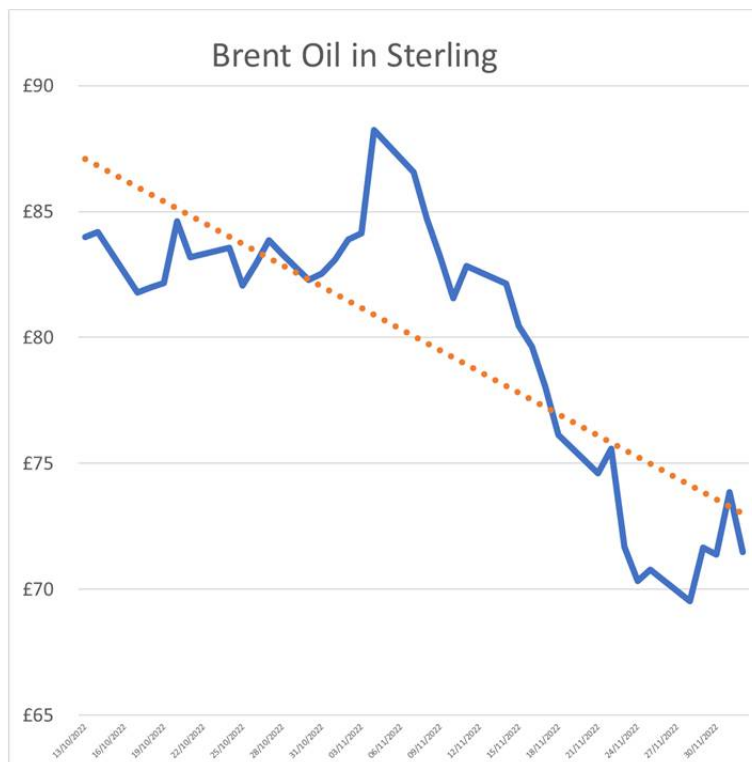




Years and years of unchecked profiteering is why it is time the Government create an independent pump pricing watchdog to protect consumers, businesses, and the economy.

For decades pump prices have been calculated using a secret formula known only to those businesses in the fuel supply chain. The pump pricing formula does not bear any close correlation to Brent Oil price movements, even after considering Dollar to Sterling exchange rate changes. Here is the trend in Brent Oil prices in the last 7 weeks. Yet pump prices remain stubbornly high.



When oil prices rise and fall, millions of drivers have absolutely no idea what subsequently, they will pay at the pumps each time they fill up their vehicles. It is never ever the same price! There is no consistency, logic or clarity to the way pump prices are calculated. As stated, this calculation remains a closely guarded secret in the fuel supply chain.

The APPG for Fair Fuel for UK Motorists and UK Hauliers is supporting 37m UK Drivers and calls for the introduction of an Independent Pump Price Monitoring Body.

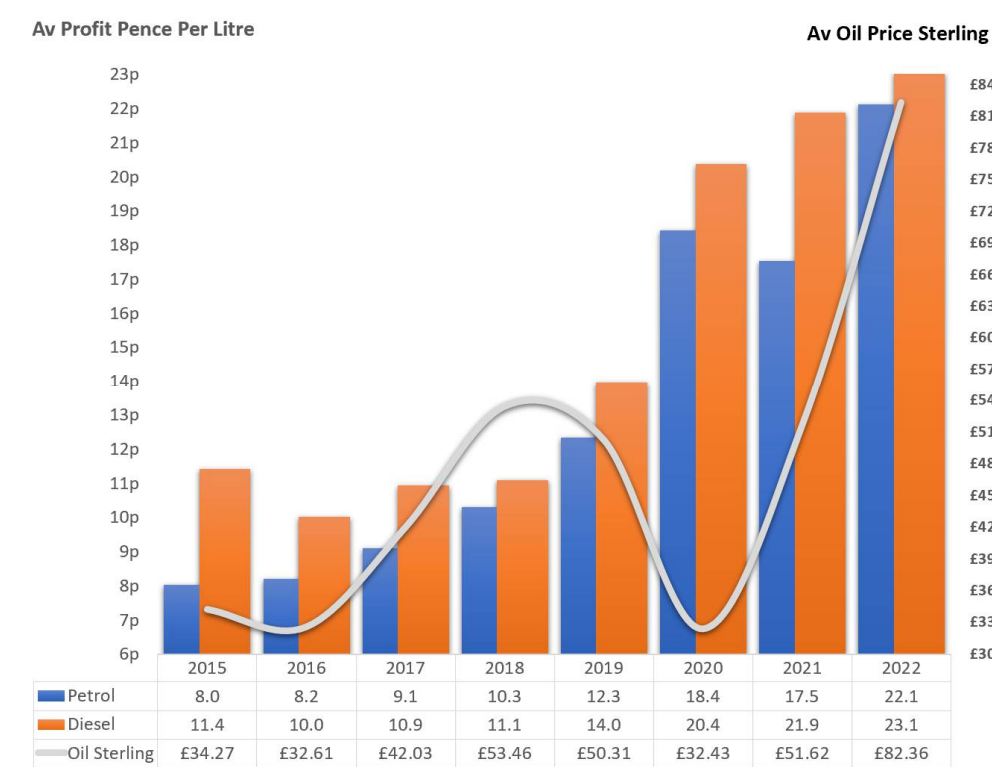
FairFuelUK’s founder Howard Cox has documented pump pricing trends since 2010 and has tried to get to the bottom as to how petrol and diesel prices are reached. It remains a secret process designed to maximise profits for businesses in the fuel supply chain.

Over 95% of FairFuelUK’s 1.7m supporters want such an independent body created, similar to consumer watchdogs Ofgem, Ofcom and Ofwat, to protect UK’s 37m drivers every time they fill up, as and when oil prices fluctuate.

Please note well though, the small independent retailers are not the businesses making extra profits, it is further up the fuel supply chain where the greed is most rife.

And here’s the cogent evidence that the unchecked greed remains rife in the fuel supply chain, by analysing data from the widely respected RAC Foundation.

FairFuelUK has detailed evidence from such data over the last 12 years. But the significant profiteering has taken place in the last 3 years during Covid lockdown and the Ukraine conflict.



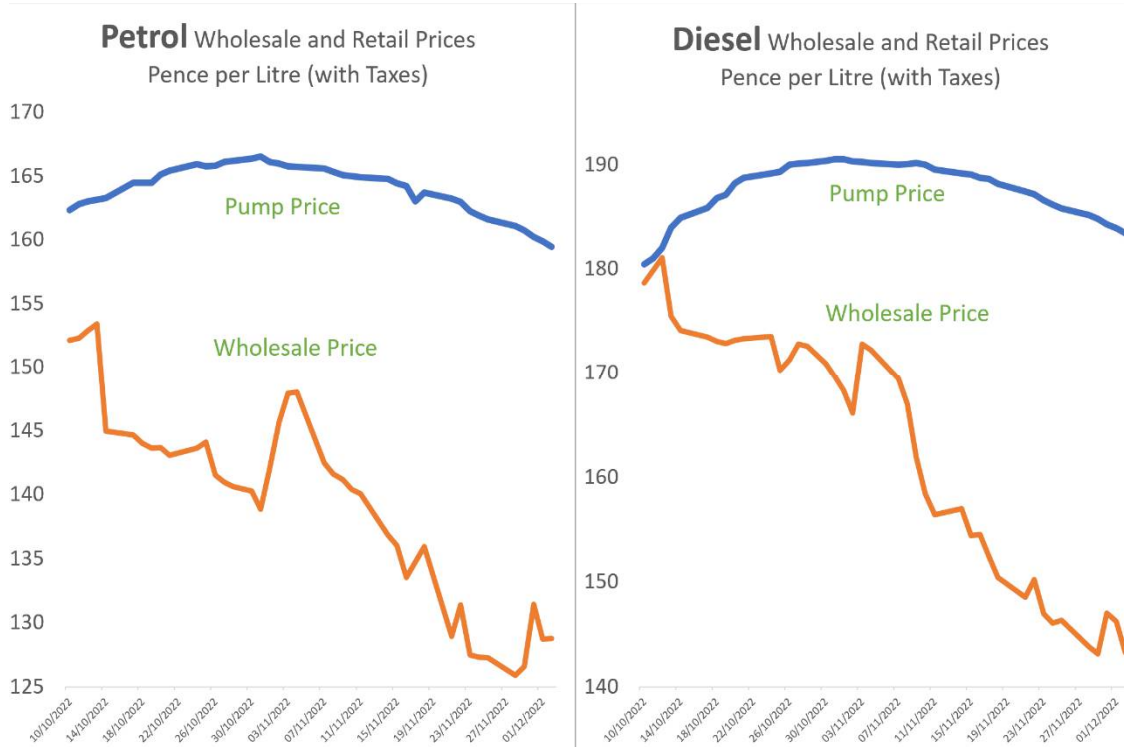
It nauseates millions, that in a time of national financial uncertainty, super rich corporations care so little for their customers ever deepening plight.

From 2020 the cash grabbing fuel supply chain has benefited, not through any great business acumen but from a huge and fortunate global hike in oil prices to swell their already fat profits. Yet unjustly, even immorally, in the same period they have deliberately doubled what they customarily take at the pumps.

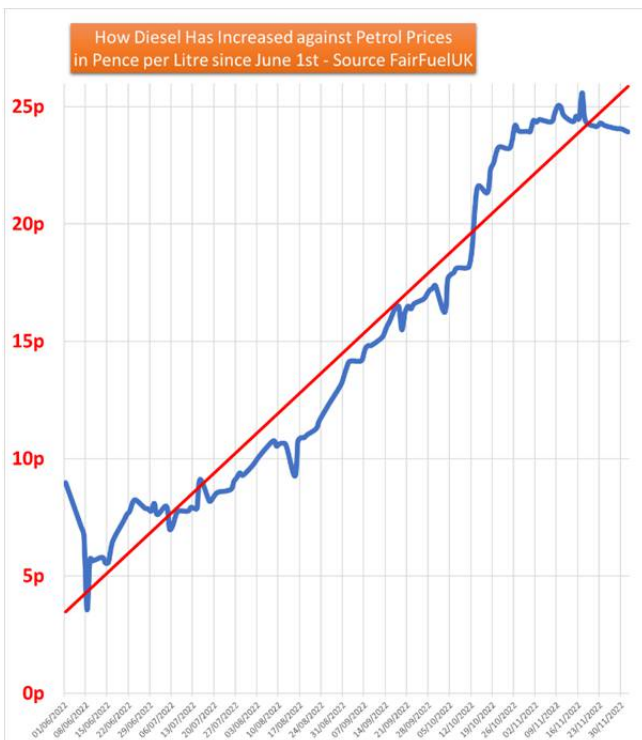
Had our long called for pricing watchdog PumpWatch, been in place, diesel and petrol prices would be at least 10p – 20p per litre less and our hard fought 5p cut in duty would have been passed onto hard pressed motorists too. Punishing company success is wrong but implementing PumpWatch is right fir pricing fairness and transparency.

There are so many periods in the last decade when oil and wholesale prices have dropped yet retail prices have never fallen anywhere near to match those drops.

Here is the latest example to date, in the 7 weeks between Oct 10 and Dec 2, 2022, that shows the typical and continuing profiteering pattern from the avaricious unchecked fuel Supply Chain.



Diesel is the commercial heartbeat of any nation.



Yet in the UK, it remains the biggest victim of greedy market speculation, with the gap between derv and petrol growing hugely by the day. These fuel costs are putting a crippling strain on the viability of white van drivers and hauliers.

65% of what's dispensed from our forecourts is derv. I estimate that the current difference between petrol and diesel prices is still averaging a wallet busting 24p/litre. An all-time record difference that must not be accepted to any further extent, nor can this level of fleecing ever be acceptable by any Government.

Here is the graph of how the difference between petrol and diesel prices have enlarged in the last 6 months of 2022.

The Ukraine situation has seen energy prices soar. But how is it, the average price in Europe for diesel is 30p less than here in blighty?

Along with being at the top of the Government tax take league, even with that 5p cut back in March, diesel drivers pay the highest to fill up.

Nov 2022	Diesel			
	Pump Price	Fuel Duty	Temp Duty Change	Duty Rank
United Kingdom (GB)	1.88	£0.58	£ 0.53	1
Italy (IT)	1.59	£0.54		2
Belgium (BE)	1.67	£0.52	£ 0.39	3
France (FR)	1.65	£0.51		4
Ireland (IE)	1.65	£0.47	£ 0.35	5
Netherlands (NL)	1.76	£0.46		6
Portugal (PT)	1.58	£0.44		7
Finland (FI)	1.87	£0.43		8
Germany (DE)	1.64	£0.42	£ 0.28	9
Sweden (SE)	1.63	£0.41	£ 0.28	10
Slovenia (SI)	1.35	£0.40	£ 0.29	11
Denmark (DK)	1.87	£0.38		12
Luxembourg (LU)	1.41	£0.36	£ 0.30	13
Latvia (LV)	1.61	£0.35		14
Greece (GR)	1.73	£0.35		15
Croatia (HR)	1.58	£0.35	£ 0.30	16
Cyprus (CY)	1.38	£0.35	£ 0.28	17
Austria (AT)	1.54	£0.35		18
Czech Republic (CZ)	1.60	£0.34	£ 0.28	19
Spain (ES)	1.60	£0.33		20
Estonia (EE)	1.65	£0.32		21
Lithuania (LT)	1.50	£0.32		21
Slovakia (SK)	1.55	£0.32		23
Romania (RO)	1.41	£0.30		24
Bulgaria (BG)	1.23	£0.29		25
Poland (PL)	1.26	£0.29		26
Malta (MT)	1.16	£0.29	£ 0.28	27
Hungary (HU)	1.52	£0.27		28
Average	1.57	£0.38	£ 0.32	
Minimum Rate		£0.29		

PumpWatch Consultation and Proposal

- **Bring together relevant groups to consult on what PumpWatch should do and how it should operate.**
- **Create a PumpWatch Commissioner with a small team of analysts.**
- **Set up an independent pump pricing watchdog called PumpWatch, that in the first instance will rely on VOLUNTARY participation.**
- **Designate petrol and diesel as an essential national resource**

If voluntary participation does not result in fairer more transparent pricing at the pumps over a measurable period, then move to implement tighter regulation with legislative powers. Similar to Ofgem and other legislative watchdogs

So how would PumpWatch work?

Every single day, speculators, oil companies, their wholesalers in the fuel supply chain source up-to-the-hour data for the price of oil, and using dollar to sterling exchange rate figures, via their secret and erratic calculations, they arrive at the prices we pay at the pumps.

They order their forecourt managers and owners to enforce their prices through restrictive tight contracts. In many respects the small independent garage owner is held to ransom by these fuel supply chain bullies.

What we are always sure of, when oil prices rise, pump prices rocket almost immediately. Yet when oil prices fall our fill up costs come down like a feather and usually by a lesser amount that they increased by.

PumpWatch calculations will be based on bringing together all taxes, production & refining costs, biofuel component, delivery, distribution, fair retail margin agreed with Petrol, diesel, and LPG supply representatives, greenhouse gas and development obligation.

A new PumpWatch register endorsed and supported by the Government, will publish daily, the wholesale prices movements for petrol and diesel plus other vehicle fuels. These figures will show in pence, the wholesale changes over 24 hours, 7 days, and 7 weeks. PumpWatch will publish average daily retail price alongside the impartial and honestly calculated watchdog price.

A PumpWatch fuel price movement index will become a new, fair, and transparent indicator of what is happening and should be the retail stimulus to honourably reflect imminent prices, drivers should expect to pay at the pumps.

This PumpWatch predictor will suggest the price change expected over an agreed timescale too.

The Sun working closely with FairFuelUK could lead the way by publishing what we should be paying at the pumps compared to the reported previous day's average.

Fuel Supply Chain businesses will be put under scrutiny from this PumpWatch Index to accurately reflect prices at their retail outlets.

Retailers will be asked to voluntarily display the PumpWatch Kite Mark based on them adhering to passing on pricing changes meeting certain criteria.

Their voluntary adherence to fair pump pricing criteria are as follows:

- Retail pump prices must only change to fairly reflect retailers wholesale bulk fuel purchases.
- When a retailer receives a bulk fuel delivery, the follow-on retail pump price after that bulk delivery must follow closely the change in the wholesale price of the previous bulk delivery fairly, accurately, and timely plus VAT.
- Pump prices cannot be changed until the next bulk delivery.
- PumpWatch would also display the Government's tax take on a daily basis on receipts and signage

There will be an online central register of garages who qualify for the PumpWatch Kitemark accessible online by the public through an interactive mobile APP. The Public would report pricing irregularities through the APP as well as search for PumpWatch Kite members to fill up from.

Garages that fail the PumpWatch price change criteria will be removed from the register and highlighted. Fuel wholesalers and oil brands will be asked to pay for this voluntary code based on the number of their outlets they supply.

Drivers will, for the first time, be fully informed of what they should expect pump prices to be, as opposed to years of being kept in the dark as to how prices are arrived at. They will also have access to email / social media hotline to report unfair price changes that will be investigated by PumpWatch.

PumpWatch is not complicated but it could restore confidence in Britain's appalling opaque fuel market and amongst voters not happy with so many anti-drivers Government Policies. It would also be valuable monitor and fiscal tool to help reduce inflation pressure.

From the Sun Dec 3, 2022

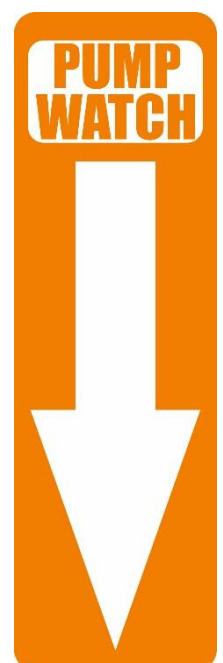
Pump pirates

THE outrageous rip-off on our forecourts is crippling drivers and the economy.

The RAC blames retailers for profiteering as the global cost of oil has plummeted. FairFuelUK too reckons they have used the spike in prices since Covid, and especially this year, as cover to triple their margins.

The case for a "Pumpwatch" monitor to ensure fuel comes down as fast as it goes up has never been stronger. It would show whose side the Tories are on too.

How about it, Rishi?



Comments from MPs and FairFuelUK

Robert Halfon MP, quoted before becoming Minister of Education said: “Struggling families and small businesses need a PumpWatch regulator NOW. The rip off oil companies are feeding the cost of living crisis as they refuse to cut prices at the pumps even when the international oil price has fallen. If we can have an energy price cap, at least have a fair price at the pumps.”

Craig Mackinlay MP, Chair of the APPG for Fair Fuel for Motorists and Hauliers said: “Sadly, the Government’s efforts to work with the fuel industry so that pump prices are competitive, and market driven, ensuring consumers benefit from lower prices, is not working. The reality is that motorists are now paying £15 to £20 per tank more than last year and nearly £2bn of falls in the wholesale price have not been passed onto hard-pressed motorists at the pumps. This is bad for the economy, bad for inflation, bad for business and bad for jobs. That’s why we need to introduce an independent pump pricing watchdog now.”

Howard Cox Founder of FairFuelUK and Secretary to the APPG for Fair Fuel for Motorists and Hauliers said: “I am delighted the Government maybe at last acting on pump price profiteering. For decades pump prices have been calculated using a secret formula known only to those businesses in the fuel supply chain. The pump pricing formula does not bear any close correlation to Brent Oil price movements, even after taking into account, Sterling to US Dollar exchange rates. PumpWatch would give fairness and transparency to UK’s 37m drivers and would benefit the economy too.”

“The perennial diesel and petrol profiteering scandal that FairFuelUK has been campaigning against, for the last decade is now even more relevant in a time of real financial crisis. PumpWatch is crucial to the Nation’s positive economic growth, jobs, business investment, logistics, consumer spending and social mobility. This beleaguered Conservative Government needs it in place now, to help regain trust again and to avoid long-term voter repercussions. PumpWatch makes economic and political sense and it’s time for the Conservative Government to throw away the chronic anti-motorist plans and recognise the common sense in giving drivers a well-deserved break and some honesty at the pumps.”

From the Sun Dec 3, 2022

WHY WE NEED A PRICES WATCHDOG



By HOWARD COX
FairFuelUK co-founder

WE are being ripped off at the fuel pump – prices are still through the roof.

But now we know we are being taken for an even bigger ride than we first thought. Research this week has revealed that, despite whole sale falls in prices, many forecourts are not passing on the savings.

An RAC report says petrol should be at an average of 146p a litre and diesel 169p – 14p and 15p lower than the current averages. At FairFuelUK we estimate it could be worse, up to 20p a litre in wholesale falls that have not been passed on to drivers in the past few months.

Let's put that into context.

From 2012 to 2019 yearly profit margins averaged 9.1p per litre for petrol and 10.9p for diesel. Sounds a fair and reasonable return when you consider at that level, it is £5 to £6 profit from every family car being filled up. Surely that is more than enough cash to make a decent living for all those faceless businesses in the fuel supply chain?

Yet in the past three years, including lockdown, margins have **TRIPLED**.

On December 1 petrol margins were around a staggering 31p per litre, with diesel at a shocking 37p.

Diesel is the commercial heartbeat of any nation. Yet in the UK it remains the biggest victim of greedy market speculation, with the gap between diesel and petrol growing hugely by the day.

Held to ransom

Even with the Government's 5p duty cut in March, diesel drivers pay the highest to fill up. These fuel costs are putting a crippling strain on the viability of white van drivers and hauliers. Two thirds of fuel dispensed from our forecourts is diesel.

How is it that the average price in Europe for diesel is 30p less than here in Blighty?

It's a disgrace, and one this Government – which benefits from the VAT on the retail price of petrol as well as the duty – seems to be doing nothing about.

Like previous Chancellors, Jeremy Hunt is allowing the fuel supply chain to continue to exploit drivers.

FairFuelUK and The Sun have long called for the introduction of an independent PumpWatch body.

It would immediately police fair, honest and transparent pump pricing and reduce petrol, and especially diesel, prices appreciably.

How it works would be simple.

But first let me explain how pricing works.

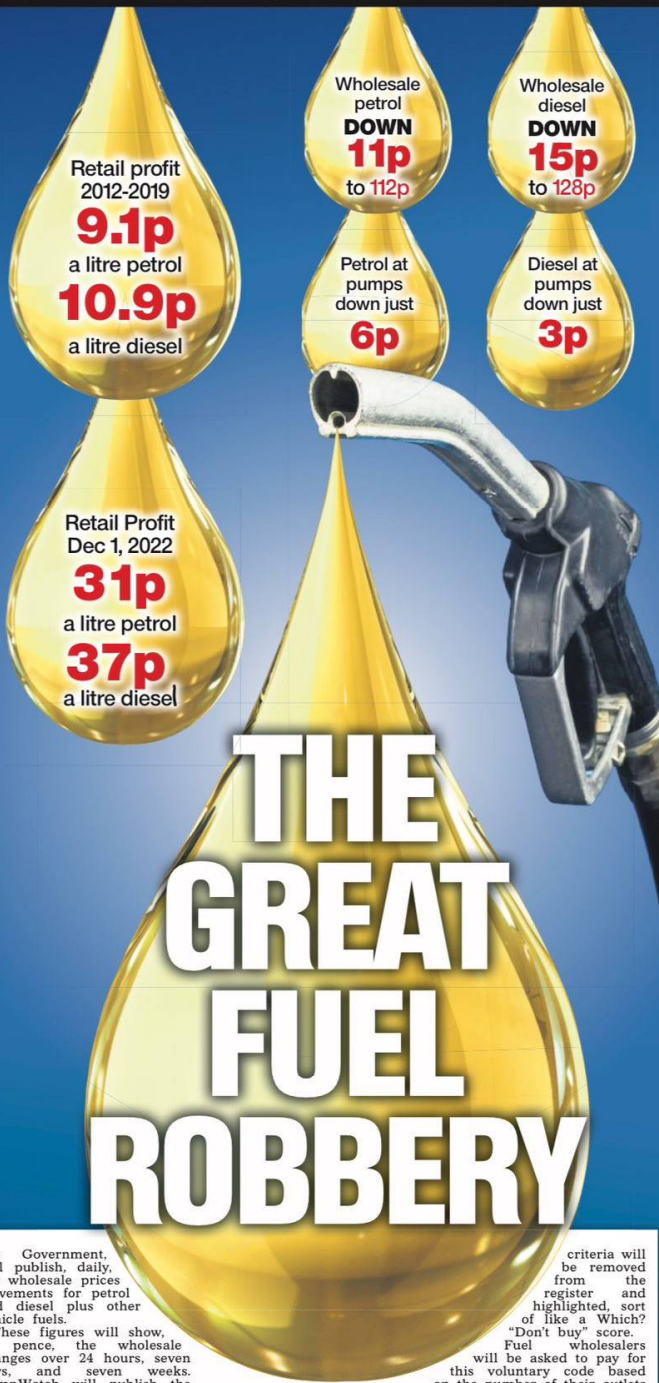
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They order their forecourt managers and owners to enforce their prices through restrictive contracts. In many respects, the small, independent garage owner is held to ransom by these fuel supply chain bullies.

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A new PumpWatch register, endorsed and supported by



THE GREAT FUEL ROBBERY

the Government, will publish, daily, the wholesale prices movements for petrol and diesel plus other vehicle fuels.

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The PumpWatch predictor will suggest the price change expected over an agreed timescale, too. Fuel supply chain businesses will be put under scrutiny from this

criteria will be removed from the register and highlighted, sort of like a Which? "Don't buy" score.

Fuel wholesalers will be asked to pay for this voluntary code based on the number of their outlets they supply.

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