

COMMISSION OF THE EUROPEAN COMMUNITIES

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TAXATION OF PETROLEUM PRODUCTS

(Communication from the Commission to the Council)

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Commission Communication on the Taxation of Petroleum Products

1. Introduction

1.1 At the same time that the impact of the second major increase in oil prices has made structural adjustments in the economy necessary everywhere to meet the changed circumstances regarding energy, the role of prices and taxation as an instrument both of energy policy and of economic policy has been increasingly recognized. In a Council resolution of 9 June 1980¹ the Ministers said that energy pricing should be based on the following principles :

- "consumer prices should reflect representative conditions on the world market, taking account of long-term trends;
- one of the factors determining consumer prices should be the cost of replacing and developing energy sources;
- energy prices on the market should be characterized by the greatest possible degree of transparency." (1)

1.2 In October 1980 in its communication on energy and economic policy², the Commission :

- stressed the need to keep the trend of petroleum product prices as constantly consistent as possible with the general direction of energy policy;
- hoped that the Member States, insofar as they had an influence on the formation of prices, would try to avoid developments at the level of the final consumer which would discourage energy saving and diversification, that is, energy investment.

It proposed as an objective :

- attaining a hierarchy of prices which would serve the aims of reducing dependence on external sources of oil and would act both as a deterrent (oil) and as an incentive (other sources of energy), reflecting both these two aspects of energy policy;

¹ OJ No C 149/4, 18 June 1980

² COM (80) 583, 15 October 1980

- preventing excessive differences in price structures as between Member States - which can be traced back, to a large extent, to the way in which different energy products are taxed - which, given their similarity of situation and the fact that all belong to the same market, cannot be justified.

1.3 It seemed desirable to take taxation, the subject of this paper, as a starting point for analysing the main factors which determine the levels, trends and reasons for differences in the prices of energy resources, the questions of pre-tax price formation for the different forms of energy, transparency and pricing itself being treated in a separate paper to follow.

2. Energy and economic policy

2.1 The medium-term Community strategy proposed in the Fifth Economic Policy Programme makes the reduction of reliance on external sources, that is to say of consumption of imported energy and especially oil, a major goal, whose attainment is dependent on two variables which are economic in nature : energy investments and energy prices. This is the reason why the Commission has asked that increases should be passed on immediately and in full to the final consumer and on the other hand that any ensuing secondary inflationist effects should be as far as possible reduced to a minimum.

In connection with this, in its communication on the principles of indexation in the Community (1), the Commission tries to reconcile the economic concern of the moment - reducing the rate of inflation - and the longer-term objective - increasing energy independence - and recommends exclusion from indexation of : "the impact of any changes in indirect taxes and certain public service prices" and "the rise in prices attributable to a deterioration in the terms of trade due, for example, to a rise in important raw material prices".

2.2 Having regard to the direction to be followed in energy matters, a price policy should be developed which made it possible both to :

- ensure "true prices", which would mean that consumer prices fully reflected the costs of production, transport and distribution, and the investment costs of developing future sources, and to
- give the consumer as clear and stable a picture as possible of price trends so that both industry and households would be able to make rational investment decisions which would contribute to restructuring energy supply and demand.

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In pursuing these objectives, however, account must also be taken of others, such as those laid down for energy saving, combatting inflation, tax revenue, social policy and the constraints experienced by energy producers (balancing the budget, commercial policy, etc.).

2.3 Although a single general principle could be used to analyse price formation for the various forms of energy, it is obvious that since for each of them production follows its own individual course each form must be analysed separately (see the paper : Energy Prices : Policy and Transparency, to be transmitted to the Council). In the case of crude oil and refined products their prices are extremely unstable, and the fact that oil products dominate a large part of the energy market means that this instability is passed on to the other forms of energy.

2.4 Nonetheless, in the long term the price of oil will be mainly determined by the price of alternative forms of energy. For some uses, particularly as fuel and in the petro-chemical industry, there are hardly any substitutes for hydrocarbons, and alternatives to conventional oil could only come from oil shale, tar sands or coals. But for other purposes, in particular heat and electricity production, more economical alternatives already exist and the use of oil should be discouraged here.

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2.5 Out of the range of energy products, those whose consumption absolutely must be reduced, petroleum products, are also those whose prices are most subject to control by the Member States in the form of taxation. Oil taxes are generally heaviest on those products for which there are few substitutes (see findings below). If in the medium term the price mechanism should have a role to play, taxation too should be used in such a way as to reinforce its effects. Also, many countries are faced with the need to limit or reduce their public deficits, which leads them to accord particular importance in their economic policies to analysing and controlling the sources of tax revenue.

2.6 The manner in which petroleum products are taxed must contribute to diminishing generally these clashes between objectives, provided the line followed here is consistent with macro-economic and energy policy. Action to achieve this is already both feasible and desirable at Community level.

3. Oil taxes : findings and effects

3.1 Unlike other forms of energy (coal, gas and electricity) on which there are virtually no taxes other than VAT (which is charged only on final consumption), on petroleum products there are specific charges (excise duty on mineral oils) which can be quite heavy. A detailed analysis of oil taxes, both the origin of and justification for the general arrangements and the exceptions, is given in the Annex, the main conclusions being the following:

- because of their yield in tax revenue, excise duties are heaviest on motor fuel (petrol and diesel) and quite light on furnace fuel;
- the adaptation of the rates of excise duties to general price trends has tended to be very irregular and belated in most countries;
- there are very substantial differences in the rates of excise duty applied in the different countries, particularly in the case of diesel fuel;
- the structure of excise duties varies from one Member State to another;
- in all Member States there are different arrangements for exemptions or subsidies the economic justification for which in many cases is not obvious. The Commission proposes that the Council adopts as a principle their progressive elimination on the basis of a joint study with national administrations. Particular attention should be paid to air and inland waterways transport, agriculture and oil consumption within certain industrial sectors (e.g. refineries, petro-chemicals).

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- with regard to VAT, the normal rates are usually applied (with the customary differences between countries), but some countries apply reduced or zero rates for certain products.

3.2 From these summary findings certain conclusions should be drawn as regards economic and energy objectives¹ :

- the products that are most heavily taxed are not those that offer the greatest opportunities for saving or the use of substitute products;
- the irregular timing of adjustments in excise duties has not generally contributed to smoothing price changes for oil products, which have been masked by sudden sharp movements in pre-tax prices;
- the delays in adapting excise duties to general price trends over the period 1973-81 has in many cases produced a substantial loss in potential tax revenue;
- the absence at European level of any concerted oil tax policy, both for the direction to be followed and the structure of taxation, has made users less aware of the absolute necessity of reducing oil consumption;
- lastly, certain differences in rates of taxation have provoked distortion of competition and have impeded the proper allocation of resources.

3.3 In practice it may prove difficult to make the changes needed to adapt oil taxation; at all events it will be necessary to spread the changes out over a certain period if economic activity is not to be disrupted, as the present systems of taxation affect both sectoral and regional economic structures. In addition the effect of such changes on the competitiveness of firms could be important, at least in the short term, in sectors where oil prices form a major part of production costs. Time will also be needed on the supply side for refining structures to be altered. Furthermore, the complexity of tax structures, the interaction between the rates and the products covered by excise duties, the existence of other forms of taxation (on demand for but also on supply of petroleum products) and the multiplicity of objectives do not lend themselves readily to any single solution.

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¹ A detailed analysis of the effects of oil taxes on competitiveness, tax revenue and demand for petroleum products (particularly from the point of view of possible substitution effects) is annexed.

3.4 If the arrangements decided on led to an increase in public revenue, naturally, inflationist effects would have to be kept under control and deflationist effects averted. To this end, appropriate compensations should be sought in line with the budget situations of the individual Member States, so as to reduce the charges borne by Community undertakings, to increase the budget funds devoted to energy adjustment and to assist low-income categories of society directly affected by the rise in prices for certain petroleum products or the abolition of certain exemptions or reductions in the rate of taxation.

4. Oil taxes : a joint effort

4.1 The considerations set out above enable priorities to be defined for selecting the options that will give a system of oil taxation more in keeping with Community objectives. Ideally, oil taxes should :

- contribute to ^{a more} regular adjustment of oil prices, while maintaining a constant and substantial flow of tax revenue;
- encourage the adaptation of the structure of energy prices as a whole and the introduction of a price hierarchy for petroleum products which reflects energy objectives and thus prompts the realization of the major potential for saving and the use of substitute products that exists in the Community;
- reduce the differences in the tax structures and charges within the Community, particularly by keeping special arrangements (exemptions, subsidies) to a strict minimum.

4.2 Obviously it would be desirable if oil taxation as a whole, or failing this, the structure of excise duties on mineral oils¹, could be harmonized, and this would contribute to solving most of the problems, but would take a long time. Without waiting for this work to be terminated, and concurrently with it, objectives should be set that are in line with the general approach and will enable more rapid progress to be made. These would include the following five practical goals :

- agreement that sizes for the tax burden to be applied in target areas should be set for each major category of product (i.e. the minimum and maximum incidence in relation to the prices net of tax for all excise duties and VAT), so as to have a direct impact on their price structures and bring them more in line with energy objectives;

¹The Commission has already presented a proposal for a directive on the harmonization of excise duties on mineral oils (OJ No C 92, 31 October 1973) which could provide a basis for any fresh discussion of the subject.

- a joint decision of the rate of progression of the overall tax burden (excise duties + VAT) towards the target areas and on the proper balance between excise duties and VAT. Watch must be kept to ensure that changes in the tax burden remain at all times in line with target areas;
- a joint agreement on the need to adapt excise duties regularly, without however revising the level more than once a year;
- adoption of the principle of the gradual abolition, following a timetable jointly agreed, of exemptions, subsidies and reductions of the rate of taxation for particular uses where there is no longer any valid reason for keeping them;
- a decision that the Council should review the trends in energy and particularly oil taxes (both structures and rates) annually, to assess to what extent they contribute to achieving the objectives of economic and energy policy.

ANNEX: Taxation of oil products: Situation and effects

A. Taxation of oil products - Situation

- excise duties
- value added tax
- exemptions and subsidies

B. Taxation of oil products - Effects on:

- competitiveness
- tax revenue
- the demand for oil products

Tables

ANNEX: TAXATION OF OIL PRODUCTS: SITUATION AND EFFECTSA. TAXATION OF OIL PRODUCTS - SITUATION

A.1 The tax burden on oil products is made up of specific charges (excise duties) and value added tax, which is levied on the sum of the excise duties and the price exclusive of tax. Table 1 gives the different levels of excise duty expressed in EUA and their incidence as a percentage of the price exclusive of tax, the rates of VAT and the total tax burden (excise duties + VAT as a percentage of the price exclusive of tax) as at 1 January 1973 and 15 July 1981.

A.2 However, discussion of the main features, with their effects, of the taxation of oil products must take account of two factors that impinge on the inferences to be drawn from the information set out below:

- in most countries, there are other ancillary tax measures that, to differing degrees, have a direct impact on the size of the overall tax burden on the use of certain oil products (e.g. axle tax in France, road taxes, taxes on the purchase of motor vehicles);
- the share of oil in energy consumption differs very significantly between some countries, particularly in energy-intensive sectors, whether as a result of policy decisions or as a result of the straightforward operation of the law of comparative advantage (see Table 2).

A.3 Excise duties

A.3.1 Since the taxation of mineral oils used as motor fuels was a potentially valuable source of tax revenue, Member States initially imposed high excise duties on them for the purpose of ensuring a steady and substantial flow of tax revenue. The subsequent increases in the duties on motor fuels were justified on several counts, e.g. the need to finance the infrastructure costs of private and commercial road transport, environmental problems and, of course, energy conservation. As a result, excise duties were also levied on a variety of other oil products the use of which does not generally give rise to transport infrastructure costs.

In many cases, the aim of taxing these other uses of oil products was to protect indigenous energy resources, especially coal. Consequently, oil products are now taxed for purposes that differ not only from country to country but also from one oil product to another and even from one use to another of the same product. Taking the Community as a whole, the Member States' tax systems exhibit marked differences in both the rates and the application of excise duties for the entire range of oil products; and different arrangements governing exemptions and reductions for particular uses have come into being.

A.3.2 The level and trend of excise duties in the Nine as at 1 January of each year from 1973 to 1981 are given in Graphs A1 to A4. It will be seen that:

- as a rule, motor fuels (petrol and diesel oil) are much more heavily taxed than heating fuels (heating oil and heavy fuel oil);
- although all the nine countries have adjusted the levels of their excise duties during the period 1973-81, these still differ appreciably from one country to another; most important, owing to the impact of inflation, they have very seldom held their real value throughout the period: this applies particularly to motor fuels. Even though in many cases recent adjustments have restored the real value of excise duties at 15 July 1981 to levels near or even higher than their value at 1 January 1973, they have nonetheless been substantially eroded over the period; this emerges clearly from Tables 4 and 6 and from Graphs B1 to B4;
- in the case of motor fuels, excise duties on diesel oil show the greatest disparity between countries. They are identical to the excise duties on heating oil in Denmark and Italy, (in the latter they are very low at only 4% of the duty on petrol), while in the United Kingdom they are the same as the duty on petrol. (i.e. they are around 20 times higher than in Italy);
- generally speaking, excise duties on heating oil are low but there are quite appreciable differences between countries: expressed as a percentage of the price exclusive of tax, they range from 0 in Belgium to 16.1% in Denmark (where, however, the duty is refunded to persons subject to VAT if VAT on the purchase of oil products is deductible);

- in the case of heavy fuel oils, which for the most part are used in industry, the tax treatment of excise duties differs a great deal and this has an obvious bearing on competition. They are exempt in France and Belgium, but subject to excise duties amounting to 11.5% of the price exclusive of tax in Ireland, 7.1% in the United Kingdom (although there are exemptions for the oil industry) and as much as 24.5% in Denmark (where, however, the duty is refunded in the same way as that on heating oil);
- in the case of lubricants, the rates range from zero in a number of Member States to 211 EUA per tonne in Germany.

A.4 Value added tax

A.4.1 As regards value added tax, it has to be borne in mind that the practical effect of the system of deducting VAT in all Member States (except France, where VAT levied on oils other than heavy fuel oil is not deductible) is to exempt oil products used in industry, with the result that the entire burden of the tax is shifted to private consumption.

A.4.2. Since 1973, VAT rates have been raised in all Member States except Belgium (where the standard rate was cut from 18% to 16% in 1979, while most of the products chargeable at the reduced rate of 14% are now taxed at the standard rate of 16% and certain products are taxed at the increased rate of 25%) and France (where the rates have remained unchanged). Although these adjustments have applied across the board in that more often than not they have taken the form of a change in the standard rate, they have contributed to increases in the prices of oil products at final consumption and, primarily because VAT is an ad valorem tax, they have boosted tax revenue, thereby making up to some extent for the fact that excise duties had lagged behind the trend in the general price level.

A.4.3 Generally speaking, oil products are chargeable at the standard VAT rate, which ranges from 10% in Luxembourg to 22% in Denmark; but some Member States apply different rates for different products:

- (i) motor fuels are taxed at the reduced rate in Ireland (15%, with effect from 1 September 1981) and Luxembourg (5%), and at the increased rate in Belgium (25%);

- (ii) heating fuels (heating oil and heavy fuel oil) are zero rated in Ireland and the United Kingdom, and taxed at the reduced rate of 5% in Luxembourg;
- (iii) the reduced rate of 4% that was applied to diesel oil and heating fuels in the Netherlands was replaced in 1979 by the standard rate of 18%.

A.5 The structure of the taxation of oil products in the Community can thus be broadly summarized as follows:

VAT: falls on the final private consumer. Rates on motor fuels for road transport range from 5% to 25%; rates on other oil products range from 0% to 22%.

Excise duties: 90% or more of the excise duties levied affect motor fuels for road transport, which account for about 30% of all oil products consumed (see Table 3).

The range of rates of tax on petrol is fairly narrow, but there are wide differences between the rates applied to petrol and those applied to diesel oil, and the latter vary considerably from one country to another. Other oil products are for the most part taxed at fairly low rates or completely exempt. Differences in rates of tax on heavy fuel oil may be a direct cause of distortion of competition between industries.

A.6 In many cases, the aggregate revenue from the taxation of oil products was declining in real terms over fairly long periods between 1 January 1973 and 15 July 1981. It is clear that, in view of the enormous rise in prices net of tax (a five-fold increase over the period), the total tax burden (excise duties plus VAT as a percentage of prices net of tax) has declined considerably in all countries and, with a few rare exceptions, for all products (see Table 2).

A.7 Exemptions and subsidies

A.7.1 As well as this wide variety of arrangements, which makes it difficult to assess the system as a whole, there are a number of exemptions, rebate schemes or reduced rates for specific uses. These special provisions are the subject of a Commission staff working paper entitled "Subsidies and tax exemptions for energy consumption"¹ and are listed in tabular form in the document "Excise and VAT exemptions and reductions in favour of certain groups of mineral oil consumers"²; this conspectus is reproduced here as Table 7. It shows the special arrangements in force in the Member States for nine types of use:

- (i) aviation: in most countries, consumption by commercial traffic is exempt from excise duties and usually from VAT as well (although VAT, when applied, is deductible except in France); consumption by executive aircraft is exempt from excise duties, and in general only consumption by private aircraft is taxed, although sometimes at reduced rates;
- (ii) navigation in territorial waters: consumption is largely exempt in all countries for inshore navigation, fisheries and transport, while consumption by pleasure boats is normally subject to the standard rate;
- (iii) agriculture and horticulture: consumption is usually exempt from excise duties or taxed at a reduced rate (the reduced rates in force for heating oil are often applied to motor fuels);
- (iv) own use of oil products by refineries and the petrochemical sector is exempt everywhere;
- (v) public transport: oil products used by the railways are either exempt (Germany and Italy), eligible for tax rebates (Denmark) or taxed at a reduced rate (Belgium, France, the UK, Ireland, Luxembourg and the Netherlands); only Germany refunds excise duties on consumption by public bus services, and it is to discontinue these arrangements by 1983; in the other countries, the standard rate on diesel oil is applied, except in Ireland and Italy;
- (vi) consumption by diplomatic missions, international organizations and the armed forces of a foreign state is totally exempt everywhere;
- (vii) reclaimed oils are subject to the standard rate of excise duty on lubricants only in Germany and Luxembourg, while Italy applies a reduced rate and the other countries grant exemption.

¹SEC(81)939 of 10 June 1981.

²SEC(81)1314 of 31 August 1981.

A.7.2 Most countries, then, grant substantial tax reductions for most of these types of consumption. The justification for the reductions is not always obvious, for their origins are diverse: historical reasons such as international agreements, social reasons, technical reasons such as own use, tax reasons or even energy policy reasons. The Commission, in collaboration with national government departments, should carry out a detailed study of the implications and effects of abolishing certain exemptions, rebates or reduced rates, and the arguments for doing so, so that practical proposals may be presented along with a timetable for applying them.

Although each of the special schemes must be investigated in the light of all the reasons for its existence, certain situations should be given special attention. For example, energy considerations may well justify special treatment for consumption for the purposes of inland waterway transport or public transport (particularly by rail), or for own use, which often means the use of by-products with little productive potential that might be replaced by something less suitable if taxed.

B. THE TAXATION OF OIL PRODUCTS: EFFECTS

B.1 From the situation described above, a number of conclusions can be drawn about the effects of the taxation of oil products, or rather the effects of specific taxes in the form of excise duties, the main source of difficulties. We are concerned with the repercussions in three areas: competitiveness, tax revenue and the demand for oil products.

B.2 Competitiveness

Except in a few specific sectors, energy costs usually account only for a small part of aggregate production costs. However, it is clear that the impact of the price trend of oil products on production costs varies widely as a result not only of different structures of energy consumption, but also of differences in tax treatment, and this distorts relative price competitiveness. For example, the share of oil products in the total volume of energy consumed by manufacturing industry in 1979 varied from 22% in the Netherlands and Belgium to about 70% in Ireland and Denmark; the share in Germany was slightly over 30%, and the share in France, Italy and the United Kingdom about 40%. A comparable range of figures is observed in the residential/tertiary sector, although the ranking by countries is different. The Member States' different systems for taxing oil products, described above, frequently do not offset the effects of consumption structures, thereby amplifying differences in the competitive positions of European firms.

If certain excise duties were increased and periodically adjusted, there should be no major repercussions on the international competitiveness of most European exports: in fact, this might act as an additional incentive for investment to rationalize industry, which would improve competitiveness in general in the medium term. However, the sectors that are still heavily dependent on oil, or in which oil products account for a very large share of production costs (steel, man-made fibres, etc.) might find it extremely difficult to remain competitive.

B.3 Tax revenue

B.3.1 In none of the Member States is the policy governing the changes in excise duty rates amenable to logical analysis, in so far as it is based neither on the general movement in prices nor on the requirements of energy policy, whether in the direct measures to discourage consumption of mineral oils or in the indirect measures for manipulating the prices of products that can be substituted for mineral oils.

Many Member States have allowed the specific rates of the excise duties on mineral oils, or at least some of them, to lag behind the general trend in prices. In so doing, they have generally lost sight of the primary objective of excise duties, which is to raise revenue for the State. An illustration is provided by Table 4, which clearly shows that revenue from the excise duties on mineral oils expressed as a percentage of GDP has fallen in many countries, whereas consumption of motor fuels - which account for the major proportion of excise duties - has increased in all countries.

B.3.2 Table 6 gives an estimate of the revenue forgone owing to the failure to adapt excise duty rates in line with the general movement in prices. Thus, if excise duties had been increased each year from 1973 to 1979¹ in step with the overall rise in prices, several countries would have collected appreciably higher revenue each year: aggregated over the period from 1973 to 1979, this "extra" revenue, calculated at current prices, would in some cases have nearly amounted to their total revenue for a single year. The figures also show up differences of approach: some countries have adapted their excise duties comparatively frequently; others, some years after the first oil shock, have suddenly increased the rates in an effort to catch up; and in others again, the rates have constantly lagged behind the general movement in prices.

B.3.3 However, this finding must be qualified by the fact that, since VAT is an ad valorem tax and oil prices net of tax have been rising steeply, VAT revenue has increased substantially, thereby offsetting the effects on tax revenue of the slow increase in excise duties.

¹At this point the calculations cannot be taken beyond the year 1979. The 1980 figures will probably be available in the autumn.]

B.4 Demand for oil products

B.4.1 A distinction must be made between the very different markets for oil products. These markets reflect a clear division between private consumption, that of the tertiary sector and that of the productive sector - each with its own economic impact.

B.4.2 Motor fuels: in this market, there is practically no substitute for oil in the short or medium term. However, consumption could certainly be made more efficient: recent studies suggest that the price elasticity of demand is generally greater than has hitherto been assumed (ranging from approximately -0.2 to -0.4 in the short term and from -0.4 to -0.9 in the long term).

Even leaving aside additional ways of taxing consumption (e.g. road tax), the present level of taxation of motor fuels is very high compared with that of other products. However, a distinction must be made between petrol and diesel oil. Excise duties on petrol are high, but had their real value been maintained from 1973 to 1980 they would in many cases have been much higher by now and the revenue to the State correspondingly larger, without making an excessive impact on the price inclusive of all taxes (see Table 5). In five countries, the price of petrol would have been approximately 15% higher on average in 1980, which, in view of the price elasticities of demand, might well have led to appreciable savings. In all the countries, diesel oil is taxed at lower levels than petrol, often much lower. Whereas in the past diesel oil was used by and large only in the commercial and productive sectors, the proportion of motor vehicles using it is now increasing rapidly. As the present levels of excise duty on this product in many countries do not encourage energy savings, it would be desirable for taxation on motor fuels to be aligned, i.e. the lowest levels of excise duty on diesel oil should be increased. Steps should also be taken to ensure that the structure of excise duties does not encourage substitution by other forms of energy such as liquified petroleum gas which offer few or no advantages from the viewpoint of energy policy.

B.4.3 Heating oil: this product is used mainly in the tertiary and residential sectors for heating. The most attractive substitutes are natural gas, district heating and electricity in the form of electric heat pumps. In all countries, there is considerable potential for conserving energy and for rationalizing consumption through house insulation, inspection and maintenance measures, etc. The current level of taxation (excise duties and VAT) is generally low, although it varies greatly according to country. There are therefore grounds for increasing the level of taxation where it is at present particularly low. Here again, however, one must guard against encouraging a massive switch to the single alternative of natural gas.

B.4.4 Heavy fuel oil: the prospects of using substitutes for this product are good, because it is consumed by industry where electricity, coal and gas offer satisfactory alternatives. The level of excise duties is generally low, but there are substantial differences between countries. Besides the problem of competitiveness which arises from this situation, there is little encouragement to conserve energy and adopt alternative processes. For both reasons, the excise duty rates in the Community should be brought up to a common level.

B.4.5 Non-energy consumption: in addition to the uses described, oil is also used as a feedstock, particularly in the form of naphtha (chemically similar to petrol). No tax is currently imposed on this use. Since there is as yet no possibility of substitution and since the potential for making savings is limited, there is little reason to introduce significant levels of excise duty.

Table 3

	Belgium				Denmark				FR Germany				France				Ireland				Italy				Netherlands				United Kingdom			
	PGP	D	HO	HFO	PGP	D	HO	HFO	PGP	D	HO	HFO	PGP	D	HO	HFO	PGP	D	HO	HFO	PGP	D	HO	HFO	PGP	D	HO	HFO				
1 January 1973																																
a) Excise duties in EUA (1)	103.4	61.5	10.8	2.4	133.0	0	0	0	174.5	103.4	2.0	0.9	135.8	59.1	4.0	0	11.0	82.1	0	0	79.0	34.3	2.3	0.6	130.2	50.1	11.5	0.0	99.8	39.5	1.1	4.4
b) Excise duty rates as % of price exclusive of tax	20.0	109.5	24.4	11.5	170.7	0	0	0	199.7	141.0	2.0	11.1	74.5	119.8	9.4	0	155.0	157.0	0	0	237.1	182.6	14.4	5.6	135.3	34.2	24.1	25.0	178.0	195.0	10.7	72.5
c) VAT rate	10	18	14	4	15	15	15	13	11	11	14	10	17.5	17.5	17.5	17.5	12.0	12.0	12.0	12.0	12	12	12	12	15	15	15	15	0	0	0	0
d) Total impact (excise duties + VAT as % of price exclusive of tax)	333.8	147.7	41.5	22.5	318.7	15	15	13	344.2	277.4	14	14.4	324.9	150.5	28.7	17.5	377.0	174.1	12.0	12.0	376.3	194.9	26.7	18.2	340.4	78.8	34.1	31.0	378.8	175.7	10.7	72.5
15 July 1981																																
a) Excise duties in EUA (1)	209.5	83.5	0	0	340.7	45.0	1.0	1.0	202.4	177.4	0.4	0.3	235.0	124.5	11.1	0	139.0	117.5	25.9	27.0	219.0	7.0	10.0	0.8	190.1	25.0	11.0	1.0	240.0	210.0	10.0	10.0
b) Excise duty rates as % of price exclusive of tax	44.0	29.7	0	0	56.1	16.7	15.1	24.5	50.3	59.5	2.7	0.0	30.8	41.3	8.7	0	103.5	45.5	9.8	11.2	104.0	4.8	5.1	0.4	53.9	22.5	4.3	2.0	14.0	83.0	4.3	4.3
c) Index of real value of excise duties (1973 = 100) (2)	144.3	74.5	-	-	14.7	-	-	-	77.5	72.7	135.0	117.7	85.5	80.4	124.1	-	115.5	87.2	-	-	117.5	10.7	158.2	33.7	69.8	34.4	11.2	15.0	100.0	72.0	105.7	10.0
d) VAT rate	10	15	15	15	10	10	22	22	13	13	13	10	17.5	17.5	17.5	17.5	10	10	0	0	12	15	15	15	15	15	15	15	0	0	0	0
e) Total impact (excise duties + VAT as % of price exclusive of tax)	522.0	58.4	16	16	410.4	60.0	41.7	51.0	514.0	404.4	15.5	15.4	500.8	268.9	27.1	17.5	522.1	204.7	37.9	37.0	537.2	20.5	20.0	15.5	414.5	44.0	23.0	21.0	518.8	242.0	10.7	72.5

PGP = premium grade petrol D = diesel oil HO = heating oil HFO = heavy fuel oil

(1) Per 1 000 l for premium grade petrol, diesel oil and heating oil; per tonne for heavy fuel oil.

(2) Excise duties deflated by GDP prices and expressed as an index (1973 = 100).

* 15% as from 1 September 1981.

Source: Commission departments.

Table 2: Share of oil products in the final energy consumption of the three sectors

	B	DK	D	F	IRL	I	NL	UK
Share of oil products in the final energy consumption of:								
Industry	28.2	70.7	34.6	49.6	83.0	45.5	15.0	59.2
Transport	98.4	99.7	96.9	97.3	100.0	96.5	98.9	98.7
Residential/tertiary	59.5	79.1	59.4	63.4	44.6	67.2	22.7	21.9
Total	51.7	81.9	53.1	66.1	73.3	64.8	34.4	45.7
Industry	22.0	67.2	39.7	44.4	79.0	40.1	21.8	53.5
Transport	98.5	99.7	97.5	98.0	100.0	97.4	99.0	98.0
Residential/tertiary	57.8	76.6	57.1	63.2	38.6	60.4	16.6	21.1
Total	49.5	79.4	57.2	62.8	65.8	62.2	33.4	48.7

Table 3

Quote-part de la consommation (A) et du produit de l'accise sur les produits pétroliers (B) pour les principaux produits pétroliers en 1978

Part of consumption (A) and of excise revenue on hydrocarbon oils (B) for the main products groups 1978

Anteil am Verbrauch (A) und am Mineralölsteueraufkommen (B) für die wichtigsten Mineralölerzeugnisse 1978

Produit Products Erzeugnisse		EUR-0 %	B %	DK %	D %	F %	IRL %	I %	L %	NL %	UK %
Essences moteur Motor spirit	A	19,3	16,2	13,0	19,0	18,7	24,3	16,8	18,0	16,0	25,9
Benzin	B	72,2	75,2	82,8	57,2	70,3	79,5	80,8	81,4	73,8	57,8
Gas-oil carburant Diesel engine fuel	A	3,7	7,5	4,7	7,3	8,9	9,1	12,9	6,1	8,6	8,3
Dieselmotortreibstoff	B	15,0	11,2	0,3	21,6	15,5	10,9	4,5	6,4	14,5	22,0
Gas-oil chauffage Gas-oil for heating	A	32,3	42,4	43,6	44,0	36,1	24,2	22,2	35,5	14,3	18,1
Leichtes Heizöl	B	5,7	10,3	10,7	2,6	9,7	3,2	5,7	9,8	4,2	3,5
Fuel-oil lourd Heavy fuel oil	A	18,2	17,4	25,7	12,7	17,9	24,6	27,5	30,9	6,5	22,0
Schweres Heizöl	B	1,6	0,8	0,4	2,9	0	2,9	0,3	2,3	0,7	3,7

Table 4 : Tax revenue from excise duties on mineral oils, expressed as % of GDP

	B	DK	D	F	IRL	I	NL	UK
1970	1.8	1.2	1.7	1.7	2.9	2.4	1.5	2.7
1971	1.8	1.2	1.6	1.7	2.7	2.7	1.4	2.3
1972	1.7	1.1	1.7	1.6	2.4	2.5	1.5	2.4
1973	1.8	1.0	1.8	1.6	2.1	2.2	1.4	2.2
1974	1.5	0.9	1.6	1.5	2.0	2.1	1.3	1.9
1975	1.6	0.9	1.7	1.4	2.5	2.6	1.3	1.5
1976	1.5	0.9	1.6	1.3	2.8	2.2	1.2	1.6
1977	1.5	1.0	1.6	1.5	2.6	2.4	1.2	1.7
1978	1.4	1.0	1.6	1.7	2.5	2.3	1.2	1.5
1979	1.4	-	1.5	1.9	-	2.1	1.1	1.4

Table 5 : Price of premium grade petrol in EUA per 1 000 litres

	B	DK	D	F	IRL	I	NL	UK
a) 1973	223.8	202.3	210.3	221.3	157.7	226.1	217.6	153.9
b) 1980	574.6	590.7	469.6	583.0	484.7	602.7	526.9	473.6
c) 1980 notional	660.6	560.1	541.1	549.5	510.4	540.2	586.9	606.6
$d = \frac{c \times 100}{b}$	115.0	94.8	115.2	94.3	104.9	89.6	111.4	128.1

Table 6: Comparison between actual excise duty revenue from mineral oils and the excise duty revenue which would have been collected if the rate had been adjusted in line with the general movement in prices (1)

	in million BFR			in million DM			in million FF			in '000 million LIT			in million HFL			in million £		
	BELGIUM -			GERMANY			FRANCE			ITALY			NETHERLANDS			UNITED KINGDOM		
	Actual revenue	Notional revenue	Gain or loss	Actual revenue	Notional revenue	Gain or loss	Actual revenue	Notional revenue	Gain or loss	Actual revenue	Notional revenue	Gain or loss	Actual revenue	Notional revenue	Gain or loss	Actual revenue	Notional revenue	Gain or loss
1973	31692	31694	-	16589	16589	-	17777	17777	-	1959	1959	-	2370	2370	-	1618	1618	-
1974	29891	33704	+3813	16052	17177	+1125	18920	22481	+3561	2291	2035	- 253	2500	2550	+ 30	1556	1405	+ 147
1975	3745	46974	+4653	17121	17116	-2275	20270	25448	+5178	3230	3466	- 234	2730	3034	+ 304	1521	2192	+ 671
1976	39330	53713	+14383	19121	21418	+3297	21419	23799	+2380	3468	2950	- 437	2880	3321	+ 501	1941	2637	+ 696
1977	40445	53644	+13199	19784	23246	+4364	28070	31827	+3757	4537	3622	+ 915	3070	3341	+ 771	2377	3133	+ 756
1978	45371	57446	+14875	20442	25401	+4959	35815	34754	-1051	4989	4490	- 499	3270	4218	+ 998	2465	3543	+1058
1979	44538	61876	+17338	211140	26927	+5817	46517	40294	-6223	5691	5923	+ 232	3340	4542	+1222	2777	4410	+1633
		+73051			+21567			+12602			-2186			+3826			+4865	

(1) All other things being equal, i.e. assuming unchanged quantities, which makes for an over-estimate of the notional revenue. It is assumed that the purpose of adjusting excise duties is to maintain the real value of excise duties at the 1973 level.

Table 7

- 1 a -

Exonérations de l'accise et de l'IVA en faveur de certains groupes de consommateurs d'hydrocarbures minéraux.
 Exoneration of VAT and excise in favour of certain groups of mineral oil consumers.
 Veranlassungen und Ermäßigungen für bestimmte Gruppen von Mineralölverbraucher - (Stt. 15/7/81)

No	Description	3			D			EX			F		
		Excise Verbr. St. (ECU/hl)	VAT MWSt %	Excise Verbr. St. (ECU/hl)	Excise Verbr. St. (ECU/hl)	VAT MWSt %	Excise Verbr. St. (ECU/hl)	Excise Verbr. St. (ECU/hl)	VAT MWSt %	Excise Verbr. St. (ECU/hl)	Excise Verbr. St. (ECU/hl)	VAT MWSt %	
01	Taux normal - normal rates - Normale Sätze a) essence - petrol b) gas - Benzin c) GPL - LPG - LPG - Gas	20,35	25(17)	20,24	13	24,33	22	22,24	22	22,24	17,6		
	applicables aux carburants normaux - rates generally applied for normal fuels - Benzin und Kraftstoffe für gewöhnliche Sätze	8,36	25(17)	17,74	13	4,56 ¹⁾	22	12,45	22	12,45	17,6		
	a) GPL - LPG - LPG - Gas	4,84	25(22)	15,71	13	3,04 ¹⁾	22	5,31	22	5,31	17,6		
02	Taux généralisés - applicables aux combustibles - rates generally applied for heating fuels - allge- mein auf Heizstoffe an- gewandete Sätze	0	17	0,59/100kg	13	5,20/100kg	22	0	22	0	17,6		
	a) - heavy fuel oil - Heizöl S fuel-oil domestique - heating gas-oil - Heizöl EI	0	17	0,57	13	4,56 ¹⁾	22	2,31	22	2,31	17,6		
	b) - light oil - Leichtöle	0	17	0,33/20,24	13	0	22	0 ³⁾ /22,14	22	0 ³⁾ /22,14	17,6		
	d) GPL - LPG - FI. Gas	0	17	0	13	3,08 ¹⁾	22	0	22	0	17,6		

- 1 b -

	GR			IR			I			ML		
	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWST %	Accise Excise Verbr. St. (ECU/hl)	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWST %	Accise Excise Verbr. St. (ECU/hl)	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWST %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWST %		
a)	25,00	15	15,23 13,86 1,12	23,93	10 ^A (25)	31,66	16,86	18(15)	19,01	5(10)	18	
b)	21,55	15	1,12	19,75	10 ^A (25)	1,30	4,84	15	6,58	5(10)	18	
c)	21,55	15	0	19,74	10 ^A (25)	19,04	2,18	18(15)	0	5(10)	18	
a)	1,45/100kg	15	0	2,70/ 100kg	0(25)	0,59/100kg	0,24/ 100kg	15	0,59/100kg	5(10)	18	
b)	1,39	0(15)	1,12	2,59	0(25)	1,30	0,60- 0,92	15	1,15	5(10)	18	
c)	1,39/ 25,00	0(15)	0	0 ³ / 23,93	0(25)	0 ³ / 31,66	0 ³ / 16,86	15	0 ³ / 19,01	5(10)	18	
d)	0	0(15)	0	2,59	0(25)	0,90	0	15	0	5(10)	18	

No	B	D		DK		F			
		Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %		Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	
03	<p>Taux généralment appliqués à l'usage comme carburant pour moteurs autres que veh. autom. - Rates generally applied for use in motors other than those of road-vehicle. - Steuersätze für Verwendung als Kraftstoff für andere Motoren als Kfz.</p>	20,35	25(17)	20,24	13	0	22	22,14- 23,59	17,62
		0	17	17,74	13	4,56 ¹⁾	2,31	17,62	
04	<p>Taux généralment appliqués aux utilisations non-énergétiques - Rates generally applied for non-energetic use - Steuersätze für nicht-energetische Verwendung</p>	0	17	0	13	0	22	0	17,6
		0	17	21,13/ 100 kg	13	0	0	22	17,62

No	UK		GR		IRE		I		L		NL		
	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	
03	a)	25,00	15	16,22- 13,36		23,93	10 ⁴) (25)	31,66	18(15)	16,86		19,01	18
	b)	1,39	15	1,12		2,59	10 ⁴) (25)	1,30	15	0,60- 0,92	5(10)	1,15	18
04	a)	0	15	0		0	10 ⁴) (25)	0	15	0	5(10)	0	18
	b)	1,55/ 100kg	15	12,99/ 100kg		2,89/ 100kg	10 ⁴) (25)	14,34- 15,93/ 100kg	15	0,24/ 100kg		0	18

27

B. Taux réduits ou exemptions d'accise et/ou de TVA accordés à certains groupes de consommateurs
 Reductions or exemptions of excise and/or VAT granted to certain consumer groups
 Verbrauchsteuer - und/oder MWSt - ermässigungen oder - befreiungen für bestimmte Verbrauchergruppen

No	Groupes de consommateurs - Consumer groups - Verbrauchergruppen	B		D		DK		F		
		Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	
1	Aviation Aviation Luftfahrt	a) vols commerciaux internationaux - commercial international flights - internationale Linienflüge	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. 6) Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. 5) Stfr.
		b) vols commerciaux intérieurs - commercial domestic flights - Inlands-Linienflüge	ex. 7) Stfr.	ex. 7) Stfr.	ex. Stfr.	ex. 6) Stfr.	ex. Stfr.	22	ex. 7) Stfr.	ex. 5) Stfr.
		c) avions milit. et des autor. publ. - military aircraft and aircr. of publ. author. - Bekämpfer- und Militärflugzeuge	ex. Stfr.	ex. Stfr.	ex. Stfr.	13	ex. Stfr.	22	ex. Stfr.	17,6 ²⁾
		d) av. d'affaires - business aviation - gewerbl. Lufttransp.	ex. 7) Stfr.	ex. 7) Stfr.	ex. Stfr.	ex. 6) Stfr./13	ex. Stfr.	22	ex. Stfr.	17,6 ²⁾
		e) avions de tourisme - private aircraft - Sport-u. Privatfl.	Stfr./ex. 7) ou/or/oder 20,35	25(17)	20,24	13	ex. Stfr.	22	0,76/15,57	17,6 ²⁾

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No	UK		GR		IRL		I		D		NL	
	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %
1												
a)	ex. 7)8) Stfr.	ex. Stfr.	ex. Stfr.		ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.
b)	ex. 7)8) ou/or/oder 1,39/25	ex./ Stfr. - 0/15	ex. Stfr.		ex. 7)8) ou/or/oder 2,59/23,93	ex./ Stfr. - 0/10	ex. Stfr.	18	ex. 7) Stfr.	ex. 7) Stfr.	ex. 7)8) ou/or/oder 1,16/19,01	ex. Stfr. 18
c)	1,39/25	0/15	ex. Stfr.		2,59/23,93	0/10	ex./Stfr. ou/or/oder 3,16/31,66	18	ex. Stfr.	ex. Stfr.	1,16/19,01	18
d)	ex. 7)3) 1,39/25	ex./Stfr. 0/15	?		ex. 7)8) 2,59/23,93	ex./Stfr. 0/10	ex./Stfr. ou/or/oder 31,66	18	ex. Stfr.	ex. 7) Stfr.	ex. 7)8) ou/or/oder 1,16/19,01	ex./Stfr. 18
e)	1,39/25	0/15	?		2,59/23,93	0/10	31,66	18	ex./Stfr. 7) ou/or/oder 16,86	5(10)	ex. 7)8) ou/or/oder 1,16/19,01	ex./Stfr. 18

29

No.	Groupes de consommateurs - Consumer groups - Verbrauchergruppen	B		D		DK		F	
		Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %
2	navigation dans les eaux territor. - navigation in home waters - Binnenschifffahrt (a, b, c = gazole - gas-oil - Diesel oil)	0	ex. Stfr.	ex. Stfr.	ex. Stfr.	4,56 ¹⁾	ex.	ex. Stfr.	ex. Stfr.
	a) côtière Küsten-								
	b) pêche Fischerei	0	ex. Stfr.	ex. Stfr.	ex. Stfr.	4,56 ¹⁾	22	ex. Stfr.	ex. Stfr.
	c) transport professionnel - professional transport - gewerbliche Beförderung	0	25	ex. Stfr.	ex. ⁹⁾ / 13	4,56 ¹⁾	22	ex./2,31 Stfr.	ex.- Stfr/ 17,5 ²⁾
(d = essence/ gazole - petrol/ gas-oil - Benzin/Dieselöl)	d) bateaux de plaisance - pleasure boats - Sport- und Vergnügungs-boote	20,35 ¹¹⁾ / 0	25	20,24/17,74	13	24,33/ 4,56 ¹⁾	22	22,14/ 12,45	17,5 ²⁾

No	GB		FR		IRL		I		L		NL	
	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %
2												
a)	08)	0			08)	0	ex. Stfr.	ex. Stfr.	-	-	ex. Stfr.	ex. Stfr.
b)	08)	0			08)	0	ex. Stfr.	ex. Stfr.	0,60-0,92	5(10)	ex. Stfr.	ex. Stfr.
c)	08)	0			08)	0	1,30	15	0,60-0,92	5(10)	ex.	18
d)	25,00 ¹¹⁾ / 1,39	15/0			23,93 ¹¹⁾ / 12,59	10/0	31,66/1,30	18/15	16,86/0,60 0,92	5(10)	19,01 ¹¹⁾ / 1,16	18

No	Groupes le consommateurs - Consumer Groups - Verbraucher-Gruppen	B		C		DK		F	
		Accise Exbr. St. (ECU/hl)	TVA VAT WSt %	Accise Exbr. St. (ECU/hl)	TVA VAT WSt %	Accise Exbr. St. (ECU/hl)	TVA VAT WSt %	Accise Exbr. St. (ECU/hl)	TVA VAT WSt %
3	Agriculture (gazole) Agriculture (gas-oil) Landwirtschaft (Gas-81) a) en général - b) in general - c) im allgem. horticulture - d) horticulture - gartenbau	0	17	0 8)10/ -0,57	13	ex. Stfr.	22	2,31	17,6
4	Autoconsumption Auto-consumption Eigenverbrauch a) raffineries b) petrochemical plants - Petrochemie	ex. Stfr.	-	ex. Stfr.	-	ex. Stfr.	-	ex. Stfr.	-

No	UK		GR		IRL		I		E		NL	
	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %
3												
a)	1,39	0/15	1,12		2,59	0/10	ex.	6	0,61-0,92	5(10)	1,16	4
b)	ex. 3)	0/15	1,12		ex. 3)	0/10	ex.	6	0,61-0,92	5(10)	1,16	3
4												
a)	ex. Stfr.	-	-	-	ex. Stfr.	-	ex. Stfr.	-	-	-	ex. Stfr.	-
b)	ex. 12) Stfr.	-	-	-	ex. Stfr.	-	ex. Stfr.	-	-	-	ex. Stfr.	-

No.	B		D		E		T
	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	
5	0	17	8(13) ex. Stfr.	13	4,56 ¹⁾	22	2,31 17,6 ²⁾
6	8,36	25	8(13) ex. Stfr.	13	4,56 ¹⁾	22	12,45 17,6 ²⁾
			ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.

Groupes de consommateurs -
Consumer groups -
Verbrauchergruppen *

Transport publics -
Public transport -
a) Schienen-
verkehr
(gazole - Gas-oil -
Dieselöl)

b) Bus -
Autobus

Missions diplomatiques
et consulaires
Dipl. Missions and
consulates
Dipl. Vertretungen
und Konsulate

No.	GB		GR		IRL		I		L		NL	
	Accise Excise Verbr. St. (ECU/hl)	EVA VAT mSt %	Accise Excise Verbr. St. (ECU/hl)	EVA VAT mSt %	Accise Excise Verbr. St. (ECU/hl)	EVA VAT mSt %	Accise Excise Verbr. St. (ECU/hl)	EVA VAT mSt %	Accise Excise Verbr. St. (ECU/hl)	EVA VAT mSt %	Accise Excise Verbr. St. (ECU/hl)	EVA VAT mSt %
3	1,39	0	-	0	2,59	0	ex.	15	0,60-0,92	5(10)	1,16	18
5	21,55	15	-	0	2,59	0	1,30	15	4,84	5(10)	6,58	18
5	ex. 24,15	ex. 24,15	ex. 24,15	ex. 24,15	ex. 24,15	ex. 24,15	ex. 24,15	ex. 24,15	ex. 24,15	ex. 24,15	ex. 24,15	ex. 24,15

No.		B		D		DK		F	
		Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr.St. (ECU/hl)	TVA VAT MWSt %
7	Croupes de consommateurs - Consumer groups - Verbrauchergruppen Organisations internationales International organisations Internationale Organisationen	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.
8	Forces armées d'un autre Etat Armed Forces of another State Streitkräfte e. and. Staaten	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.	ex. Stfr.
9	Huiles usagées régénérées Re-refined waste oils Regenerierte Altöle	0	17	21,13/100kg	13	0	22	0	17,6

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No	GB		GR		IRL		I		L		NL	
	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %	Accise Excise Verbr. St. (ECU/hl)	TVA VAT MWSt %
7	ex. Stfr.				ex. Stfr.		ex. Stfr.		ex. Stfr.		ex. Stfr.	
8	ex. Stfr.				ex. Stfr.		ex. Stfr.		ex. Stfr.		ex. Stfr.	
9	ex. Stfr.	15			ex. Stfr.	10 ¹⁹⁾	3,58	15	0,24	5	0	18

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Footnotes

1. Complete drawback granted to professional consumers authorized to deduct VAT on these products.
2. Final consumers, even if normally entitled to deduct input VAT, may not deduct VAT charged on these products.
3. The preferential excise duty arrangements for light oils used as furnace fuel are subject to special authorization.
4. 15% as from 1 September 1981.
5. On condition that more than 80% of the company's activity takes place abroad or in the FOD.
6. On condition that the VAT-registered person's activity consists predominantly in international flights.

7. For flights to or from other countries.
8. Drawback.
9. For passenger transport.
10. As motor fuel for tractors.
11. Exemption for vessels proceeding to destinations abroad.
12. If the energy is predominantly used for producing and processing mineral oils.
13. Exemption (drawback) will be abolished in three steps up to 1983.
14. Subject to a quota.
15. Passenger transport is exempted.

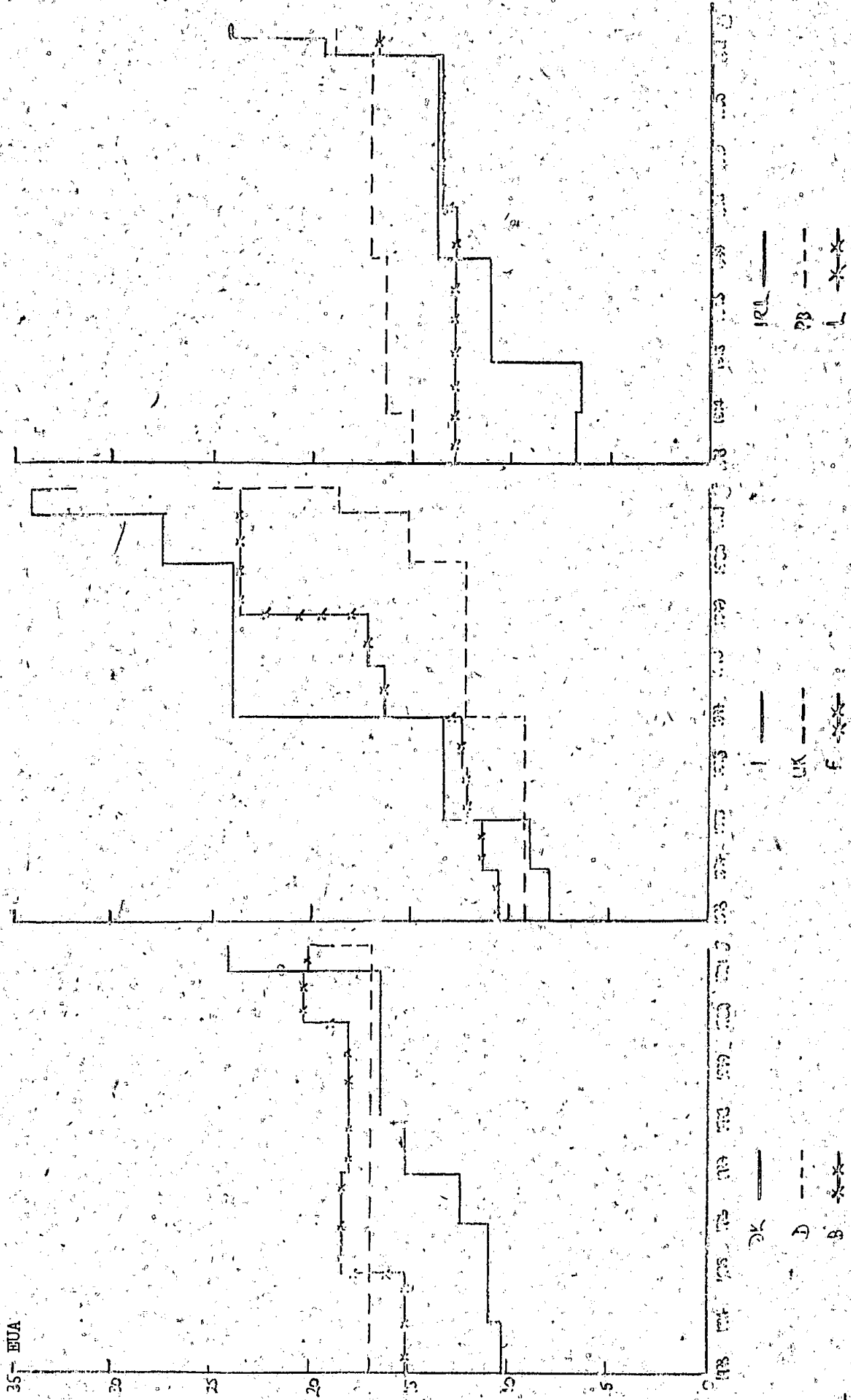
GRAPHS

1. Graphs A1 to A4 show, for each of the four main products and for each country, the level and trend of excise duties on oil products at 1 January of each year from 1973 to 1981 and at 15 July 1981. The excise duties are calculated in EUA at the July 1981 exchange rates. The graphs therefore reflect the same trends as in national currencies at current prices, but they also make it possible to compare the levels in the different countries. The scale of graphs A1 and A2 differs from that of graphs A3 and A4, which reflects the higher level of excise duties on motor fuels.

2. Graphs B1 to B4 show, for the four main products and for each country, the trend in the index of the real value of excise duties - i.e. at constant prices (1 January 1973) - at 1 January of each year and at 15 July 1981. They thus provide a general idea of how excise duties have been eroded by not keeping pace with the general rise in prices.

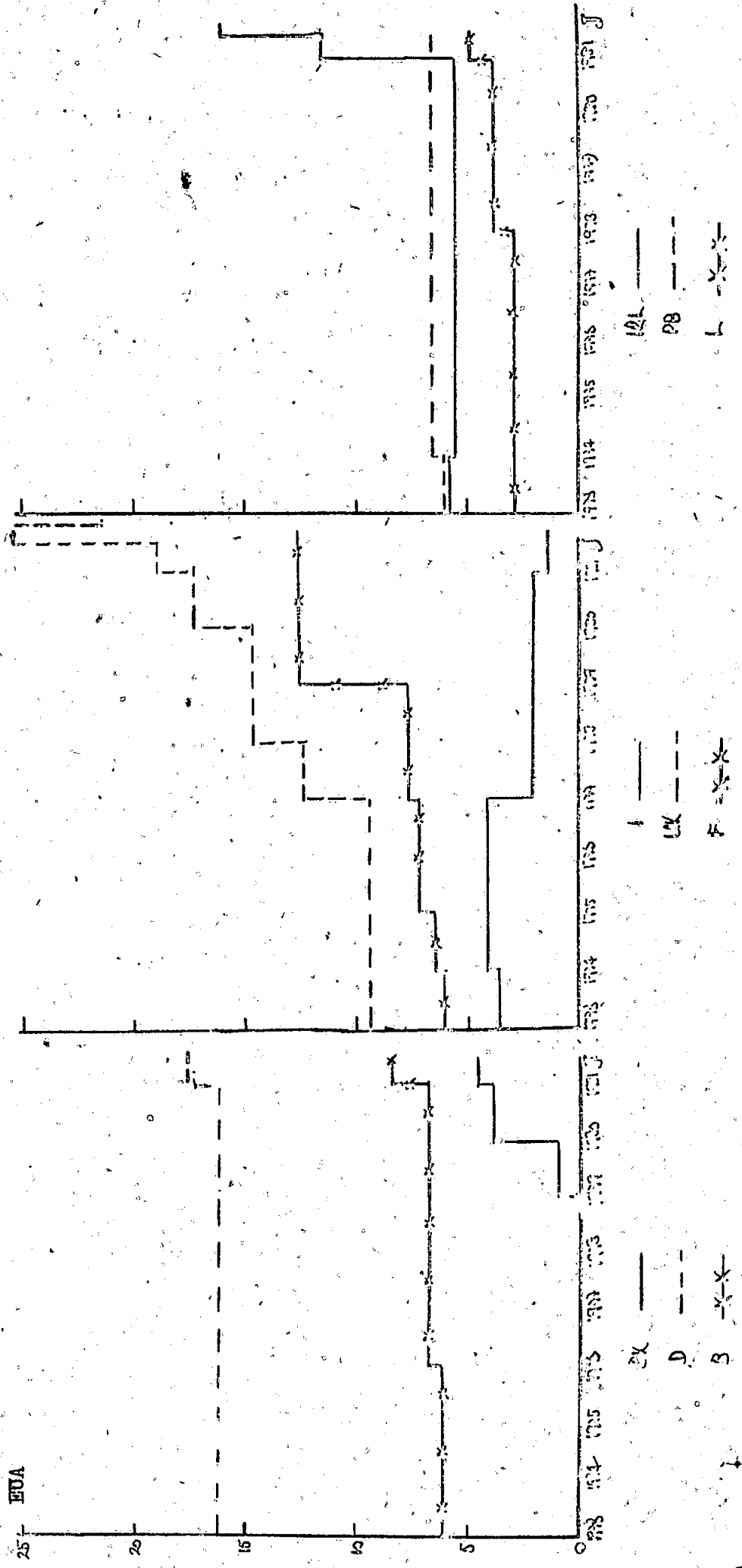
GRAPH A1: EXCISE DUTIES ON PREMIUM GRADE PETROL (IN ECU)

A 1



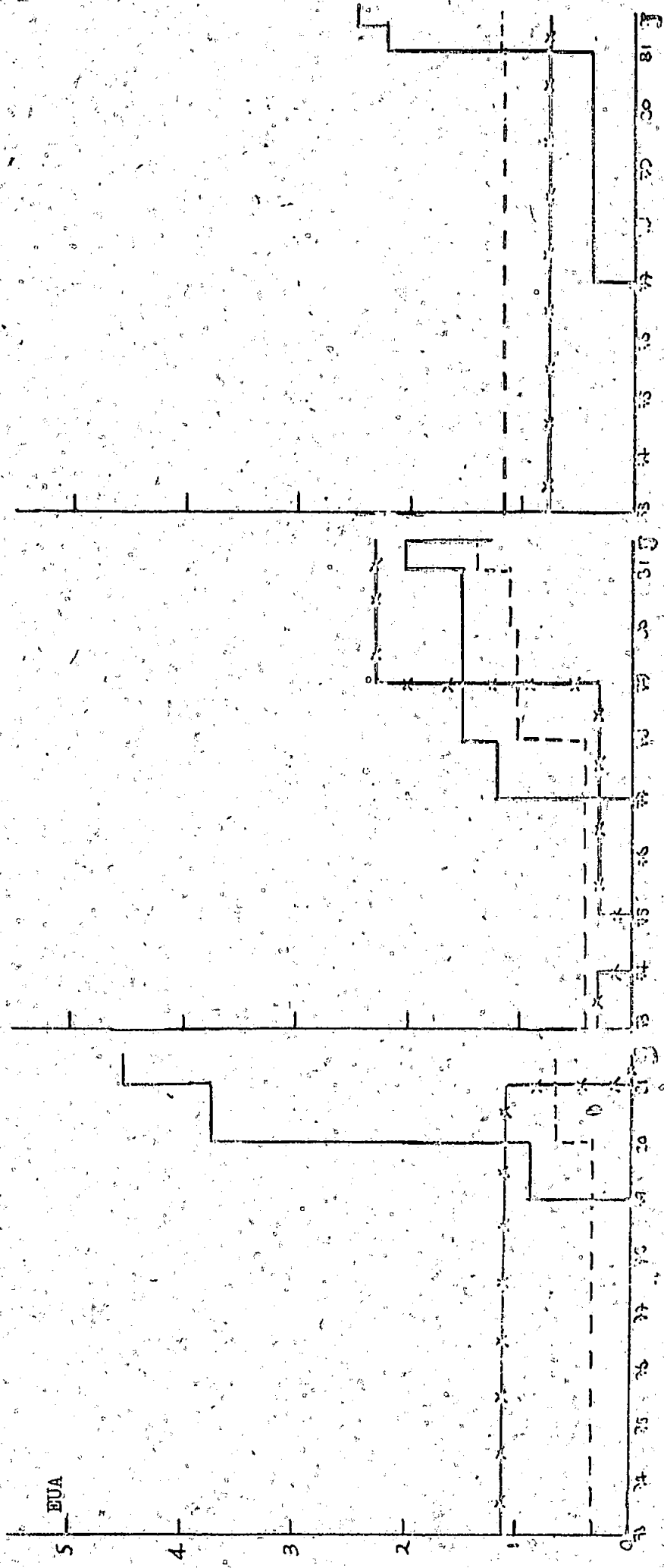
GRAPH A2: EXCISE DUTIES ON AUTOMOTIVE DIESEL OIL (IN EUA)

A 2



GRAPH A3: EXCISE DUTIES ON HEATING OIL (IN EUA)

A 3

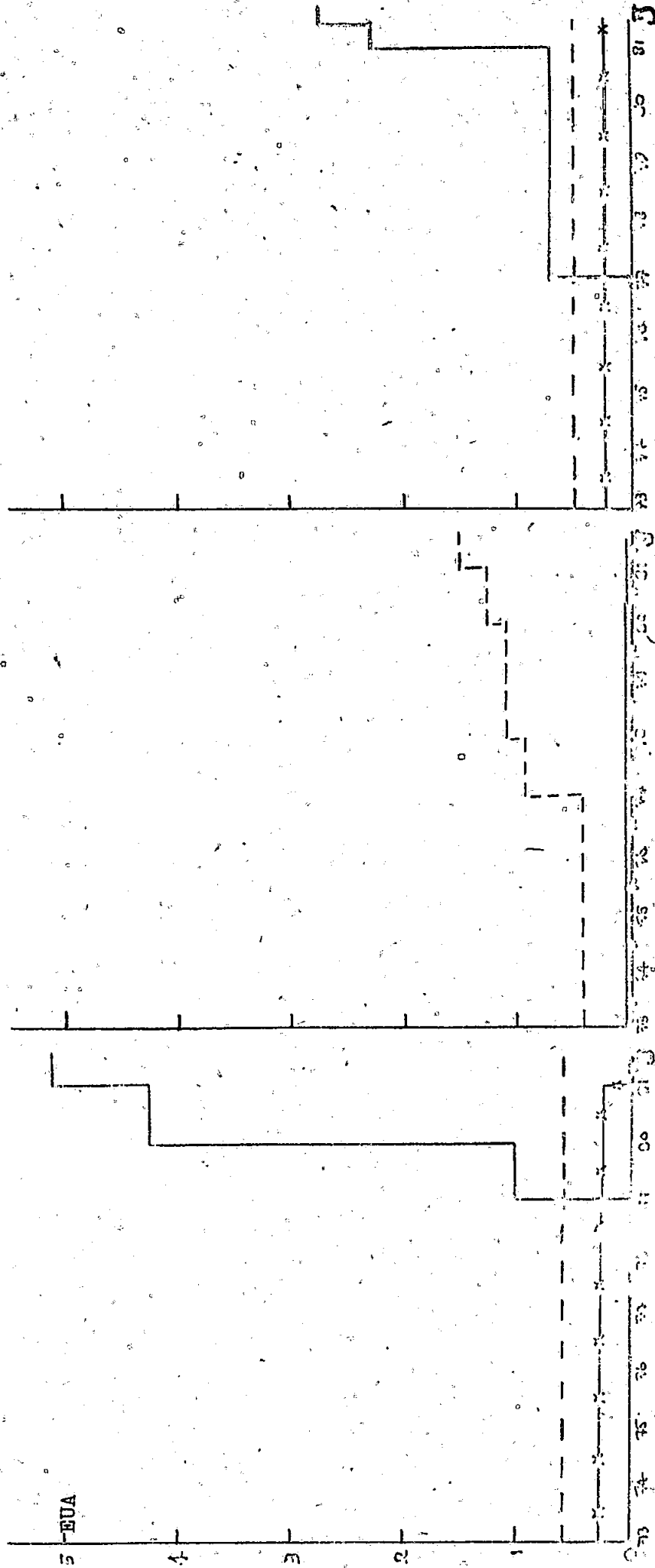


DK ———
D - - - -
B - * - *

DK ———
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B - * - *

GRAPH. A4: EXCISE DUTIES ON HEAVY FUEL OIL, (IN EUA)

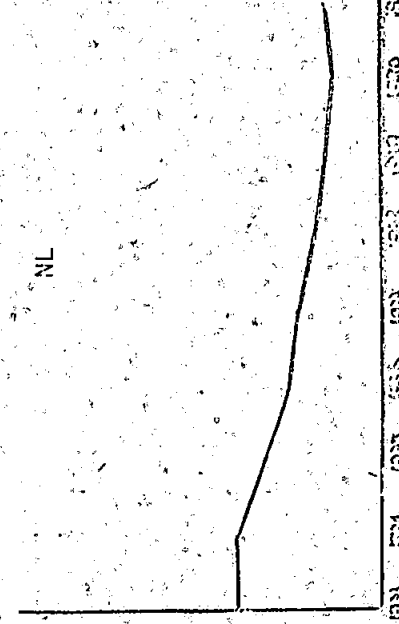
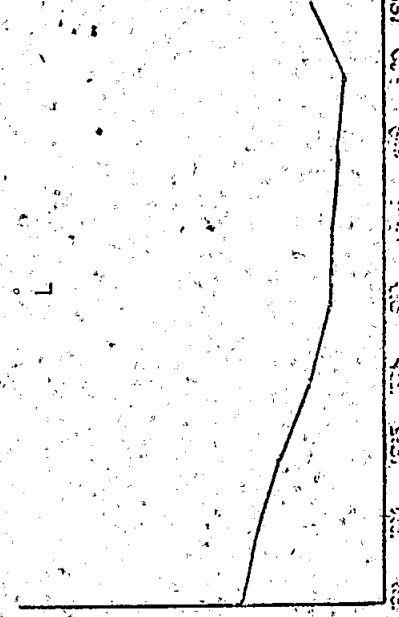
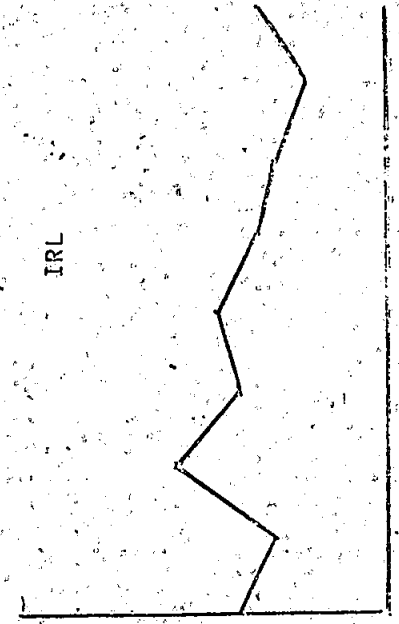
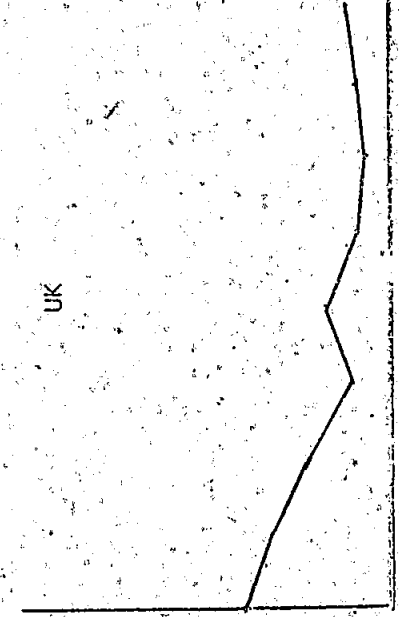
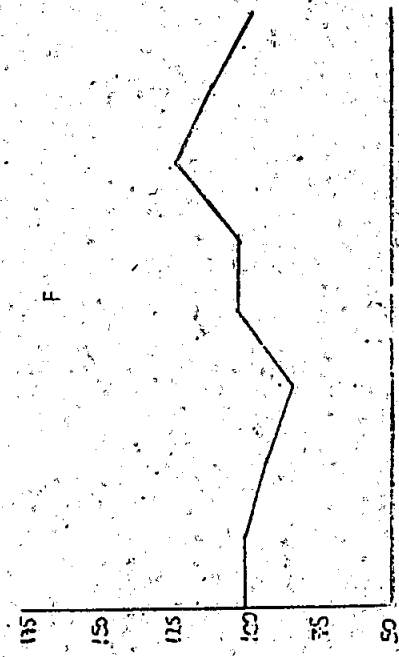
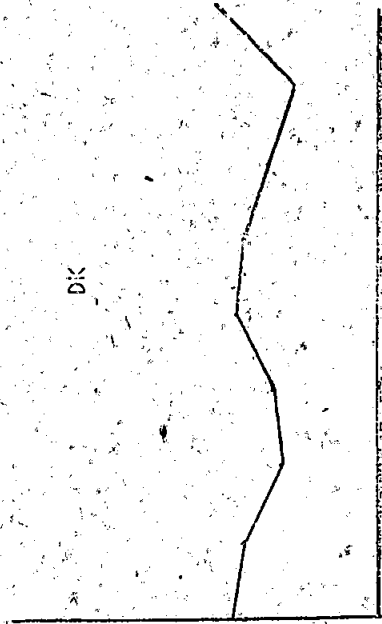
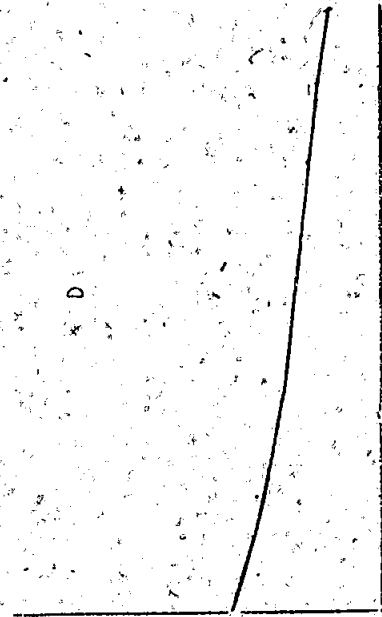
A 4



DK ———
UK - - - -
B x x x

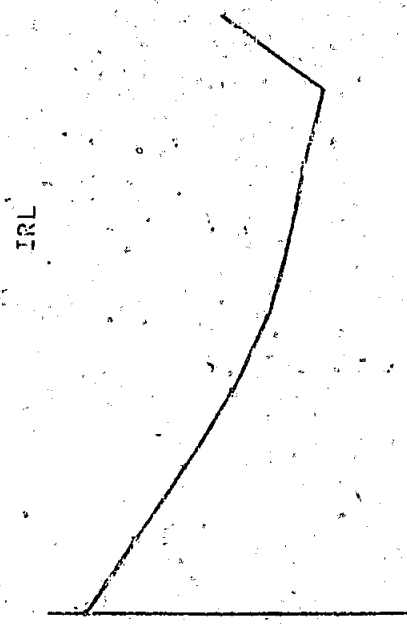
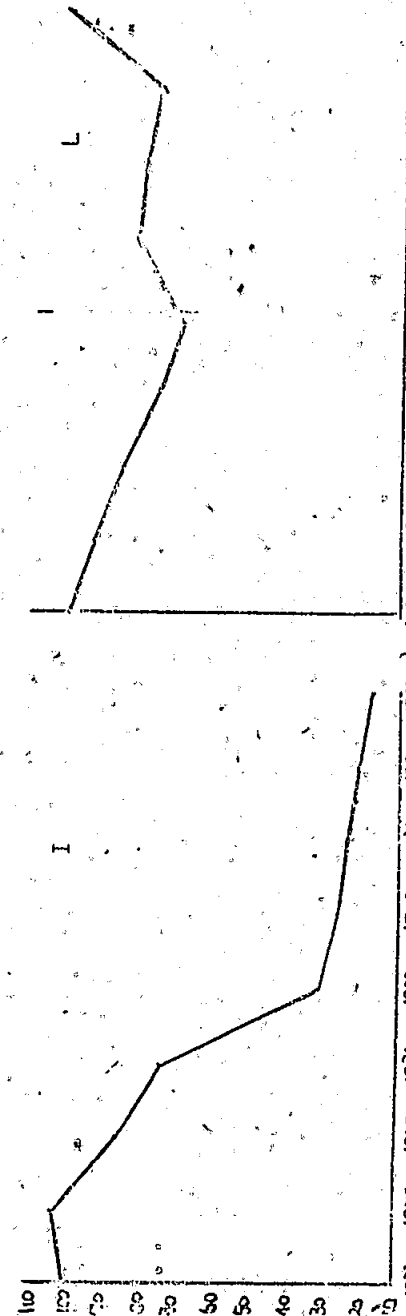
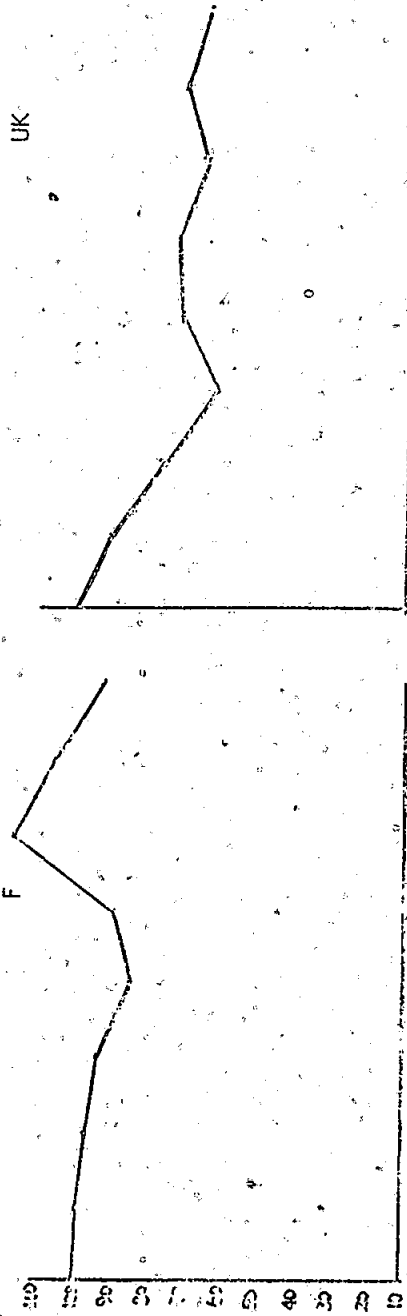
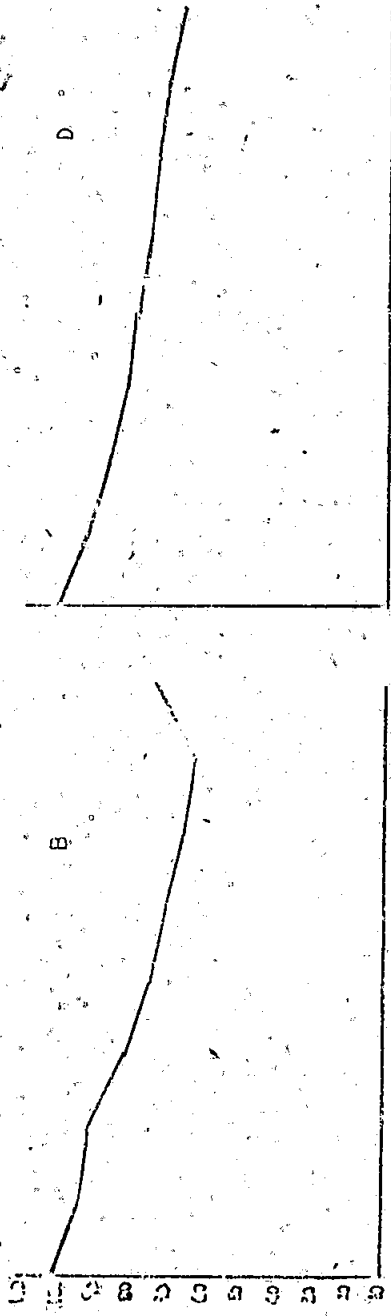
DK ———
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B x x x

GRAPH B1: INDEX OF REAL VALUE OF EXCISE DUTIES ON PETROL (1 January 1973 = 100)



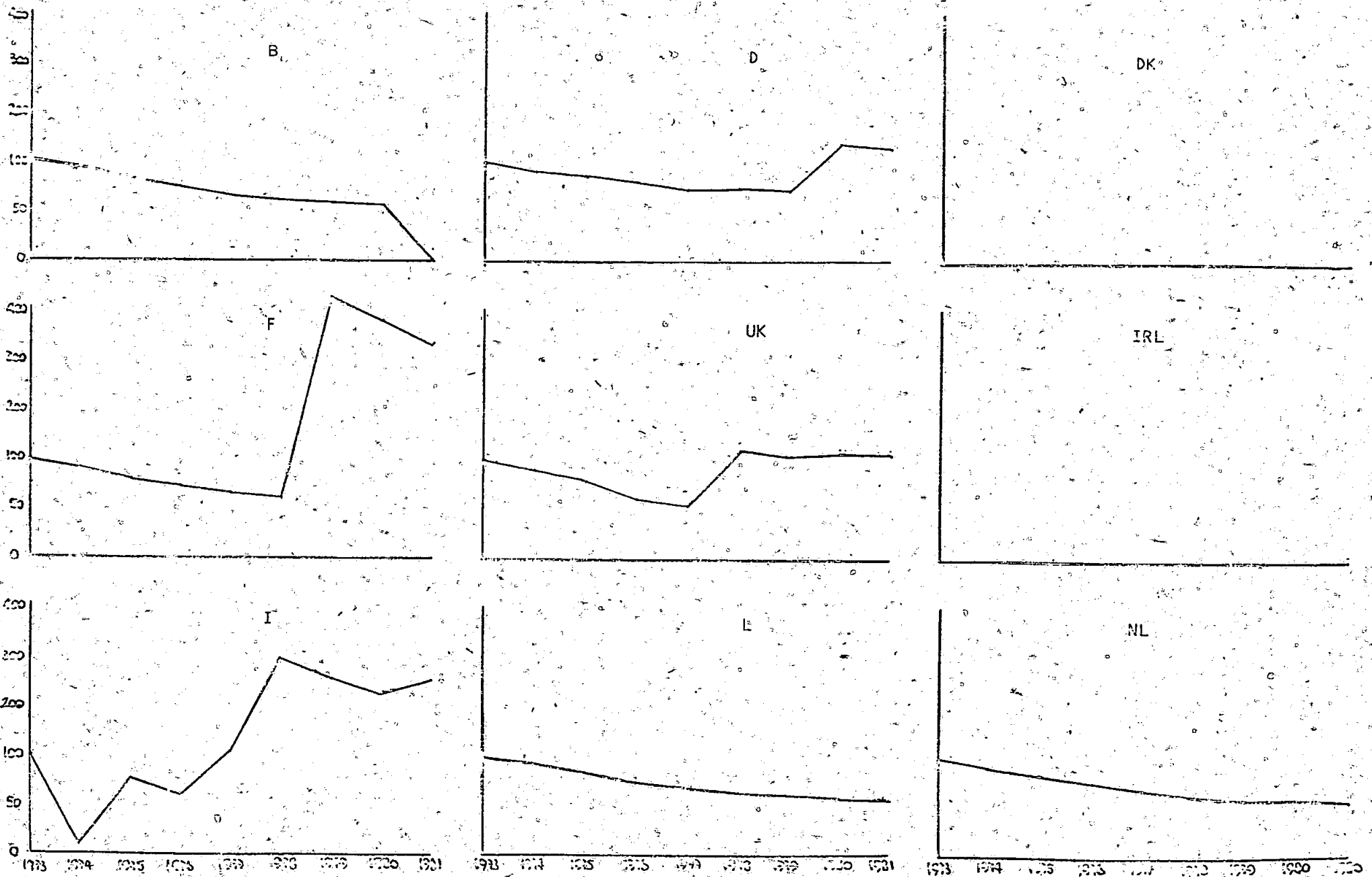
1973 1974 1975 1976 1977 1978 1979 1980 1981

GRAPH B2: INDEX OF REAL VALUE OF EXCISE DUTIES ON DIESEL OIL (1 January 1973 = 100)



1973 1974 1975 1976 1977 1978 1979 1980 1981

GRAPH B3: INDEX OF REAL VALUE OF EXCISE DUTIES ON HEATING OIL (1 January 1973 = 100)



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GRAPH B4: INDEX OF REAL VALUE OF EXCISE DUTIES ON HEAVY FUEL (1 January 1973 = 100)

