuring-progress.eu/inflation-consumer-prices-annual>
- [9] <https://measuring-progress.eu/taxonomy/term/14>
- [10] <https://measuring-progress.eu/taxonomy/term/28>
- [11] <https://measuring-progress.eu/taxonomy/term/40>
- [12] <https://measuring-progress.eu/taxonomy/term/23>
- [13] <https://measuring-progress.eu/taxonomy/term/9>
- [14] <https://measuring-progress.eu/use-public-transport>
- [15] <https://measuring-progress.eu/primary-energy-consumption-fuel>