Statistical Report
2026

FuelsEurope
FUELLING EUROPE'S FUTURE

Foreword

Dear reader,

Robust, independent, and trustworthy data are the cornerstone of informed economic and political decision-making. In line with FuelsEurope's longstanding commitment to transparency and evidence-based dialogue, the Statistical Report 2026 delivers a comprehensive overview of the fuel manufacturing industry, offering stakeholders a solid foundation to build forward-looking strategies.

The report includes data on global energy markets, products demand and international trade flows, fuel specifications, prices and margins, taxation, the integration with the petrochemical sector as well as the environmental performance of the EU fuel manufacturing industry.

The 2026 edition presents the most current insights available for the sector, drawing on the latest accessible data. It is important to note, however, that certain datasets are updated every two or four years.

In this year's edition, new graphs were added to highlight the level of carbon price of EU ETS compared to other jurisdictions, refinery products demand by sector and refinery products allocation by sector. We have also decided to keep graphs on the EU import dependency in light of the long-lasting consequences of the Russian war on Ukraine and following the recent development of the US-Israel war in Iran.

We hope you find this edition insightful and informative, and that it serves as a valuable resource and trusted reference point for your work throughout the year.

Liana Gouta
Director General

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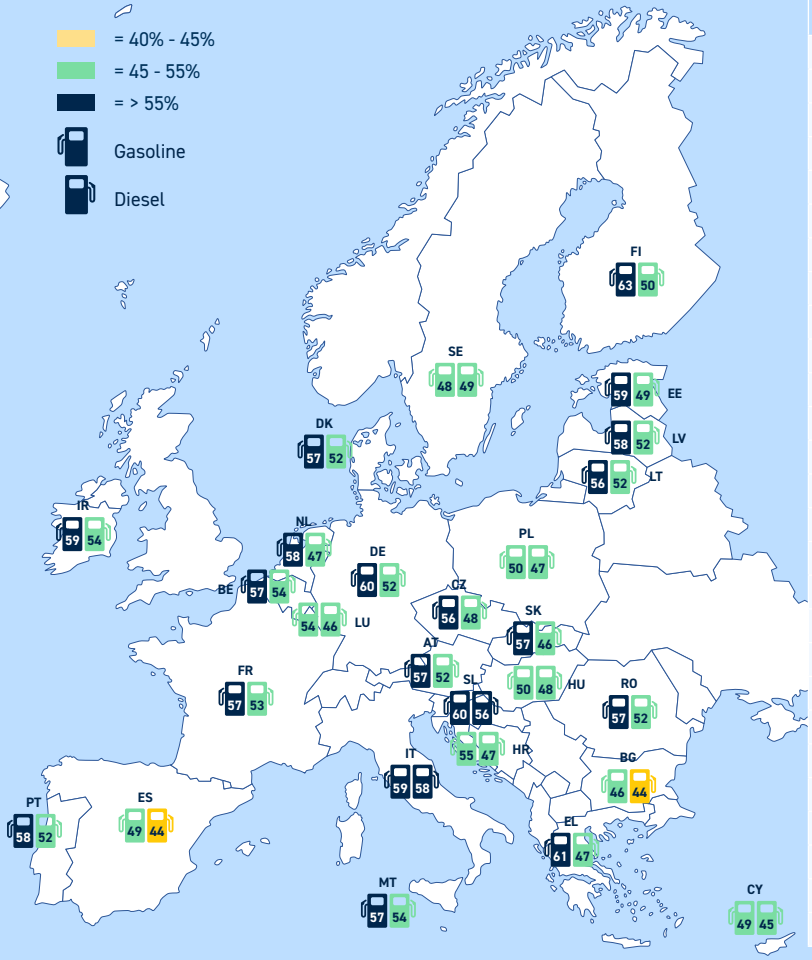
01 Prices & Margins

FIGURE
01

TOTAL TAXATION SHARE IN THE END CONSUMER PRICE IN THE EU-27 (FEBRUARY 2026)

Source: European Commission

COUNTRY	Gasoline
FINLAND	63 %
GREECE	61 %
SLOVENIA	60 %
GERMANY	60 %
IRELAND	59 %
ESTONIA	59 %
ITALY	59 %
NETHERLANDS	58 %
LATVIA	58 %
PORTUGAL	58 %
AUSTRIA	57 %
BELGIUM	57 %
FRANCE	57 %
DENMARK	57 %
SLOVAKIA	57 %
MALTA	57 %
ROMANIA	57 %
CZECHIA	56 %
LITHUANIA	56 %
CROATIA	55 %
LUXEMBOURG	54 %
HUNGARY	50 %
POLAND	50 %
SPAIN	49 %
CYPRUS	49 %
SWEDEN	48 %
BULGARIA	46 %



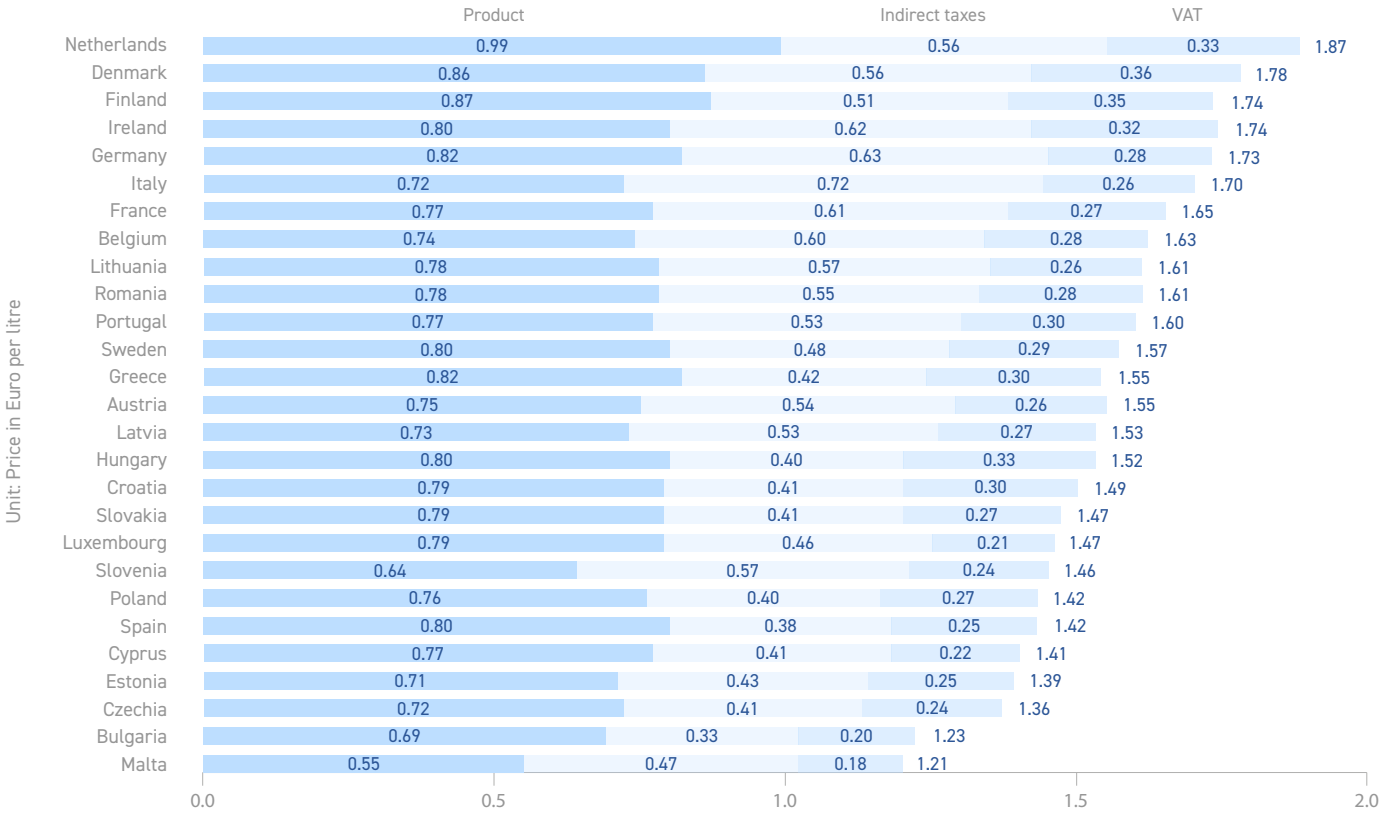
COUNTRY	Diesel
ITALY	58 %
SLOVENIA	56 %
MALTA	54 %
BELGIUM	54 %
IRELAND	54 %
FRANCE	53 %
GERMANY	52 %
LATVIA	52 %
PORTUGAL	52 %
AUSTRIA	52 %
DENMARK	52 %
LITHUANIA	52 %
ROMANIA	52 %
FINLAND	50 %
SWEDEN	49 %
ESTONIA	49 %
HUNGARY	48 %
CZECHIA	48 %
CROATIA	47 %
NETHERLANDS	47 %
POLAND	47 %
GREECE	47 %
SLOVAKIA	46 %
LUXEMBOURG	46 %
CYPRUS	45 %
SPAIN	44 %
BULGARIA	44 %

The price at the pump is driven to a large degree by tariffs and taxes which contribute substantially to Member States' revenues. On average, around half of the cost of fuel at the pump represents taxes. After the extreme rise in fuel prices due to the Russian aggression in Ukraine and subsequent tax cuts decided by Member States in 2021, taxation level grew again. In parallel, fuel prices have been increasingly affected by geopolitical developments, including the prolonged impact of the war in Ukraine, changes in global supply patterns, and instability in key energy transit routes, contributing to higher volatility in fuel markets.

FIGURE
02

BREAKDOWN OF AUTOMOTIVE DIESEL PRICES ACROSS THE EU-27 (FEBRUARY 2026)

Source: European Commission



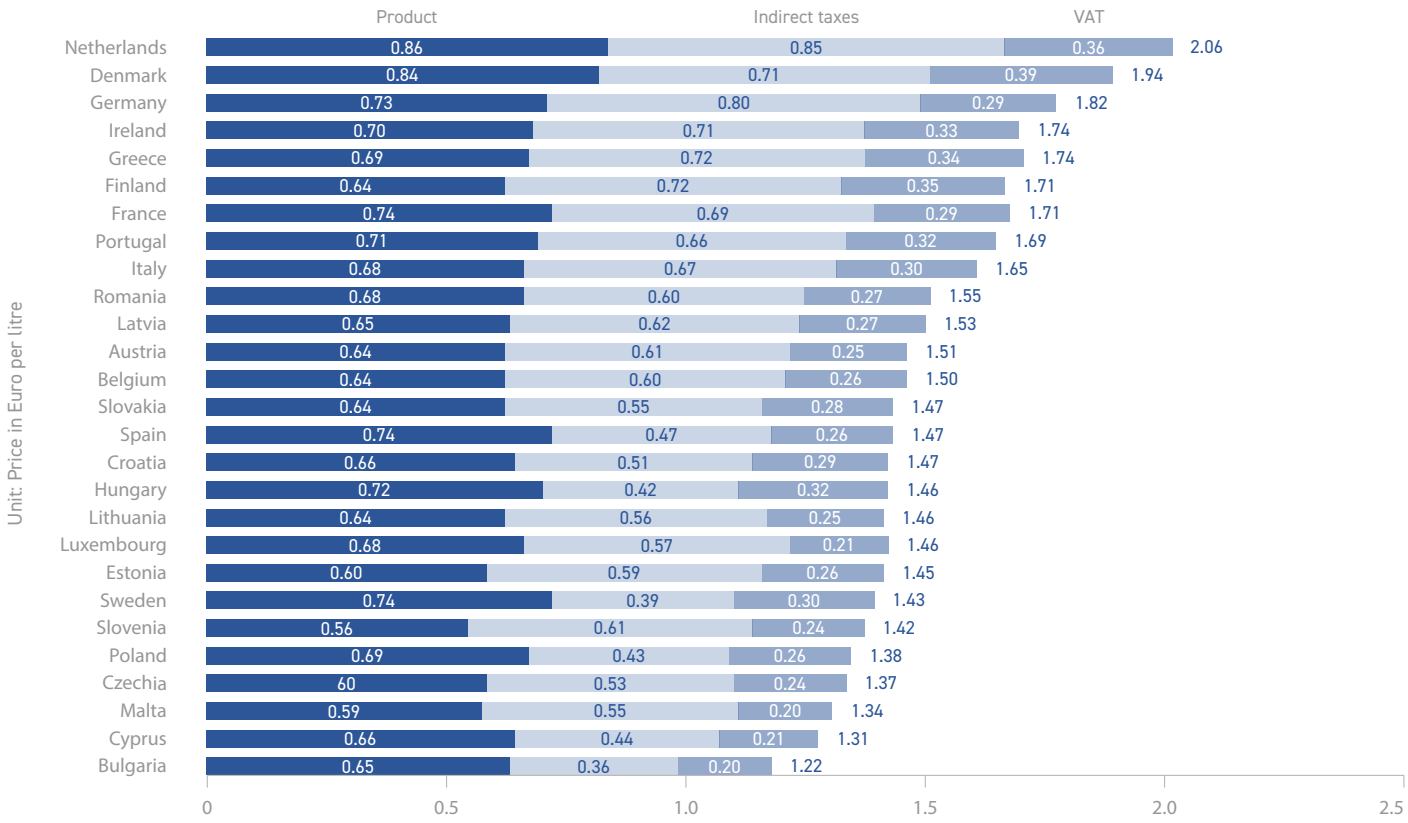
Gasoline prices were generally higher than diesel prices due to the higher tax element. While gasoline prices are still higher on average, we have witnessed that the gap has been significantly reduced. Only a fraction of the price paid at the pump contributes to the refiners income, the remainder is going to Member States and the purchasing of crude oil.

Note: Please note due to rounding, figures may not add up.

FIGURE
03

BREAKDOWN OF AUTOMOTIVE GASOLINE PRICES ACROSS THE EU-27 (FEBRUARY 2026)

Source: European Commission



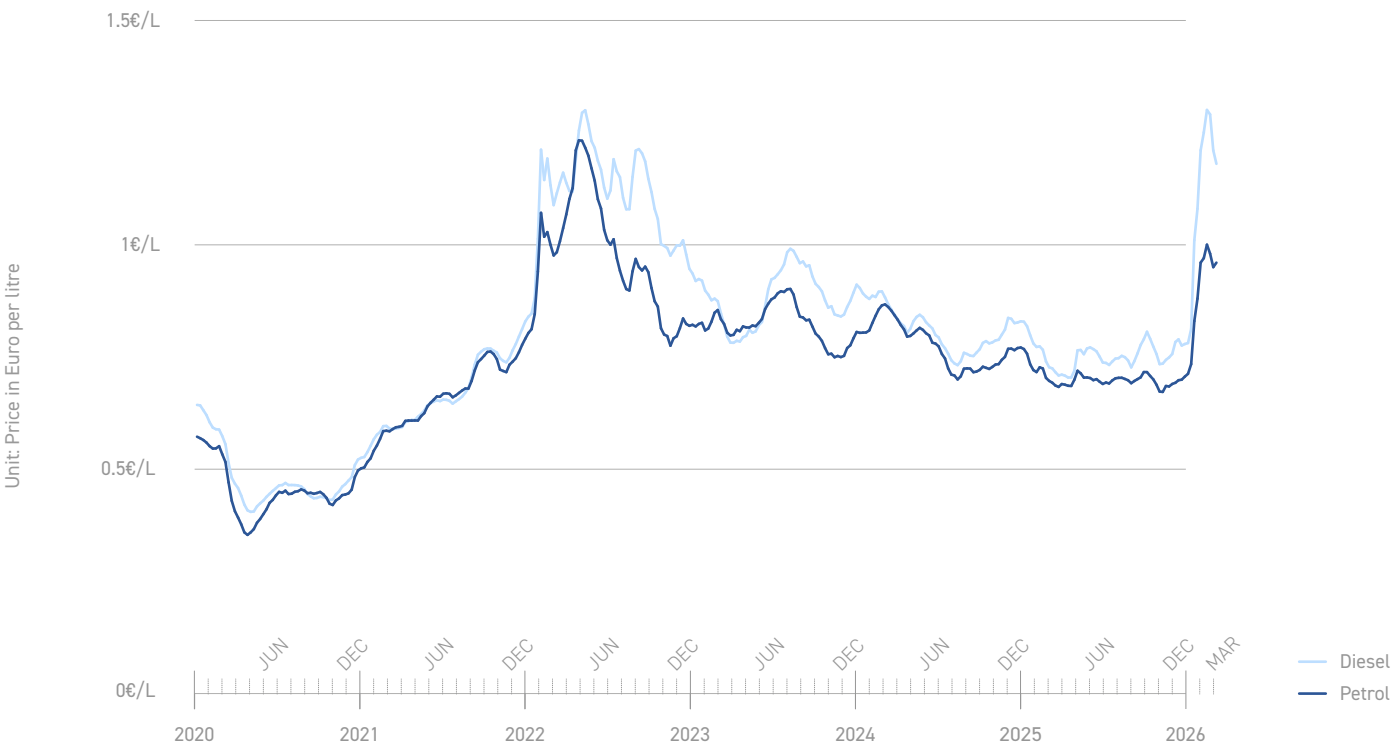
Gasoline prices were generally higher than diesel prices due to the higher tax element. While gasoline prices are still higher on average, we have witnessed that the gap has been significantly reduced. Only a fraction of the price paid at the pump contributes to the refiners' income, the remainder is going to Member States and the purchasing of crude oil.

Note: Please note due to rounding, figures may not add up.

FIGURE
04.a

GASOLINE AND DIESEL **UNTAXED PRICE DEVELOPMENT 2020-2026 IN THE EU-27**

Source: European Commission

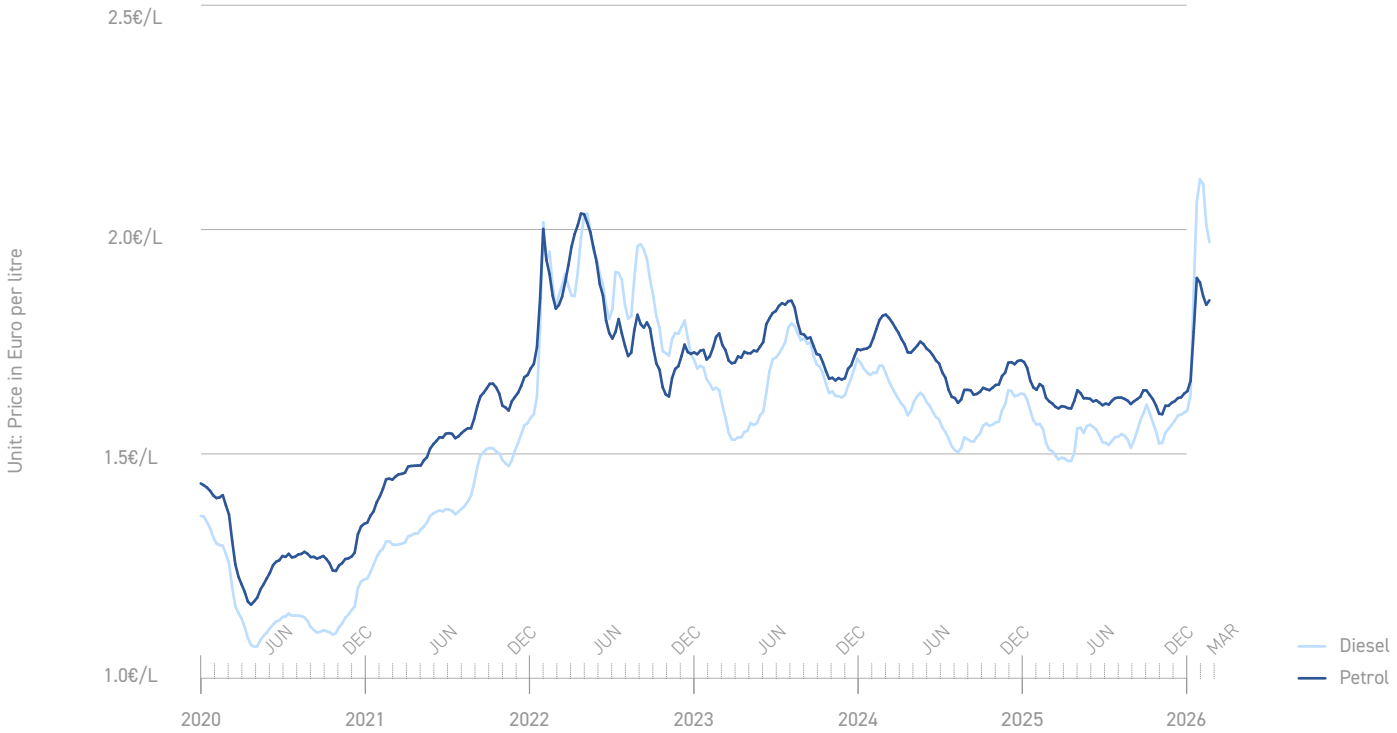


Petrol and diesel prices, which fell during the 2020 Covid-19 pandemic, rose in 2021 due to economic recovery, higher demand, and limited oil supply. Prices peaked in 2022 amid the Ukraine war and Western sanctions on Russian oil. In February 2023, the EU banned Russian import of diesel fuel and other oil products, yet prices decreased slightly due to imports from other regions. Prices soared with the US-Israel war in Iran, which started on 28 February 2026, driven by air strikes targeting shipping and energy infrastructure, as well as the effective closure of the Strait of Hormuz, a critical maritime route for the transport of global oil supplies.

FIGURE
04.b

GASOLINE AND DIESEL **PRICE WITH TAXES DEVELOPMENT 2020-2026 IN THE EU-27**

Source: European Commission



Petrol and diesel prices, which fell during the 2020 Covid-19 pandemic, rose in 2021 due to economic recovery, higher demand, and limited oil supply. Prices peaked in 2022 amid the Ukraine war and Western sanctions on Russian oil. From late 2022 onwards, prices declined but remained volatile amid supply adjustments and the gradual withdrawal of fiscal support. By 2024–2025, prices stabilised at a higher level than pre-COVID, reflecting structurally higher energy costs and restored tax and duty levels. Prices soared with the US-Israel war in Iran, which started on 28 February 2026, driven by air strikes targeting shipping and energy infrastructure, as well as the effective closure of the Strait of Hormuz, a critical maritime route for the transport of global oil supplies.

FIGURE
05

TAX INCENTIVES FOR BIOFUELS IN TRANSPORT
IN THE EU-27 IN 2026

Source: ePURE, National Fuel Industry Associations, Finnish Ministry of Finance, rench Ministry for Ecological Transition

No tax incentive:

Biofuels do not benefit from any tax advantages compared to fossil fuels.

Taxation based on the energy/CO_2 content:

Biofuels are taxed according to their energy content (calorific value) and their average CO_2 emissions.

No excise duty/exempted from certain taxes (components):

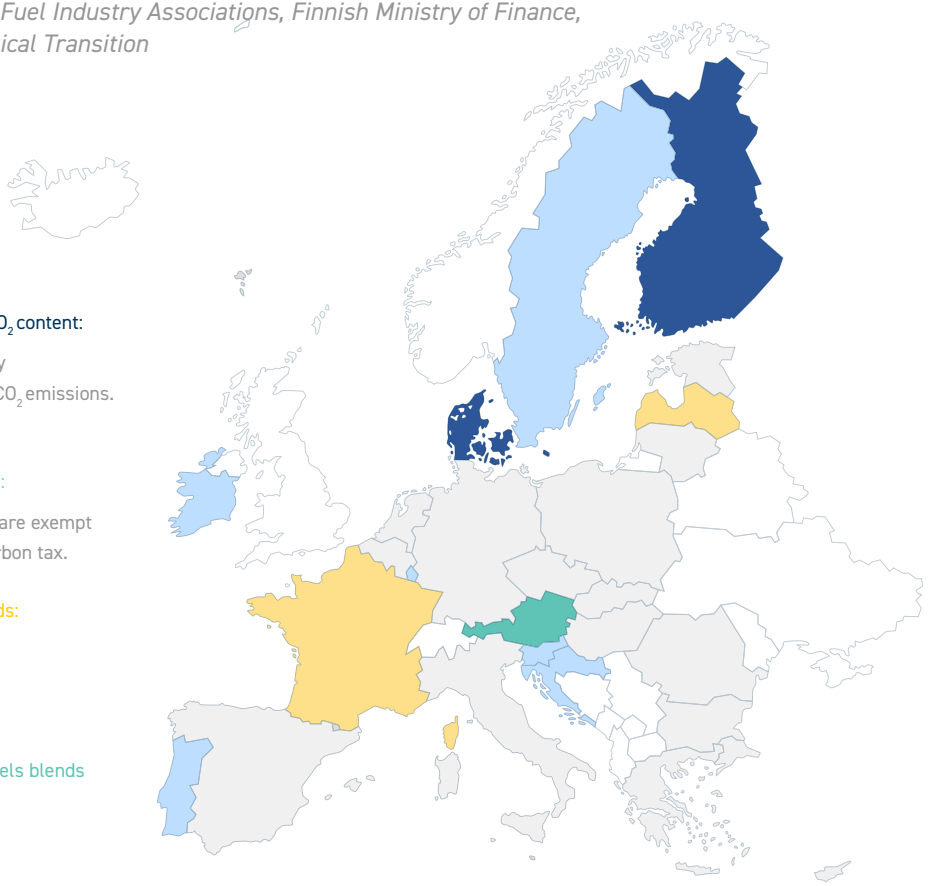
Biofuels are not subject to excise duties or are exempt from certain taxes. E.g. Exemption from carbon tax.

Lower tax for high biofuels blends:

Lower taxation rates are applied to biofuel blends with a percentage of fossil fuel content below 70%.

Lower tax for high and low biofuels blends

Lower taxation rates are applied for petrol with a biofuel blend of at least 4.6%.



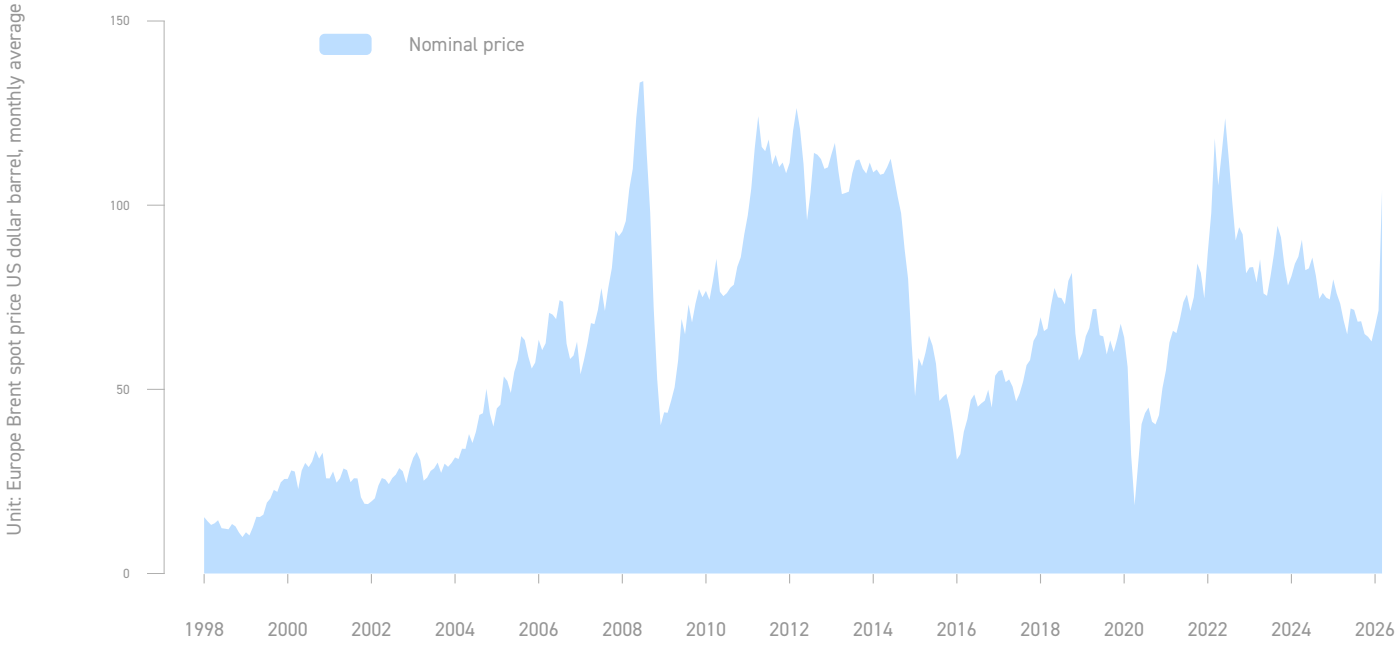
In the EU, all liquid fuels for a certain purpose or a specific sector are currently taxed at a similar level, regardless of carbon intensity. However, some EU Member States implemented specific taxation incentives to encourage the use of biofuels in the transport sector. The current revision of the Energy Taxation Directive (ETD) included in the Fit for 55 package proposes a taxation based on the climate impact of fuels and energy.

Note: In Portugal, Decree-Law No. 126-C/2025 provides that, as of 1 January 2026, the ISP tax exemption is withdrawn for advanced biofuels produced from palm-oil residues; exemptions for advanced biofuels produced from other feedstocks continue to apply.

FIGURE
06

CRUDE OIL PRICE EVOLUTION

Source: Energy Information Administration



The EU refining industry operates between two global, open and transparent markets: the market for crude oil and the market for refined products. The main benchmarks are priced in dollars. The price of crude oil is set on international spot markets and reported by designated agencies. The price of oil is an important marker for the global economy and is closely watched by businesses and policy-makers.

Amid the Covid-19 pandemic and a price war between Riyadh and Moscow, demand in April 2020 reached down to a level last seen in 1995. While the oil price level bounced back, following the reopening of the global economy, it dramatically jumped to around $120/ bbl level after the breakout of the Russian war on Ukraine in March 2022 to go back to $80/bbl towards the end of 2023 and stayed stable up to January 2025. Prices surged following the outbreak of the US-Israel war with Iran on 28 February 2026, fuelled by air strikes on shipping and energy infrastructure and the effective closure of the Strait of Hormuz, a vital maritime corridor for global oil supplies.

FIGURE
07

EU REFINERS OPERATE BETWEEN TWO GLOBAL COMMODITY MARKETS: CRUDE MARKET AND REFINED PRODUCTS MARKET

Source: Wood Mackenzie

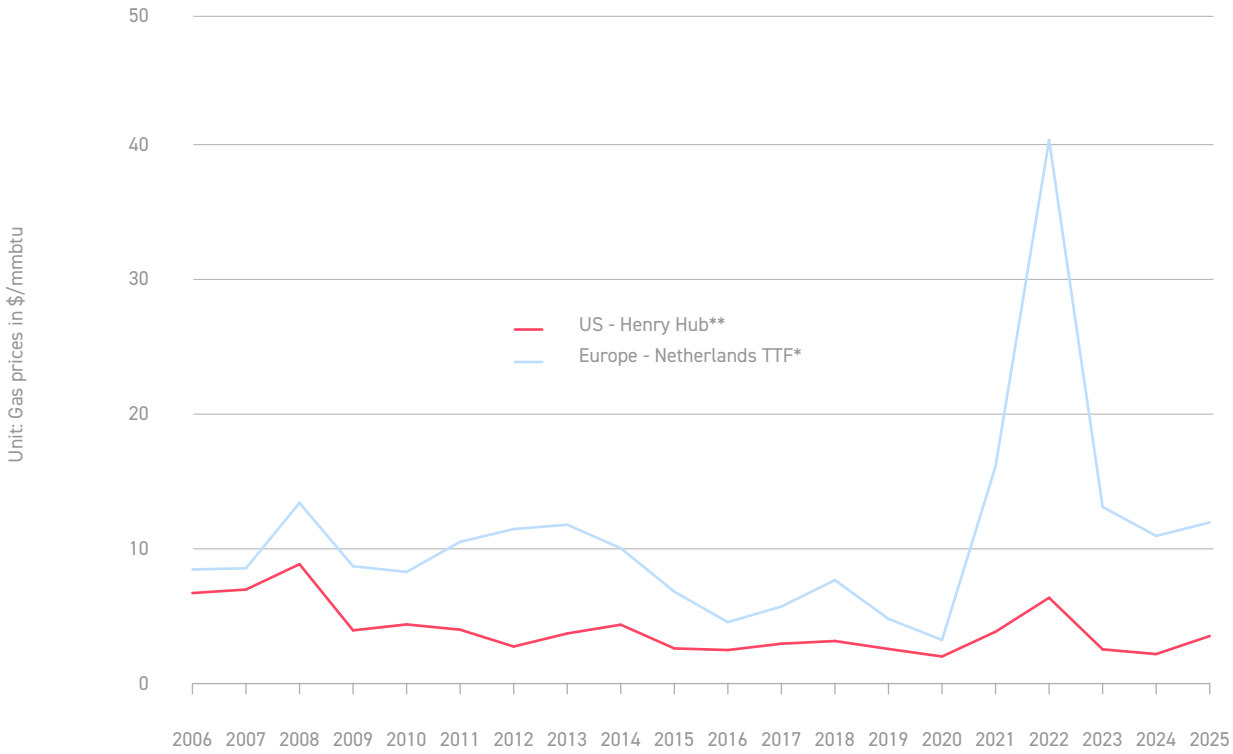
EU refining operates between two global commodity markets, the crude market and the refined products market. The 'crack spread' represents the difference between the cost of crude oil and the market sales price for refined products. Generally, product prices rise with crude prices but the drivers of the difference are many. In historic terms, the profitability has started to decline in a context of falling demand (2008).

After a first, yet small, improvement in 2012-2013 a better period started for refineries in 2015-2018. Profitability started falling again in 2019, with a record low in 2020 due to the global pandemic. The situation improved from 2022 with the end of the outbreak. In 2024, the crack spread increased, especially for diesel, as global stocks went below normal levels due to supply disruptions from geopolitical tensions.

FIGURE
08

EVOLUTION OF GAS PRICES

Source: World Bank



Since 2009, the US industry gained a significant competitive advantage over the EU industry, largely driven by the shale oil revolution. Global gas prices rose in 2021 as Covid-19 restrictions were lifted and economic activity resumed. In Europe, prices climbed sharply in February 2022 following Russia's war in Ukraine, before declining in 2023, as gas demand weakened and imports from the United States expanded to compensate for the reduced Russian supply. In 2024, European prices continued to decrease, reflecting diversification efforts, rising Liquefied Natural Gas (LNG) imports, and higher storage levels. In 2025, prices slightly increased after the downward trend seen in 2023 and 2024.

Note: Prices in nominal dollars.

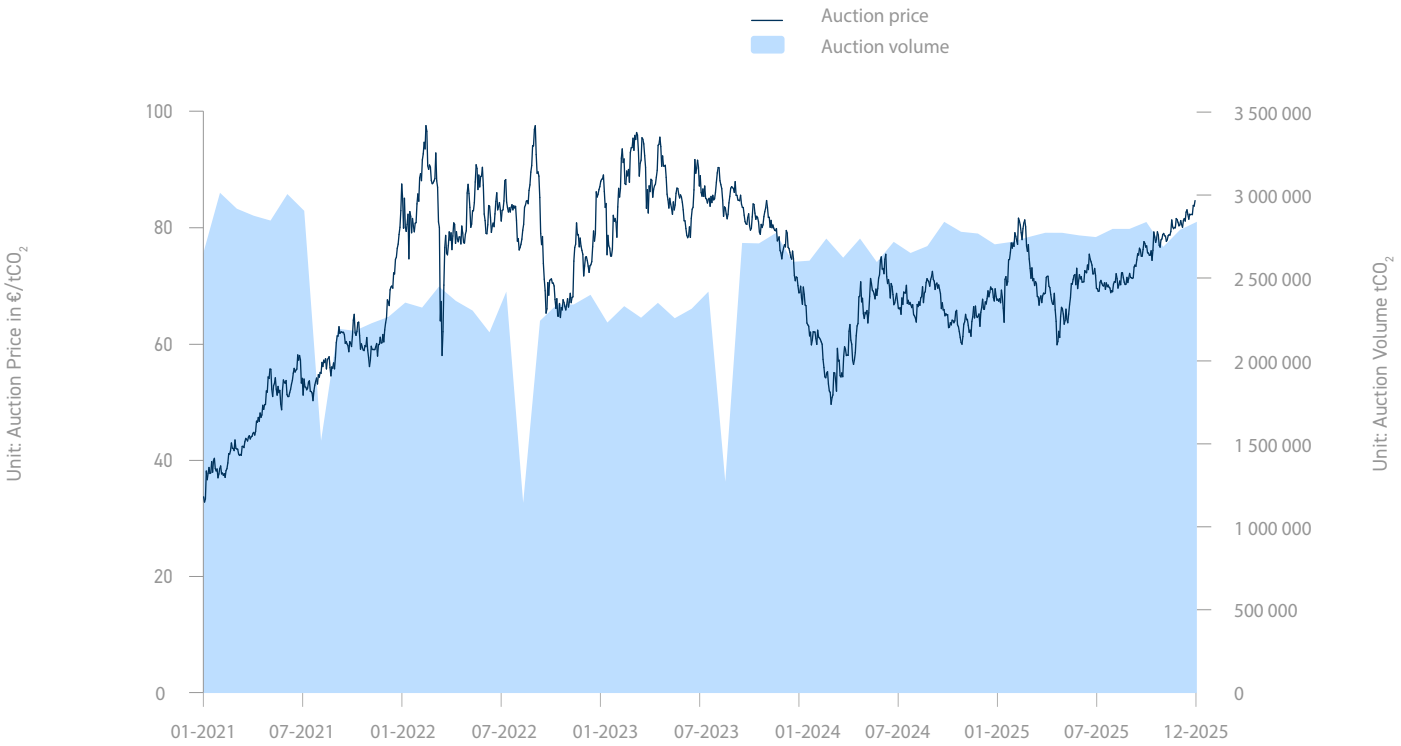
*Natural Gas (Europe), from April 2015, Netherlands Title Transfer Facility (TTF); April 2010 to March 2015, average import border price and a spot price component, including UK; during June 2000 - March 2010 prices excludes UK.

**Natural Gas (U.S.), spot price at Henry Hub, Louisiana

FIGURE
09

EVOLUTION OF CO_2 AUCTION
VOLUME AND PRICES WITHIN EU ETS

Source: EEX, ERCST

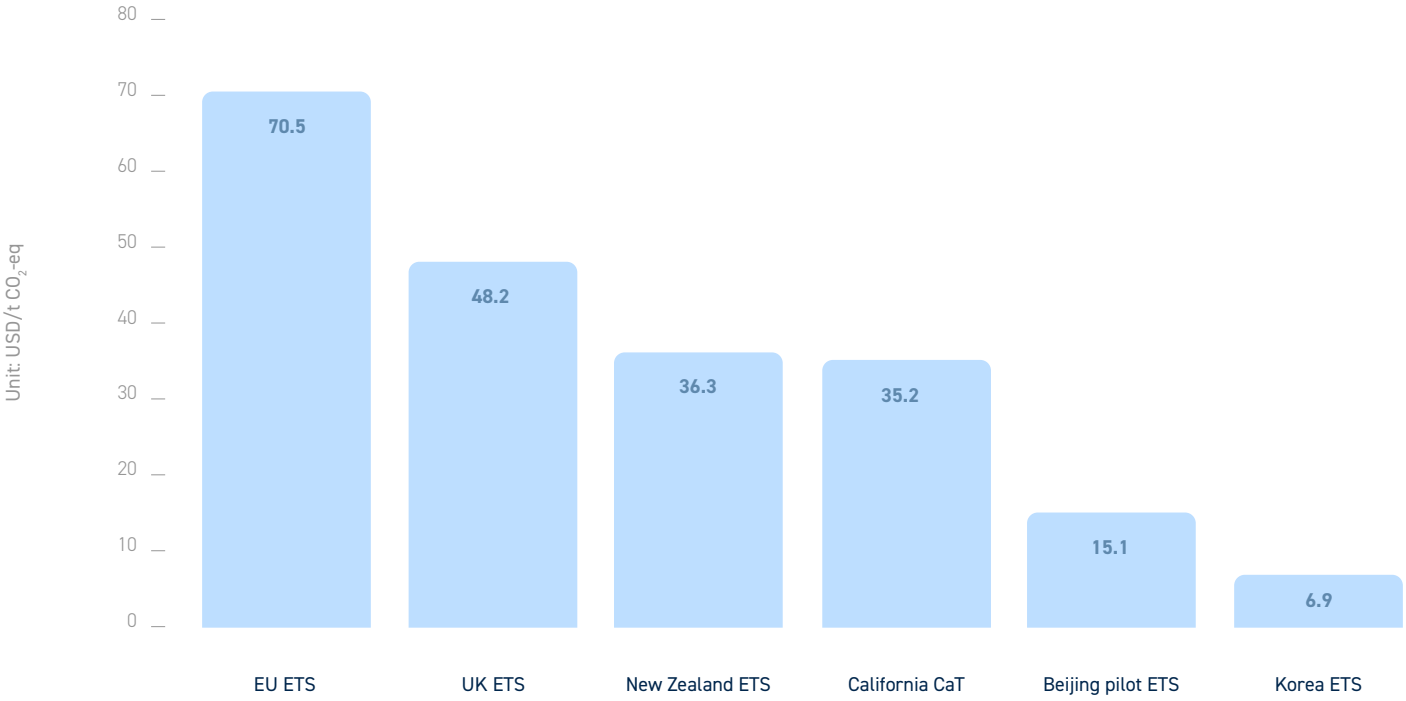


The EU Emissions Trading System (ETS) works on a "cap and trade" principle. A cap is set to limit the volume of greenhouse gases that can be emitted by the installations and operators covered by the system. This cap is expressed in emission allowances, with each allowance granting permission to emit one metric tonne of CO_2eq (carbon dioxide equivalent). Annually, companies must surrender sufficient allowances to fully offset their emissions; otherwise, they face substantial penalties. Within the cap, companies engage in trading allowances amongst themselves. Due to the closer interaction between energy and carbon markets, the role of the EU ETS as a driver for change and its impact on investments has now increased. Traded volume is also crucial as it allows auction participants to be confident that future auctions are priced at their true value.

FIGURE
10

LEVEL OF CARBON PRICE OF EU ETS COMPARED TO OTHER JURISDICTIONS IN 2024

Source: ERCST



The graph compares average carbon prices in 2024 across six emissions trading systems, expressed in USD per tonne of CO_2 equivalent. The EU ETS is the highest-priced carbon market globally, at 70.5 USD/t CO_2-eq, followed by the UK ETS at 48.2. New Zealand and California are at similar mid-range levels of around 35–36 USD/t CO_2-eq, while the Beijing pilot ETS and Korea ETS are significantly lower with 15.1 and 6.9 respectively. This highlights the much stronger carbon price signal in the EU compared to other jurisdictions.

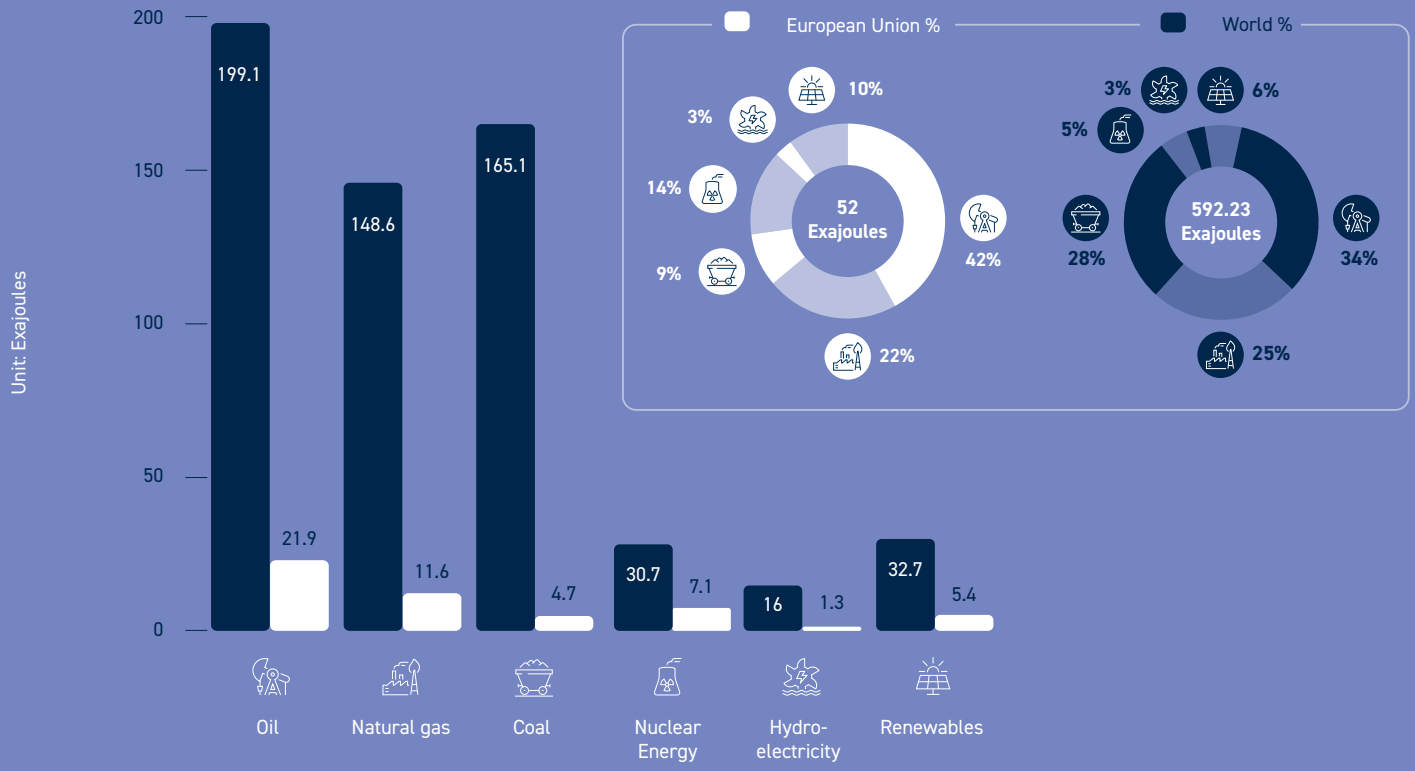
EU ETS prices, and the associated costs, play an increasingly important role as ETS prices are significantly different between jurisdictions where an ETS exist. These differences matter because carbon pricing affects production costs and can create carbon leakage risks. ETS designs also vary: the EU, UK and California combine auctioning with free allocation and operate in primary (auctioning) and secondary (trading) markets, while New Zealand allows forestry offsets without a strict cap, and Korea and Beijing rely more heavily on free allocation.

02 Energy

FIGURE
11

WORLDWIDE ENERGY CONSUMPTION BY FUEL TYPE IN 2024

Source: Energy Institute



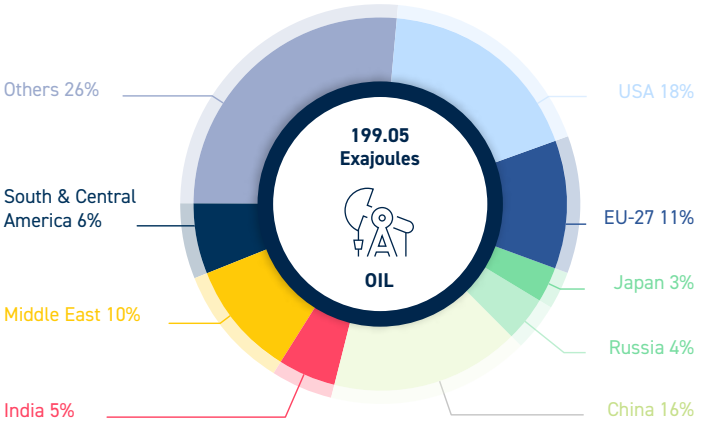
Oil continues to be the dominant fuel type in the world, now representing 32% of energy consumption in 2024. Renewables' consumption has also increased by 9.2% worldwide and by 1.3% in the EU-27 compared to 2023.

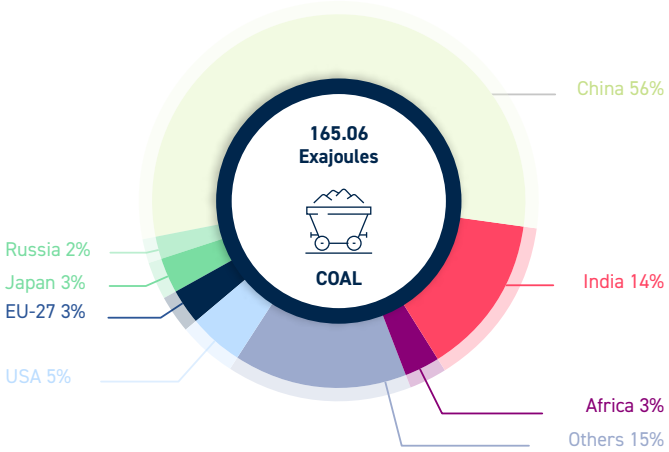
Note: Please note that due to rounding, figures may not add up exactly to 100%.

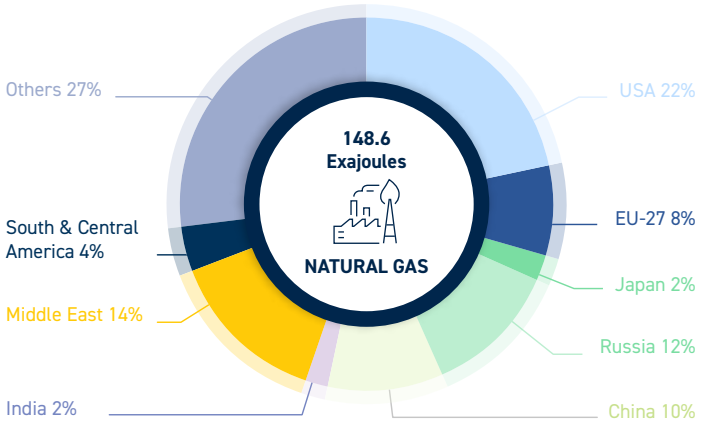
FIGURE
12

WORLDWIDE FOSSIL ENERGY CONSUMPTION
BY REGION IN 2024

Source: Energy Institute







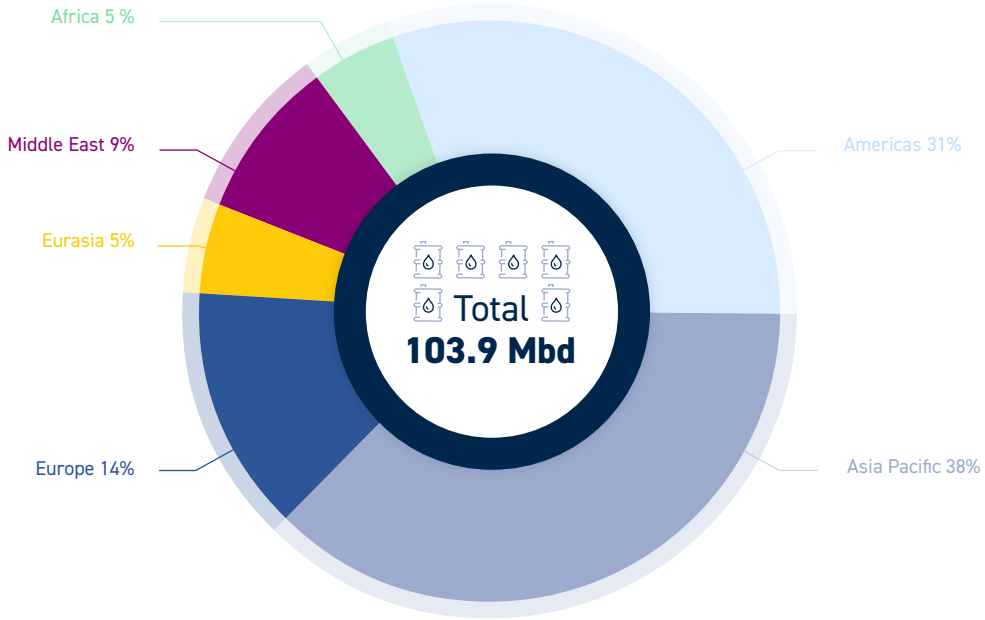
Worldwide fossil fuel consumption has increased by 1.5% between 2023 and 2024. This included a 2.9% increase in natural gas, a 1.3% increase in oil and a 0.6% increase in coal consumption.

Note: Please note due to rounding, figures may not add up to exactly 100%

FIGURE
13

WORLDWIDE REFINED PRODUCT DEMAND AVERAGED 103.9 MILLION BARRELS PER DAY IN 2025, WITH EUROPE ACCOUNTING FOR 14% OF THE TOTAL.

Source: International Energy Agency



Unit: Thousands of barrels per day

Global demand for oil products increased by 0.81% between 2024 and 2025. Europe accounts for 14% of global demand, while the Asia-Pacific region represents 38%, followed by the Americas with 31%.

Note: Please note due to rounding, figures may not add up to exactly 100%.

*Inland demand plus international aviation, marine bunkers, refinery fuel and loss. Consumption of biogasoline (such as ethanol), biodiesel and derivatives of coal and natural gas are also included.

FIGURE
14

EU TOTAL OIL DEMAND AMOUNTED TO 520.6 MILLION TONNES IN THE EU-27 IN 2024

Source: Wood Mackenzie

Unit: Million tonnes per year

Country	Million tonnes
Austria	11.1
Belgium	28
Bulgaria	5.3
Croatia	3.3
Cyprus	2.5
Czechia	10
Denmark	7.2
Estonia	1.3
Finland	8.1
France	72.5
Germany	94.5
Greece	13.9
Hungary	8.4
Ireland	7.2
Italy	60.9
Latvia	1.6
Lithuania	3.2
Luxembourg	2.4
Malta	2.7
Netherlands	40
Poland	33.9
Portugal	10.4
Romania	10.8
Slovakia	4.5
Slovenia	2.4
Spain	62.6
Sweden	11.9
TOTAL EU-27 = 520.6	
United kingdom	65.7
Norway	9.1
Switzerland	8.9
Türkiye	52.4
TOTAL = 656.7	

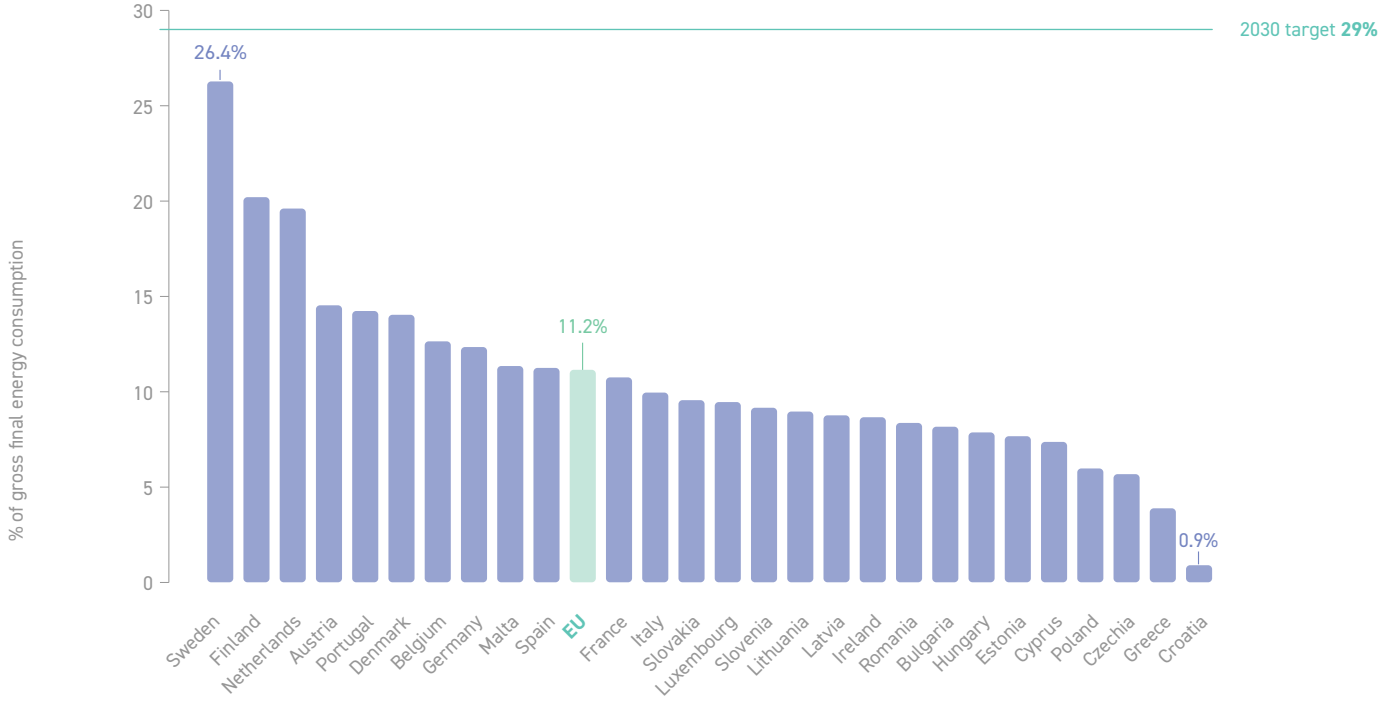
EU-27 total oil demand amounted to 520.6 Mt in 2024. Despite all restrictions being fully lifted since the COVID-19 pandemic, oil demand in the EU-27 decreased by almost 8% since 2019. This was largely represented by Germany and France which have seen a decline in the demand by 19 and 8.1 Mt respectively. However, the largest proportional decreases were seen in Luxembourg and Finland at -20.9% and -19.7% between 2019 and 2024 respectively. Some EU-27 countries, however, have seen substantial increases in demand; such as Bulgaria which climbed by 22.6% (+0.9 Mt) and Malta which increased by 9.4% (+0.2 Mt) between 2019 and 2024.

Note: Due to rounding, figures may not add up.

FIGURE
15

ENERGY FROM RENEWABLE SOURCES USED IN TRANSPORT ACTIVITIES IN THE EU-27 IN 2024

Source: Eurostat



The EU agreed to set a common target of 29% for the share of renewable energy (including liquid biofuels, hydrogen, biomethane, "green" electricity, etc.) used in transport by 2030.

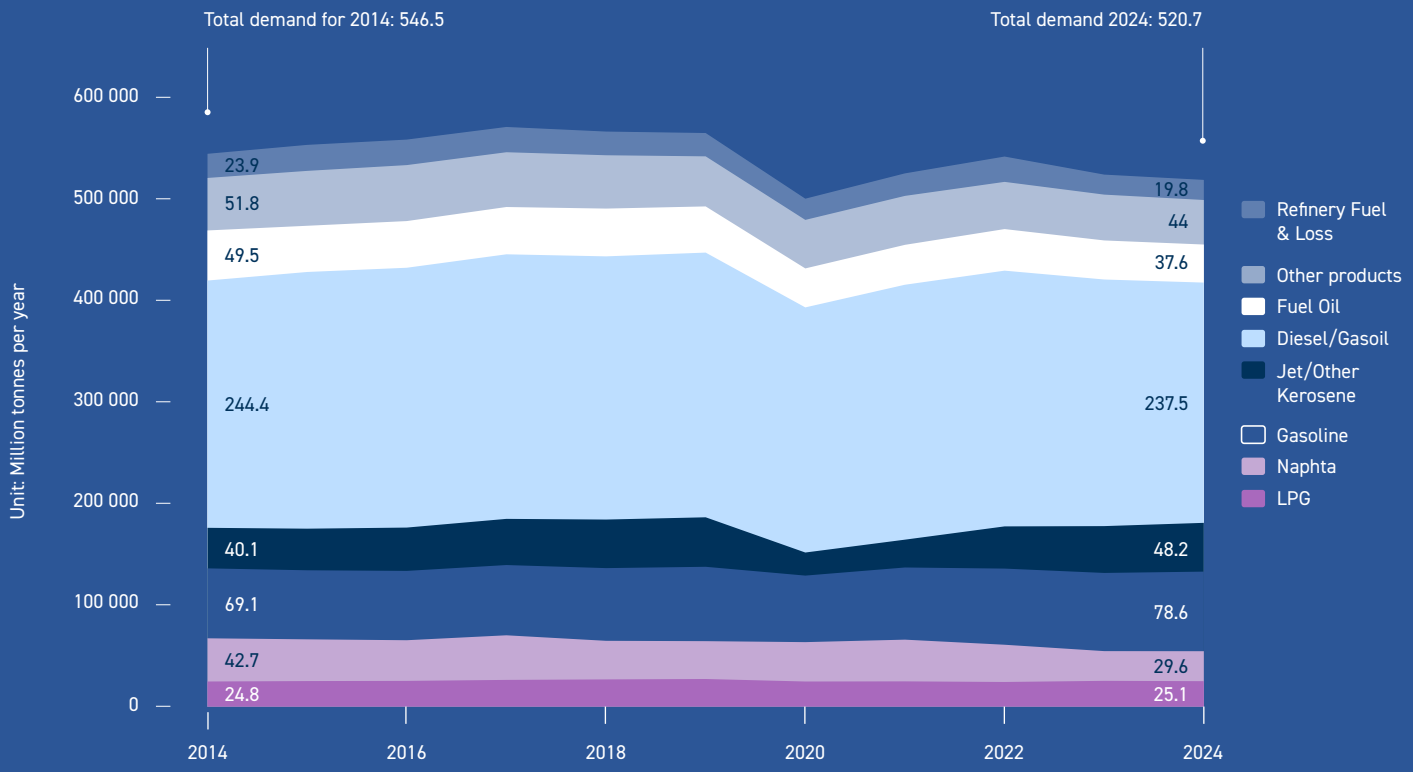
The average share of energy from renewable sources in transport in the EU-27 increased from 1.6% in 2004 to 11.2% in 2024. Among EU countries, the share of renewable energy in transport fuel consumption ranged from highs of 26.4% in Sweden and 20.3% in Finland down to 0.9% in Croatia and 3.8% in Greece.

03 Products

FIGURE
16

HISTORICAL DEMAND FOR OIL PRODUCTS IN THE EU-27

Source: Wood Mackenzie

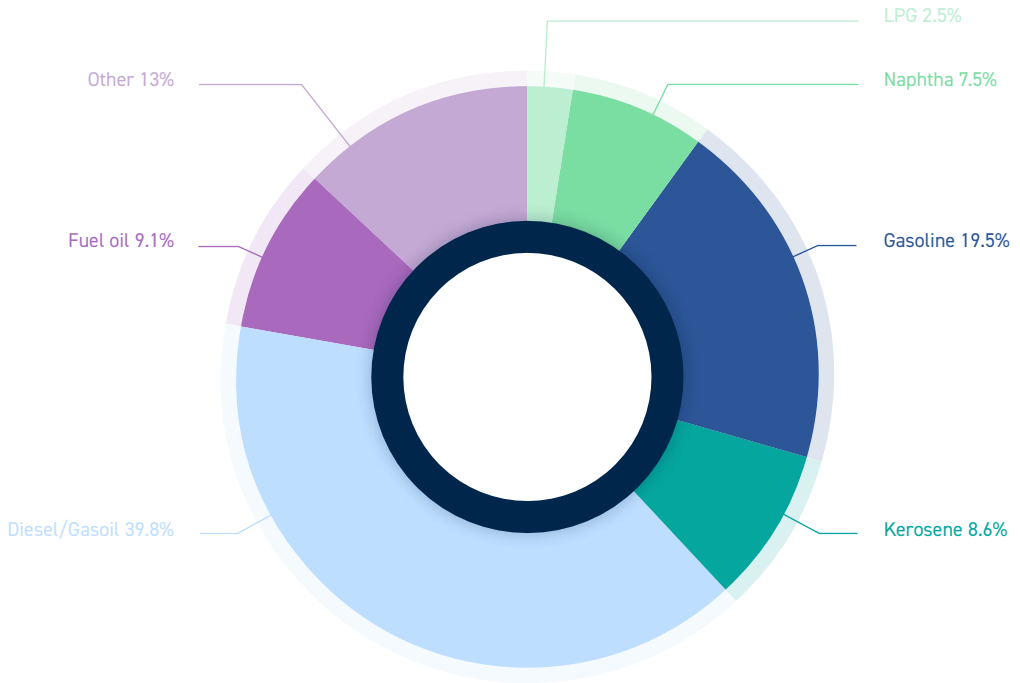


From 2013 to 2019, a slight increase has been witnessed for oil products demand in the EU mainly due to the rise in demand of diesel/gasoil and kerosene products. In 2020, the total demand of oil products decreased by 11% compared with 2019 due to the Covid-19 pandemic. Demand from 2021 to 2024 is stronger but does not reach 2019's level.

FIGURE
17

AVERAGE REFINERY OUTPUT BY PRODUCT TYPE
IN OECD EUROPE IN 2025

Source: International Energy Agency



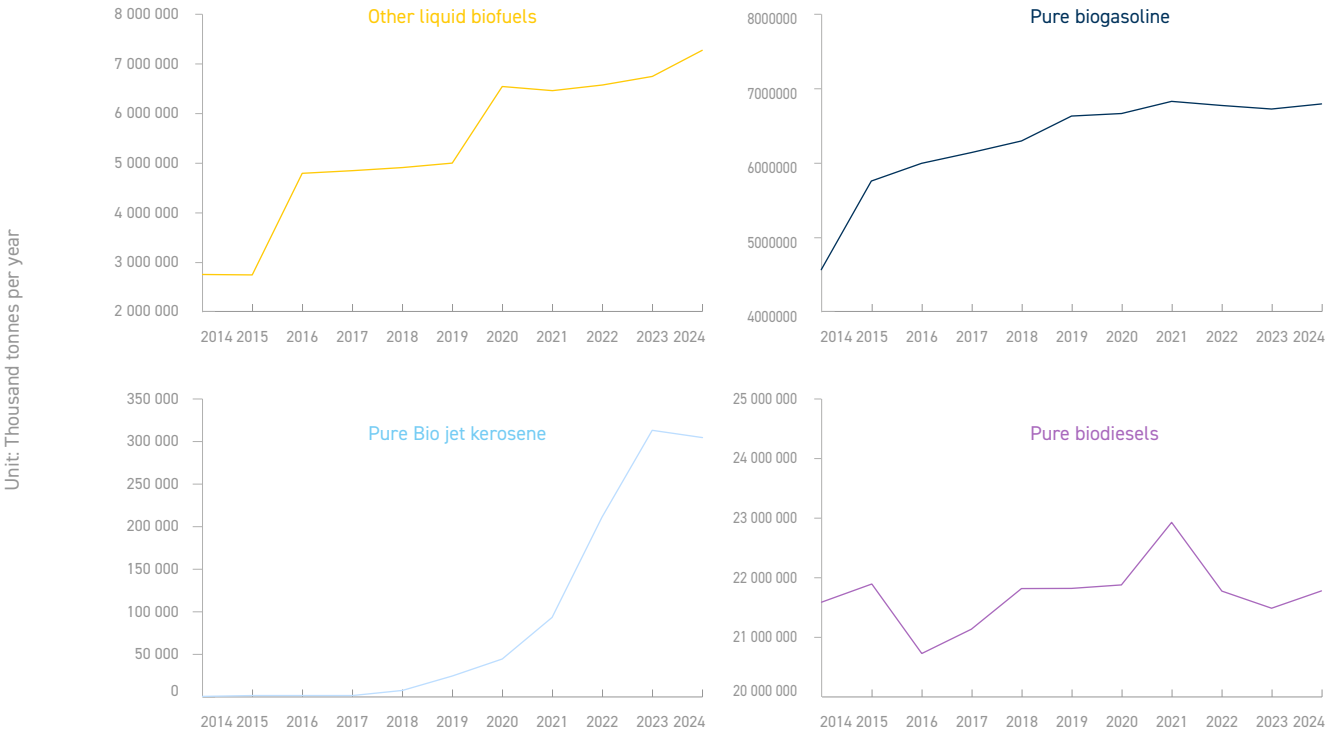
A wide range of products, from transportation and industrial fuels to chemical feedstock, are produced from crude oil. EU refineries also produce many specialty products, such as bitumen for road construction and roofing, lubricants for transport and industry, petroleum coke for the metal industry as well as waxes, solvents and other specialised products. Fuels for transport represent the biggest share of the production.

Note: Please note that due to rounding, figures may not add up.

FIGURE
18

BIOFUELS PRODUCTION IN THE EU-27

Source: Eurostat



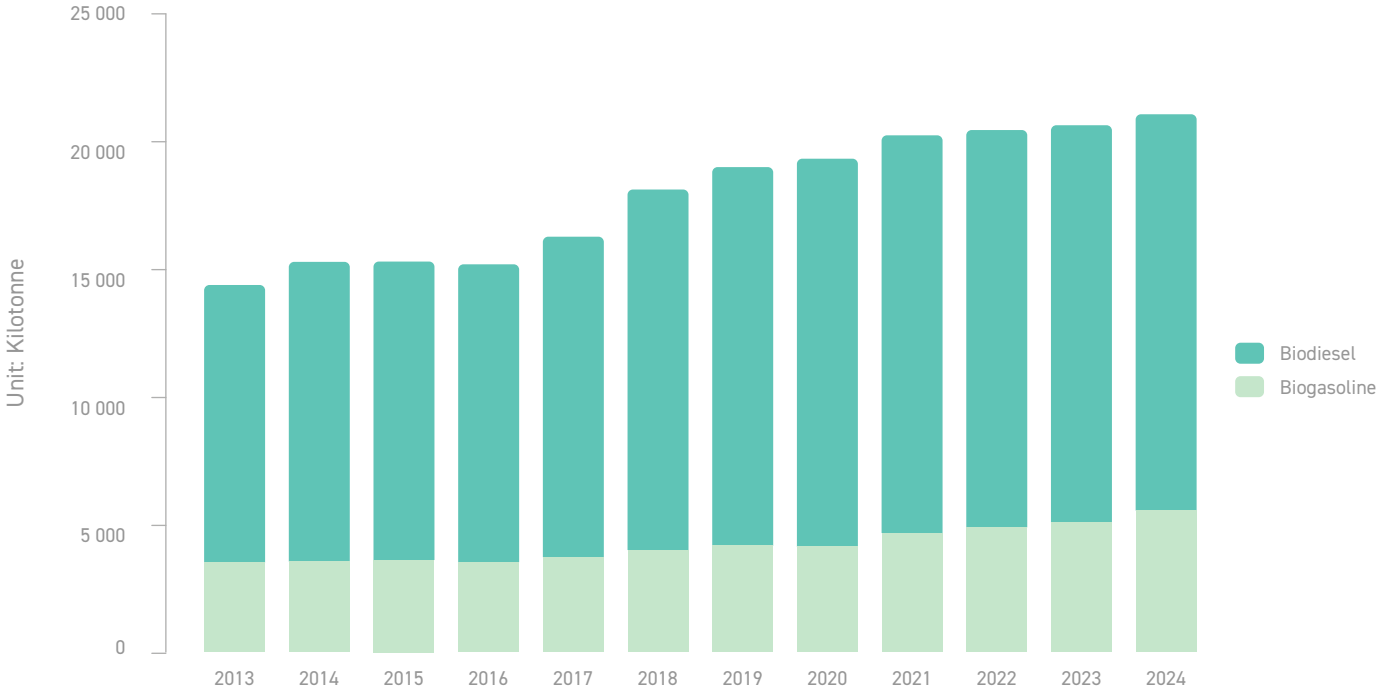
The production of biofuels for aviation has drastically increased post-pandemic, but stalled in 2024 due to high production costs and policy uncertainty reducing incentives for producers to scale output. Similarly, pure biodiesels production was broadly stable to slightly lower in recent years, as shifting policies also limited expansion.

Meanwhile, the production of biogasoline and other liquid biofuels has steadily increased over the years.

FIGURE
19

EVOLUTION OF BIOFUEL DEMAND IN THE EU-27

Source: Wood Mackenzie

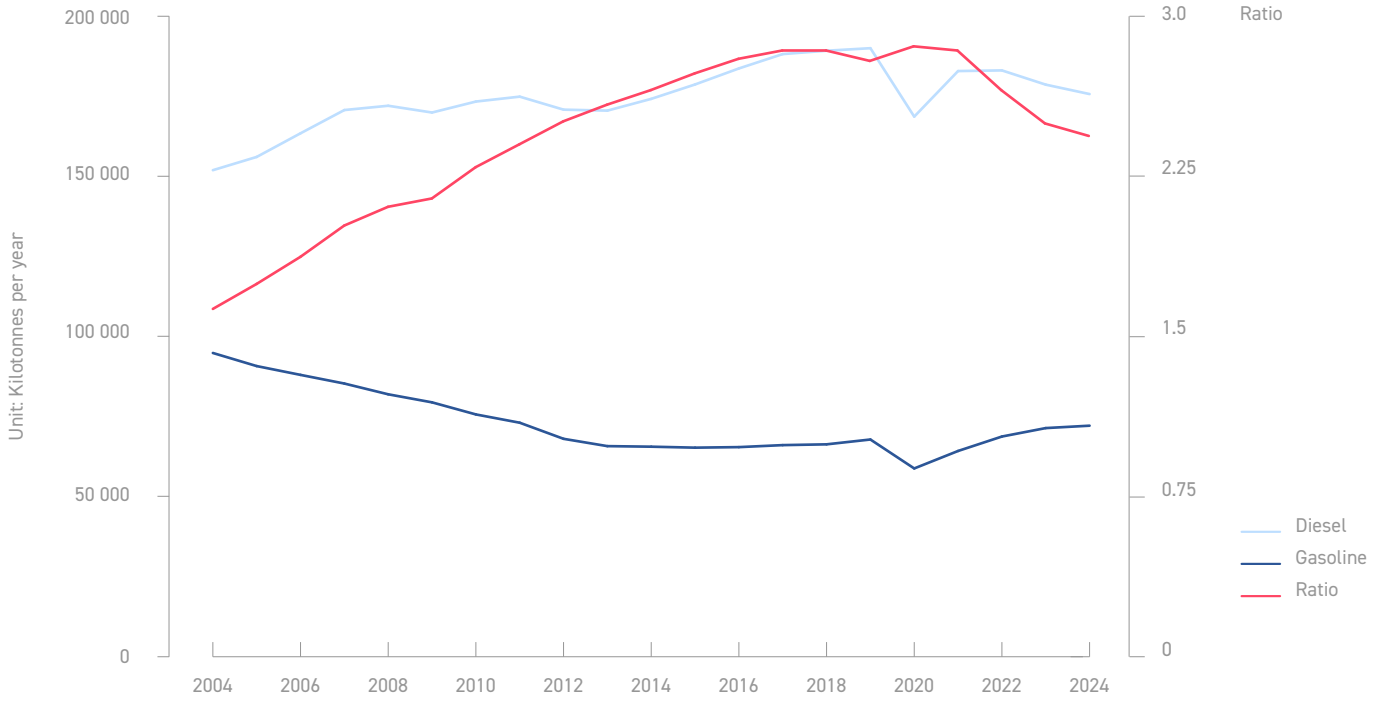


Since 2013, the overall demand for biofuel in the EU has been steadily increasing. Between 2021 and 2024, biodiesel demand has been stagnating, whereas biogasoline demand increased slightly. Biodiesel makes up for the majority of European demand for biofuel as it is more available than biogasoline and represents the only option for trucks and buses.

FIGURE
20

ROAD FUEL DEMAND IN THE EU-27 IN 2024

Source: Wood Mackenzie

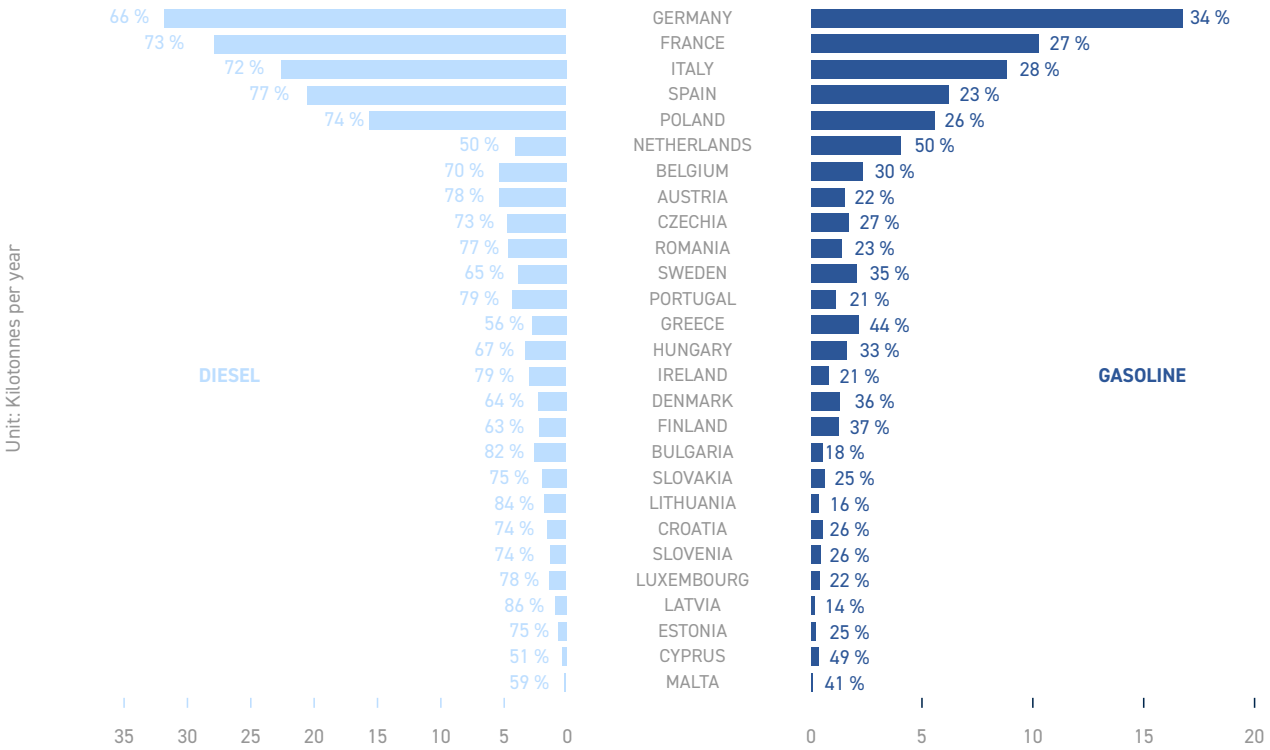


The tax-incentivised dieselisation trend has significantly contributed to a fundamental change in the EU's road fuel demand structure. The shift from gasoline to diesel began some 25 years ago and led to a major demand decline for gasoline as well as a shortage of diesel production in the EU.

FIGURE
21

ROAD FUEL DEMAND BY COUNTRY IN THE EU-27 IN 2024

Source: Wood Mackenzie



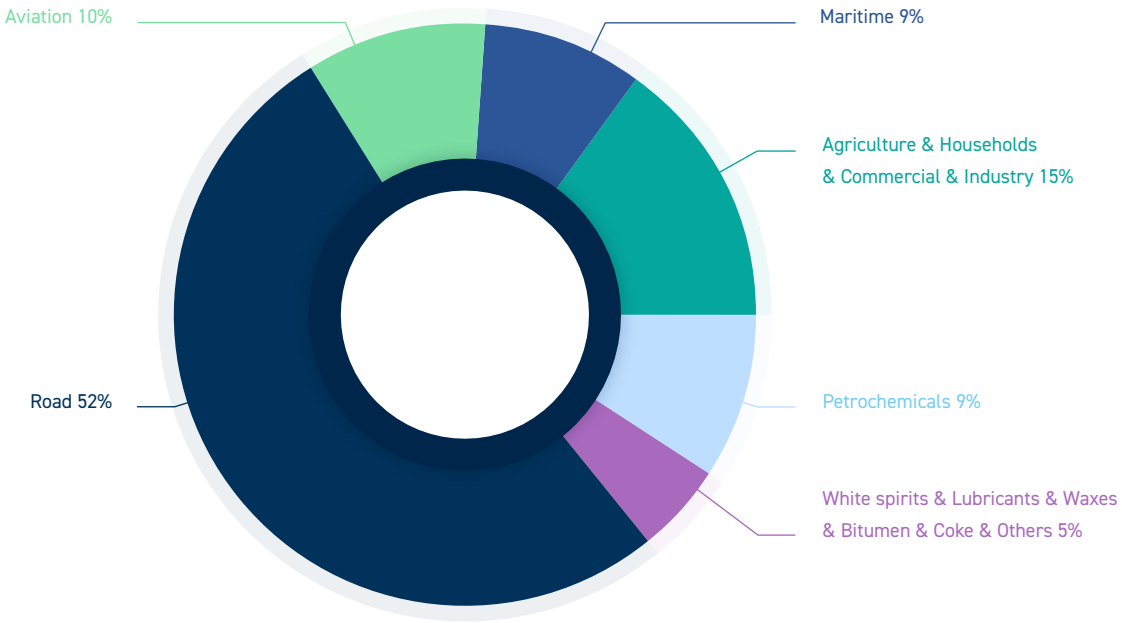
Sustained by favourable excise taxes on diesel, the shift from gasoline to diesel over the past two decades led to a higher demand for diesel as a road fuel in the vast majority of EU Member States. In some countries, such as France and Spain, the imbalance is far more pronounced as a result of even more favourable tax policies for diesel.

The continued growth in heavy-duty transport in the EU, driven by the internal market and external trade, has further contributed to spurring diesel demand. However, recent measures to rebalance taxation level of diesel with gasoline could trigger a progressive shift in diesel demand.

FIGURE
22

REFINERY PRODUCTS DEMAND BY SECTOR
IN THE EU-27 IN 2024

Source: Eurostat



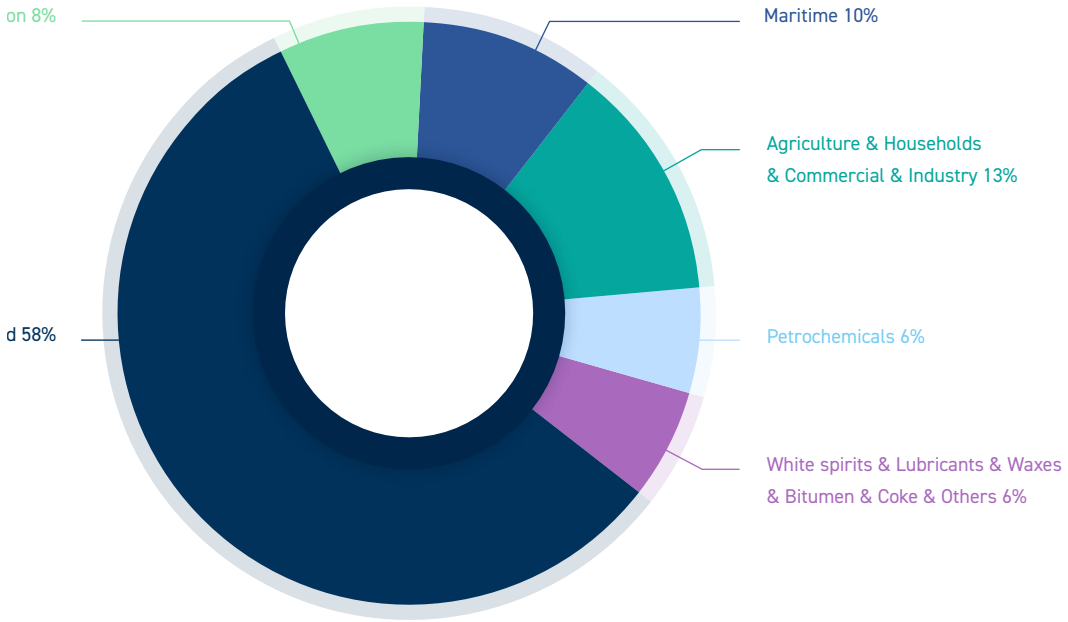
In 2024, road transport remained the main source of refinery product demand in EU-27, accounting for 52% of total consumption. Aviation and maritime sectors represented 10% and 9% respectively. Non-transport uses, including agriculture, households, commercial activities and industry, accounted for 15%, while petrochemicals and other specialised products together represented 14%.

Note: Please note that due to rounding, figures may not add up.

FIGURE
23

REFINERY PRODUCTS ALLOCATION BY SECTOR
IN THE EU-27 IN 2024

Source: Eurostat



In 2024, road transport remained the main recipient for refinery products in the EU-27, representing 58% of total allocations. Aviation and maritime transport accounted for 8% and 10% respectively. Non-transport uses, including agriculture, households, commercial activities and industry, represented 13%, while petrochemicals and other specialised products each accounted for around 6%.

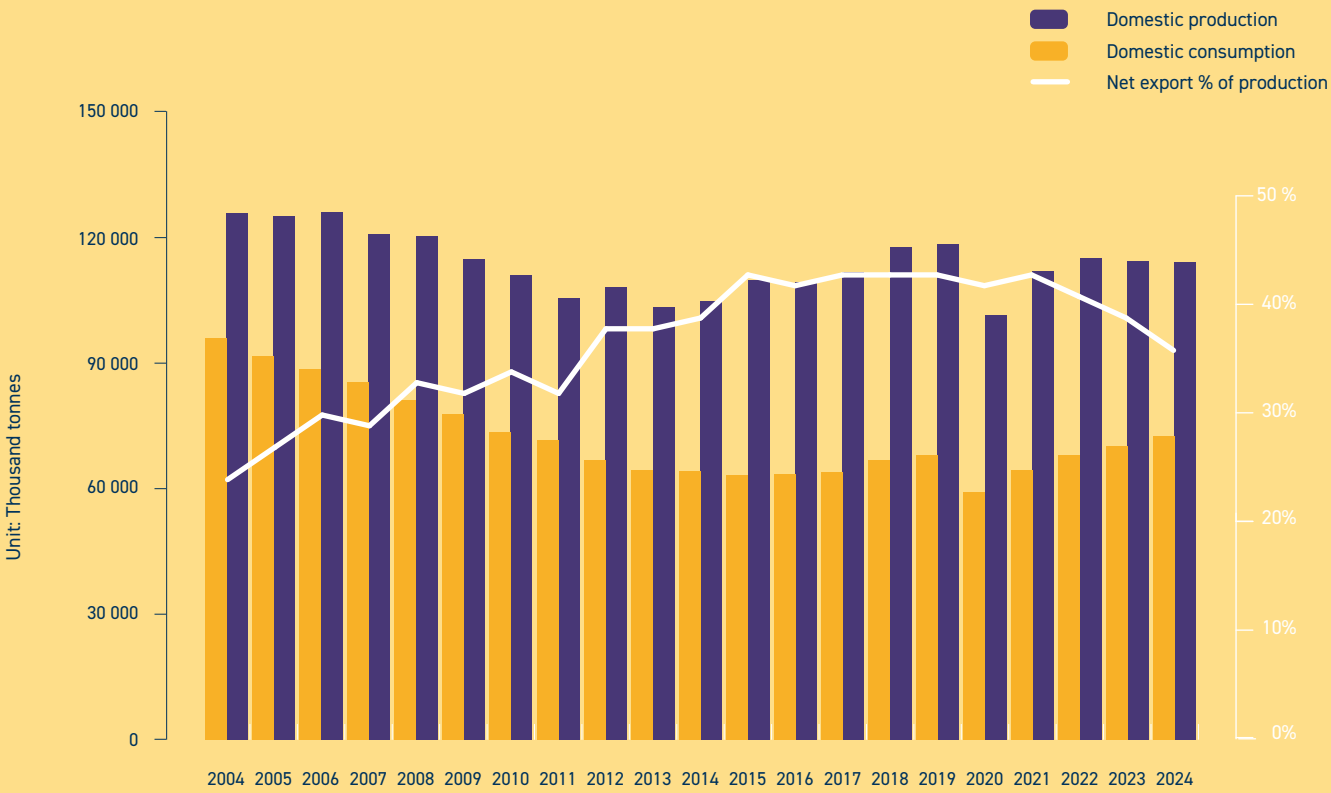
Note: Please note that due to rounding, figures may not add up.

04 Import dependency

FIGURE
24.a

NET TRADE FLOWS FOR REFINED PRODUCTS IN THE EU-27
IN-DEPTH LOOK AT GASOLINE (EXCLUDING BIO-COMPONENTS)

Source: Eurostat

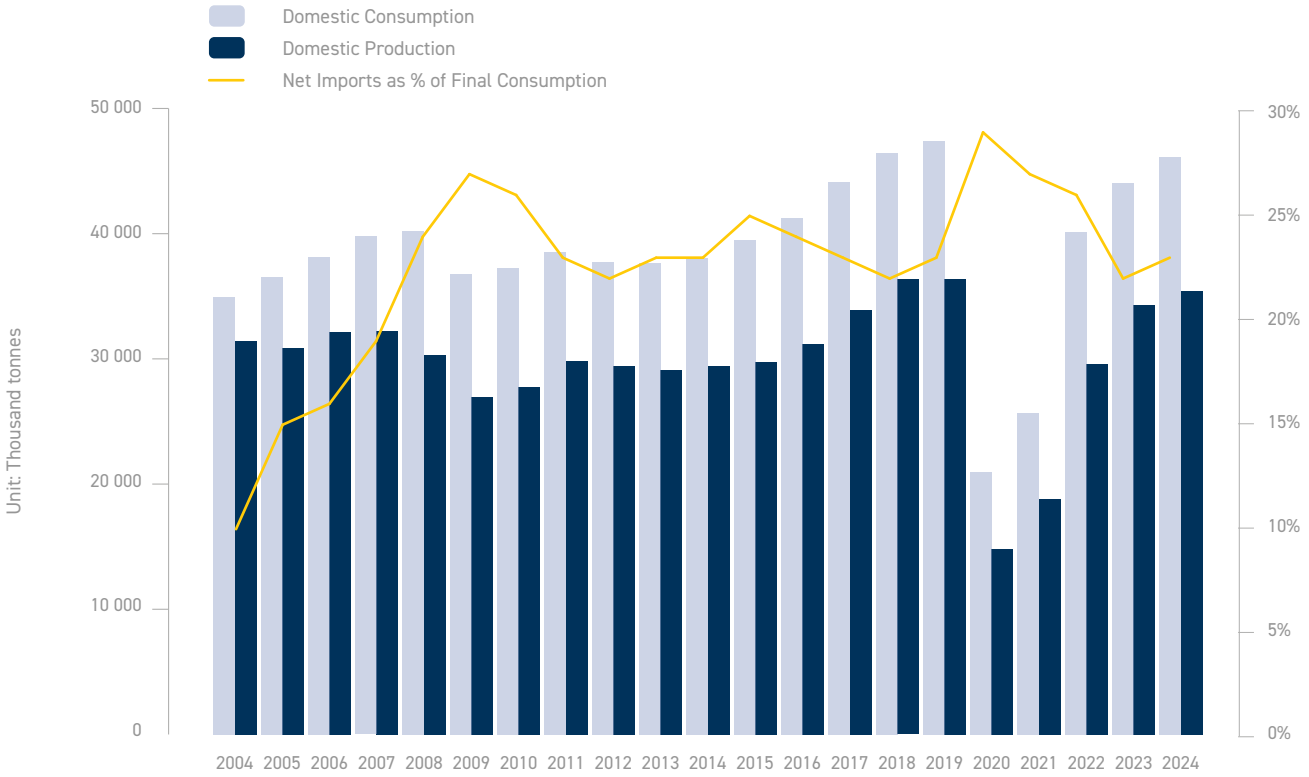


Overproduction of gasoline in the EU has been increasing over the years, despite a mild decrease in overall production volumes, due to a decrease in domestic consumption. This decreasing trend for domestic consumption, however, has stabilised from 2013 onwards. This may in part be driven by a change in consumer preferences towards gasoline, following the 2015 Diesel-Gate and its long-lasting consequences.

FIGURE
24.b

NET TRADE FLOWS FOR REFINED PRODUCTS IN THE EU-27
IN-DEPTH LOOK AT JET FUEL (EXCLUDING BIO-COMPONENTS)

Source: Eurostat

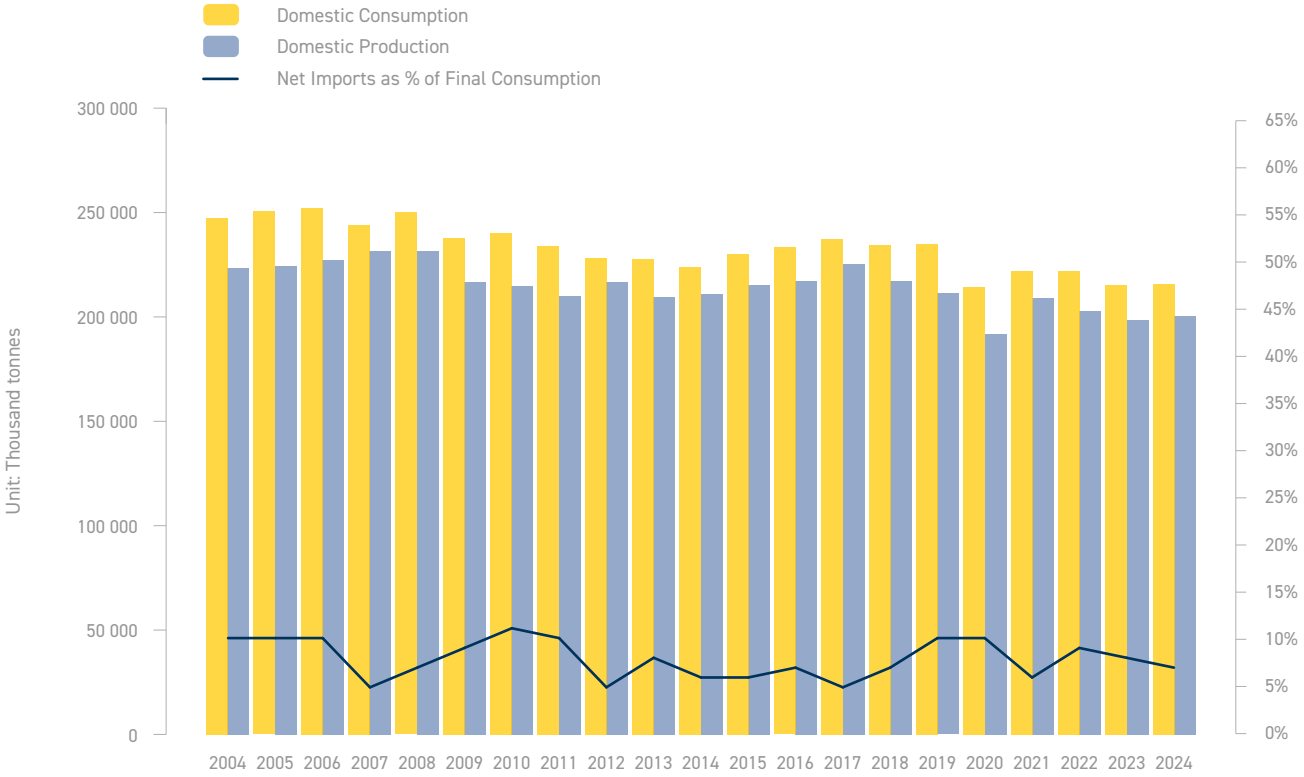


For jet fuel, the EU remains substantially import dependent. Based on the specificity of the market for oil-refined product (open and global), some of the domestic production is also exported, requiring a higher import from the Middle East and Asia Pacific for meeting jet fuel domestic demand.

FIGURE
24.c

NET TRADE FLOWS FOR REFINED PRODUCTS IN THE EU-27
IN-DEPTH LOOK AT DIESEL/GASOIL (EXCLUDING BIO-COMPONENTS)

Source: Eurostat

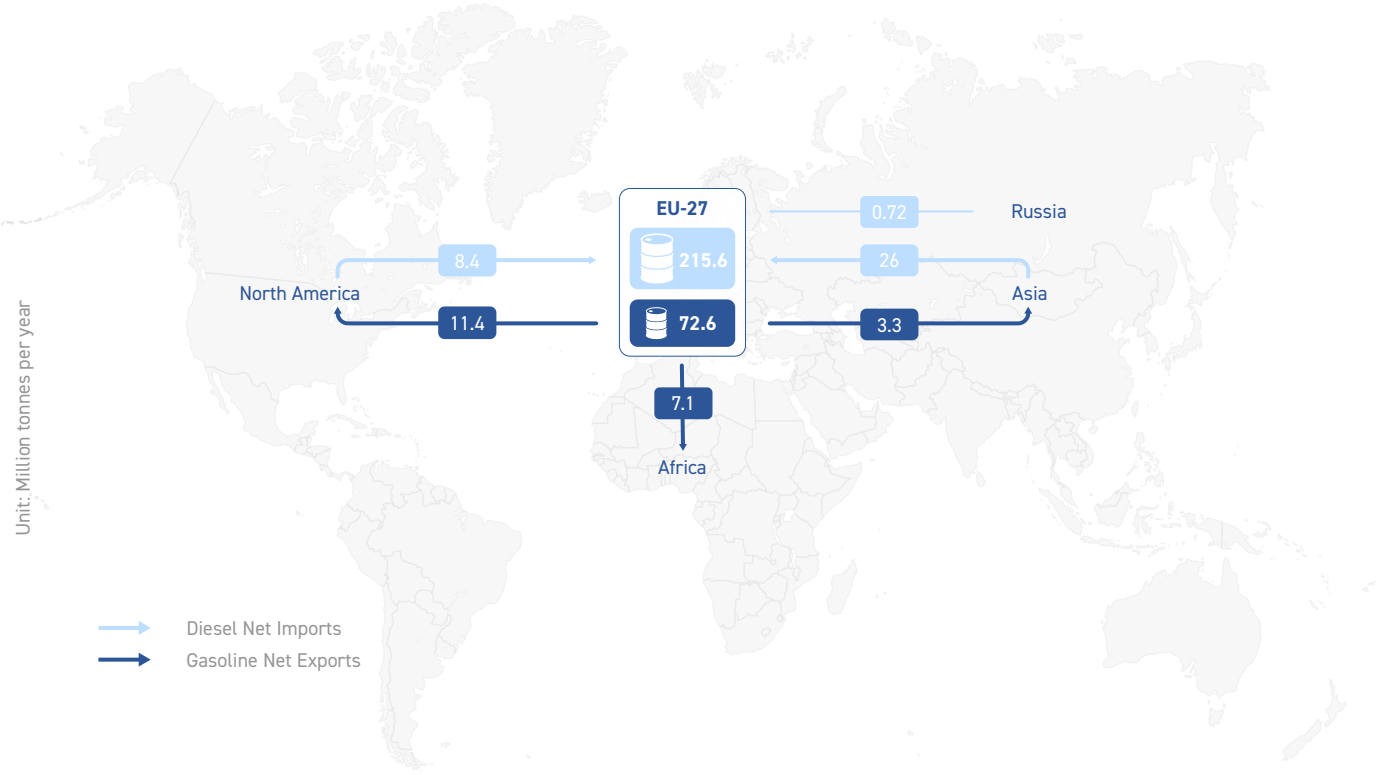


For diesel/gasoil, on the other hand, the EU covers most of its consumption through domestic production. However, based on the specificity of the market for oil-refined product (open and global), some of the domestic production is also exported, requiring a higher import for meeting diesel/gasoil domestic demand.

FIGURE
25

MAJOR GASOLINE AND DIESEL/GASOIL TRADE FLOWS
TO AND FROM THE EU-27 IN 2024

Source: Eurostat



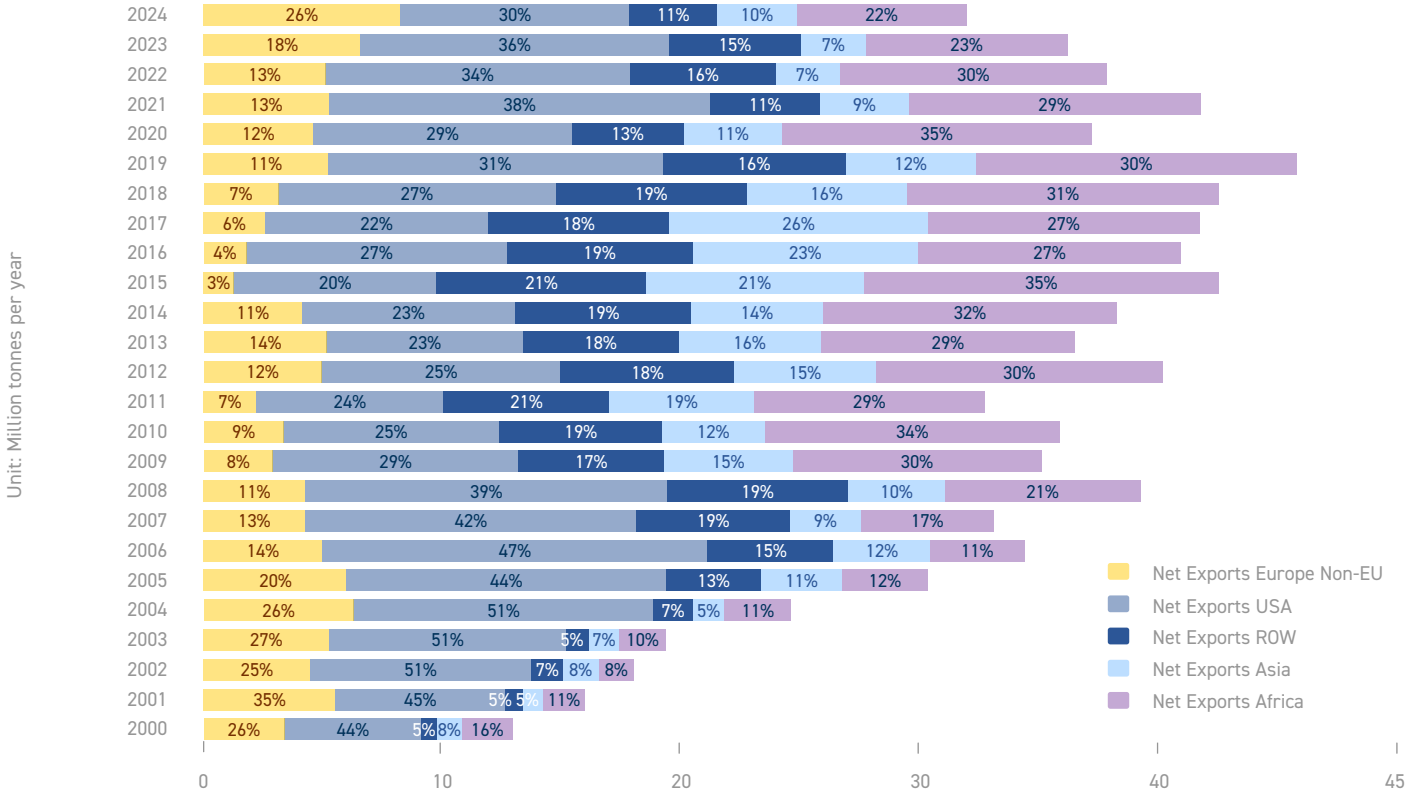
The major trade flows to and from the EU reflect the imbalance in gasoline/diesel demand in Europe. As a consequence, significant excess gasoline production capacity needs to be exported, whilst Europe became heavily reliant on imports from third countries/regions - especially Russia, the Middle East and the USA - to meet regional demand for diesel fuel.

North America was the traditional export market for gasoline surpluses in Europe, but the shale oil revolution and cheap energy enabled US refiners to increase their supplies for their internal market and compete on other export markets with EU refiners.

FIGURE
26

EU GASOLINE TRADING BALANCE:
USA IS A KEY EXPORT MARKET FOR THE EU

Source: Eurostat



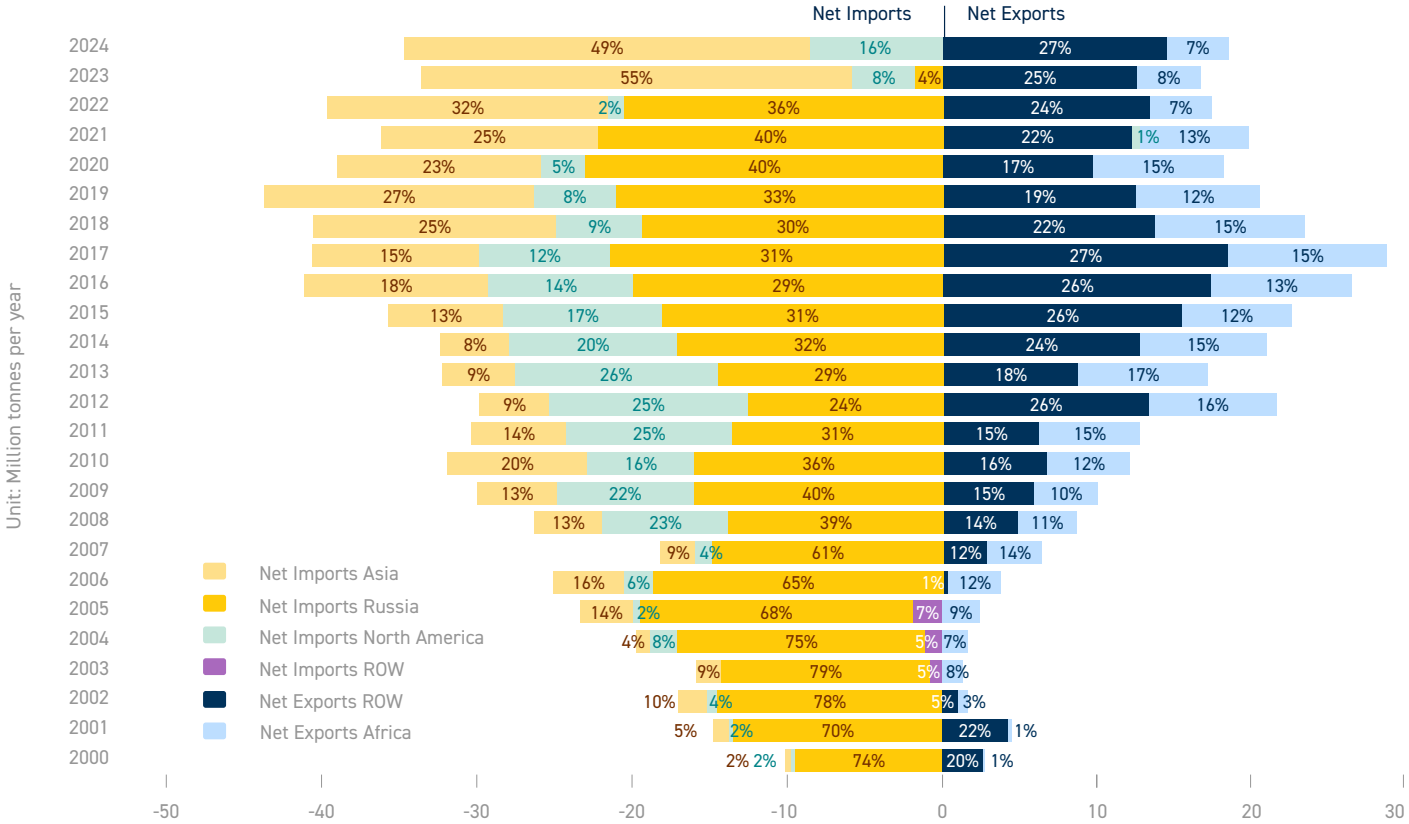
The US was traditionally the main destination for Europe's structural gasoline surplus. However, the shale oil boom of the late 2000s reduced export opportunities in the US, forcing EU refiners to diversify towards alternative markets, particularly non-EU European countries and Africa. From 2022 onwards, EU exports declined due to lower crude oil production and a rebound in transport fuel demand following the pandemic.

Note: Please note due to rounding, figures may not add up to exactly 100%

FIGURE
27

EU-27 NET GASOIL TRADING BALANCE:
RUSSIA IS THE LEADING EXPORTER OF GASOIL TO THE EU

Source: Eurostat

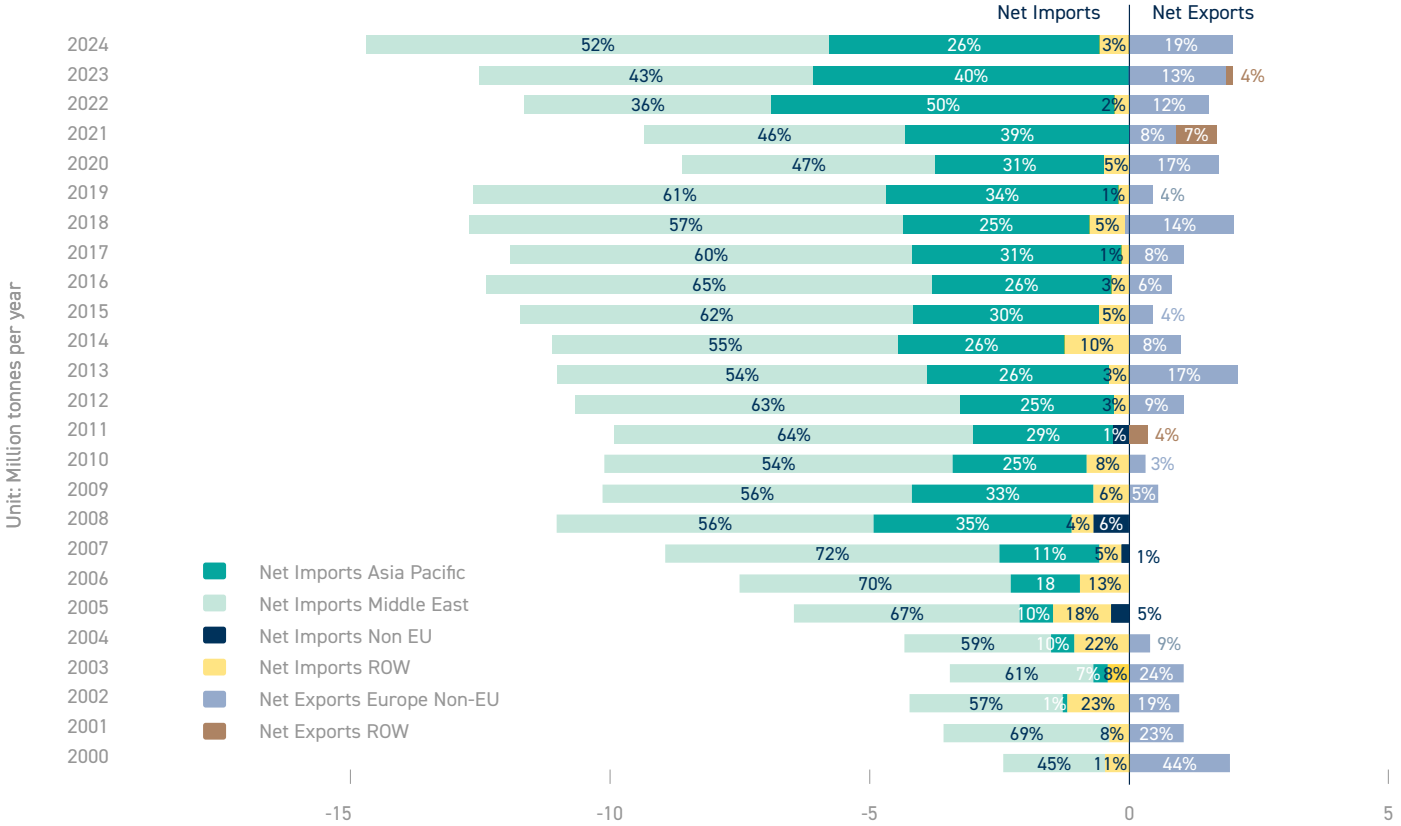


Although part of the EU's domestic gasoil production is exported, the EU remains dependent on imports because of a long-standing structural imbalance between supply and demand. From 2008 to 2013, gasoil imports from the US increased sharply, while Russia regained part of its market share between 2014 and 2018, remaining the EU's leading gasoil supplier during that period. After a temporary decline in import dependency in 2021, dependence rose again in 2022 as transport fuel demand recovered. Following Russia's invasion of Ukraine in 2022, the European Commission launched the REPowerEU plan in May 2022 to reduce reliance on Russian fuels and diversify suppliers. In 2024, EU imports were sourced primarily from North America and Asia.

FIGURE
28

NET EU-27 JET FUEL TRADE BALANCE

Source: Eurostat

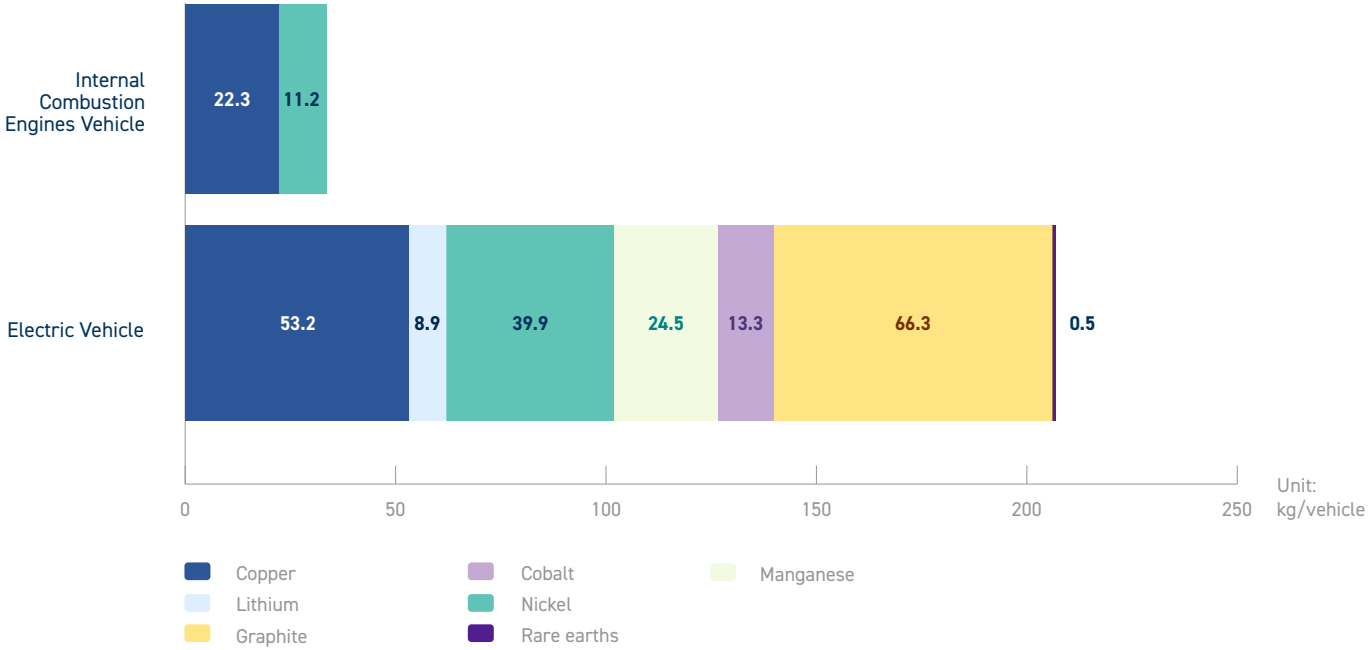


Partly due to the exportation of a share of its domestic production, the EU is significantly dependant on jet fuel imports originating mainly from the Middle East and to a lesser extent from the Asia Pacific region.

FIGURE
29

MINERALS USED IN ELECTRIC CARS
COMPARED TO CONVENTIONAL CARS

Source: International Energy Agency



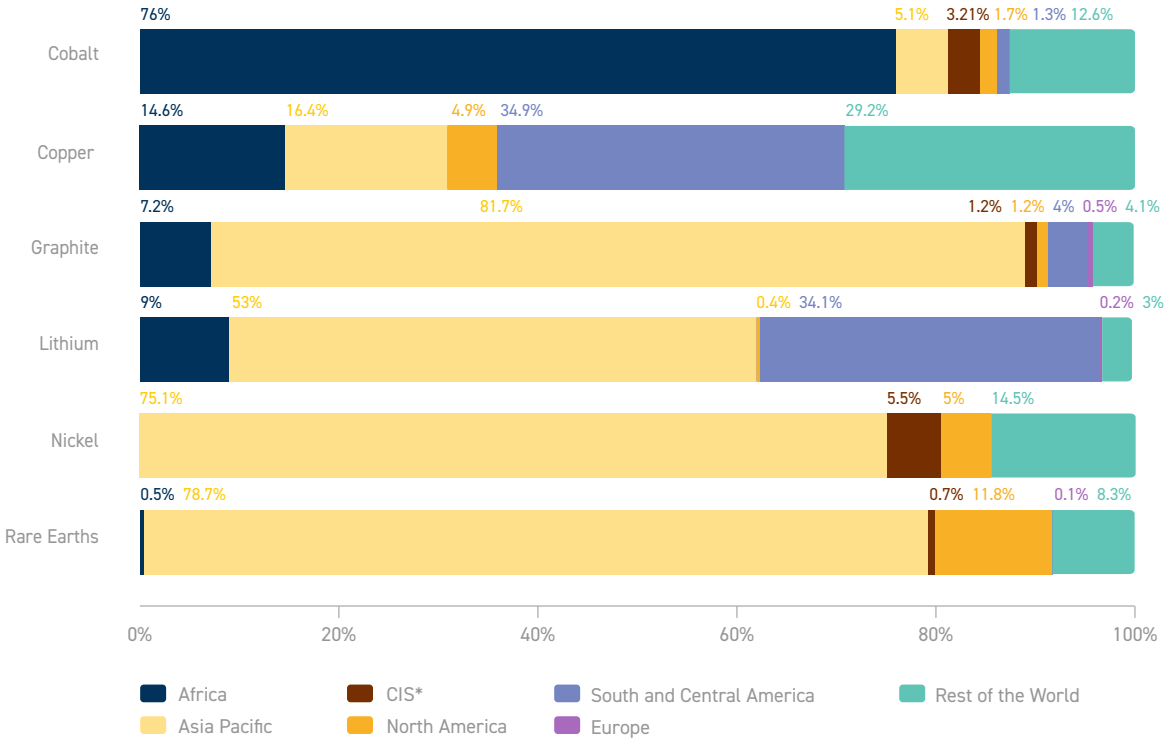
A typical electric vehicle (EV) requires six times the mineral inputs of a conventional car. Lithium, nickel, cobalt, manganese and graphite are crucial to battery performance, longevity and energy density, whereas rare earth elements are essential for permanent magnets that are vital for EV motors. The shift to EVs is set to drive a huge increase in the requirements for these minerals, meaning that the energy sector is emerging as a major force in mineral markets.

Note: The data have not been updated since 2021

FIGURE
30

GLOBAL KEY MINERALS PRODUCTION IN 2024

Source: Energy Institute



Production of minerals essential to the energy transition remains largely concentrated outside the European Union. In 2024, cobalt supply was overwhelmingly dominated by the Democratic Republic of Congo, accounting for 74% of global output. Lithium production was led by Australia, with a 36% share, followed by Chile at 23%. China continued to assert its dominance across the critical minerals sector, producing 71% of the world's rare earth elements and 74% of natural graphite. Taken together, China and Australia hold more than 32% of known global reserves of key energy transition minerals.

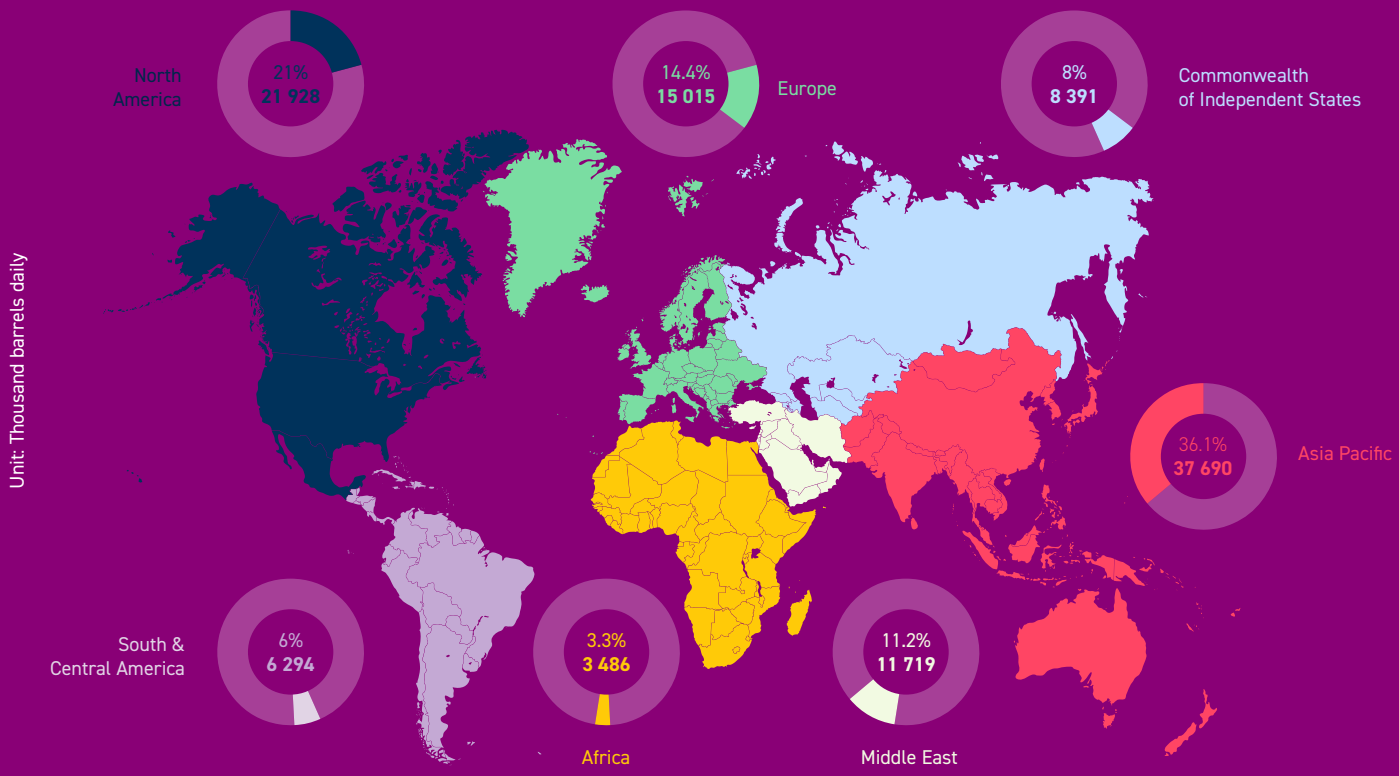
Note: CIS refers to Commonwealth of Independent States.
Due to rounding, figures may not add up

05 Fuel Manufacturing

FIGURE
31

GLOBAL REFINING CAPACITY AS OF 2024

Source: Energy Institute

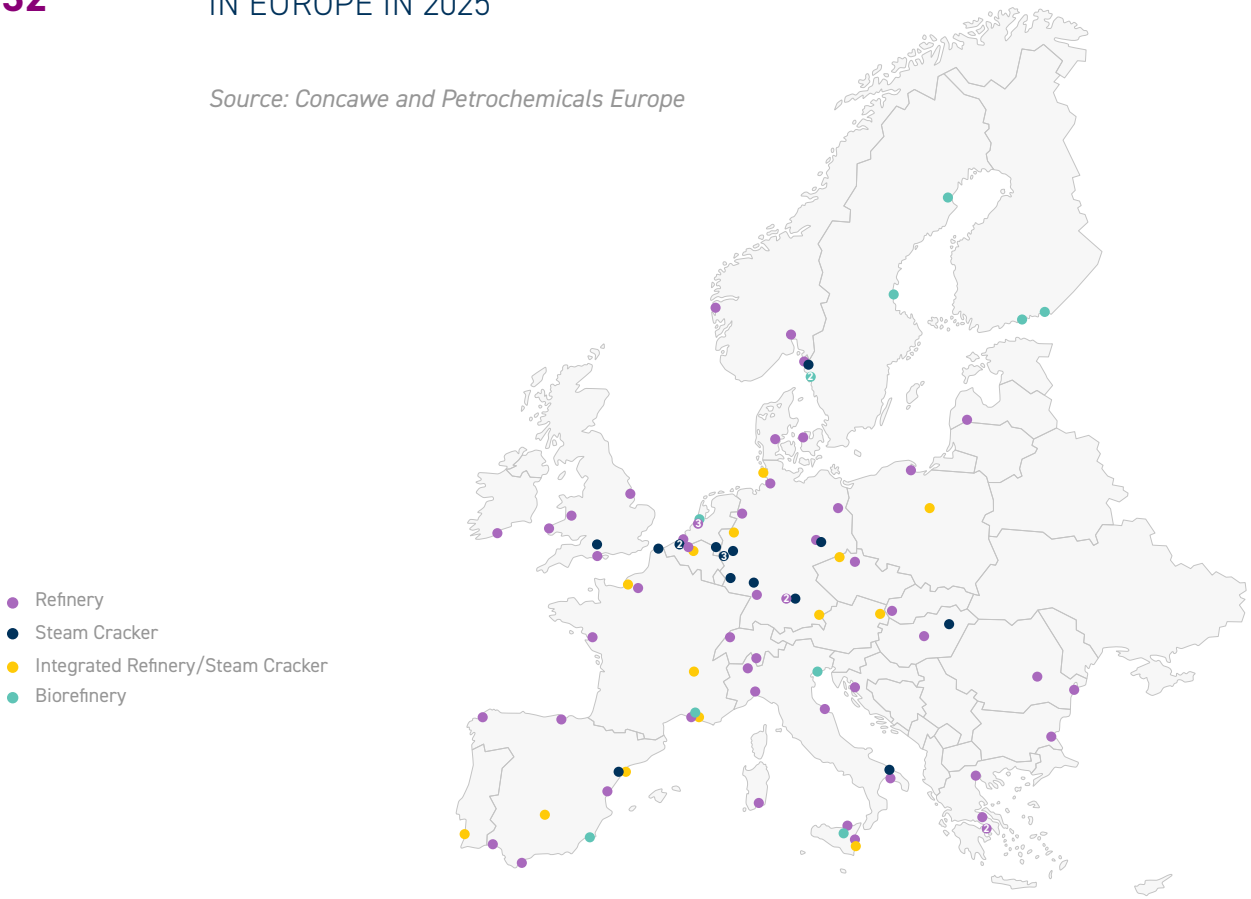


Refining is spread around the world and is truly a global business. Europe' share, at 14.4%, has slightly decreased by 0.2% compared to the previous year, but it remains the third largest region for refining, behind Asia Pacific at 36.1% and North America at 21%.

FIGURE
32

REFINERY, BIOREFINERY AND STEAM CRACKER SITES IN EUROPE IN 2025

Source: Concawe and Petrochemicals Europe



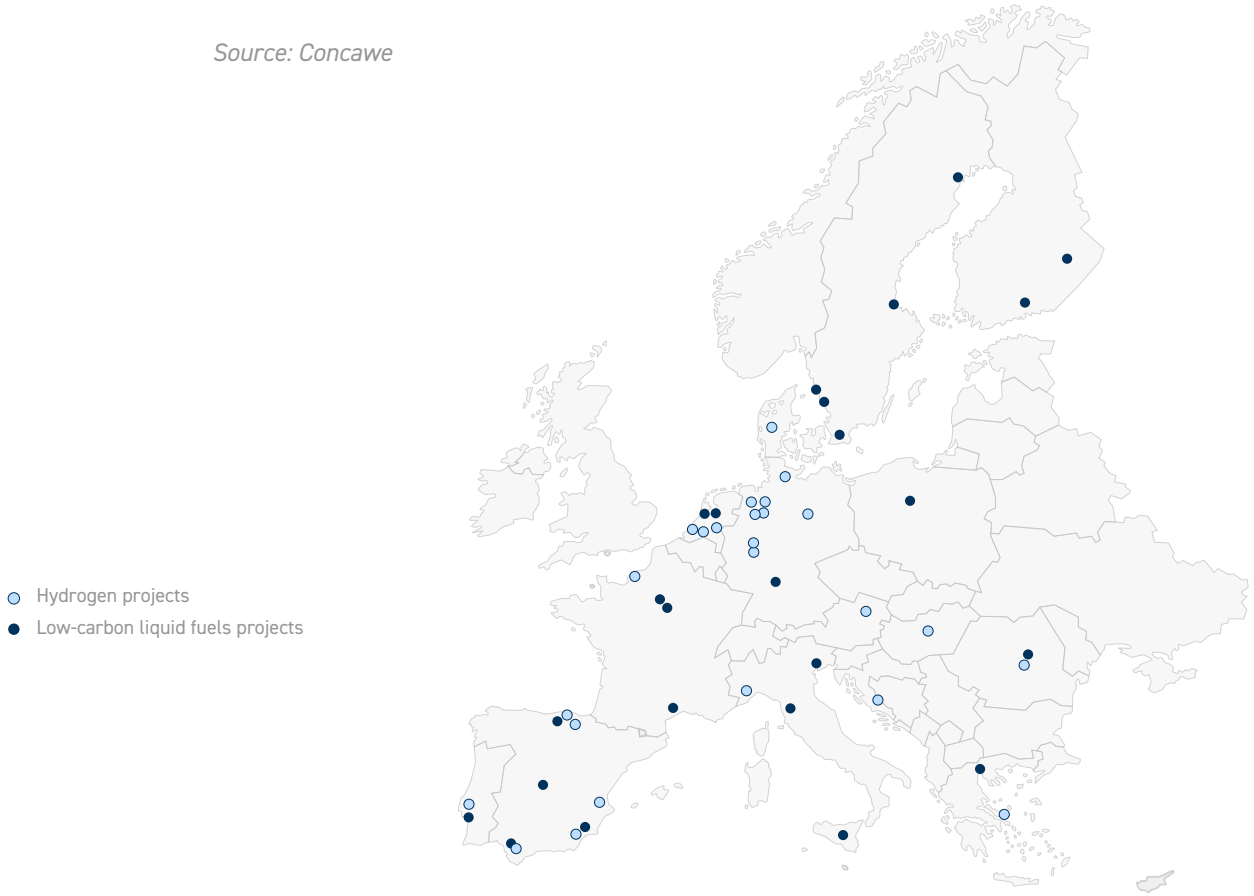
A large number of refineries are integrated with, or very close to steam crackers which produce the feedstock for the petrochemical industry. Such interconnections show how refining is an intrinsic part of the industrial value chain and provides the basis for advanced high value products. This year's map also includes biorefineries producing biofuels, as well as refineries co-processing biomass in Europe, highlighting the industry's ongoing transition.

For more precise locations, visit: www.concawe.eu/refineries-map/

FIGURE
33

OPERATIONAL LOW-CARBON PROJECTS IN EUROPE

Source: Concawe



Up to February 2026, there were 24 low-carbon liquid fuels projects across Europe. Additionally, there were 25 hydrogen projects also contributing to the EU's climate goals. You can visit our cleanfuelsforall.eu website for more information about each project.

FIGURE
34

72 MAINSTREAM REFINERIES WERE OPERATING IN THE EU, UK, NORWAY AND SWITZERLAND AT THE END OF 2025

Source: Concawe

Country	Number of refineries
Austria	1
Belgium	2
Bulgaria	1
Croatia	1
Czechia	2
Denmark	2
Finland	1
France	6
Germany	11
Greece	4
Hungary	1
Ireland	1
Italy	9
Lithuania	1
Netherlands	5
Poland	2
Portugal	1
Romania	3
Slovakia	1
Spain	8
Sweden	3
EU-27 TOTAL = 66	
CH + NO + UK	6
TOTAL = 72	

In 2025, the 72 mainstream refineries operating across the EU-27, UK, Norway, and Switzerland had a combined primary refining capacity of 625.4 million tonnes. This reflects a decrease of around 13 million tonnes compared to 2024, driven by the closure of two refineries in the UK.

FIGURE
35

EU, UK, NORWEGIAN AND SWISS MAINSTREAM REFINERIES
HAD 625.4 MILLION TONNES OF PRIMARY REFINING CAPACITY AT THE END OF 2025

Source: Concawe

Unit: Million tonnes per year

Country	Mainstream > 30 kb/cd
Austria	9.7
Belgium	32
Bulgaria	5.8
Croatia	4.6
Czechia	7.9
Denmark	8.7
Finland	10.3
France	57.4
Germany	98.7
Greece	24.9
Hungary	7.7
Ireland	3.6
Italy	78.6
Lithuania	9.7
Netherlands	59.7
Poland	29.2
Portugal	11.3
Romania	11.9
Slovakia	5.3
Spain	70.6
Sweden	19.8
EU-27 TOTAL = 567.4	
Norway	10.4
Switzerland	3.2
United Kingdom	44.4
CH + NO + UK	58
TOTAL = 625.4	

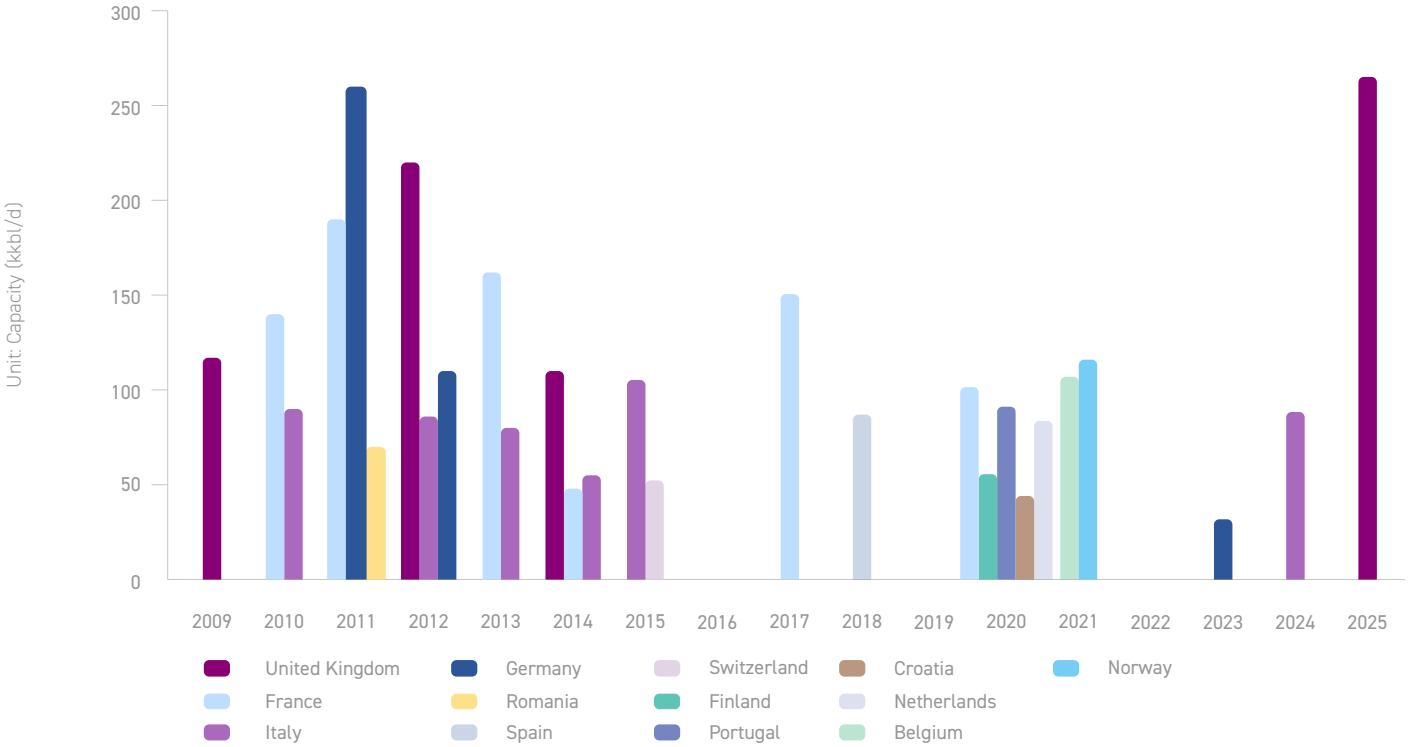
The 72 mainstream refineries operating in 2025 in the EU-27, UK, Norway and Switzerland had a primary refining capacity of 625.4 million tonnes. This represents a decrease of 167.6 million tonnes of primary refining capacity from mainstream refineries since 2009. There were two mainstream refinery closures in 2025.

Note: Numbers may not add up due to rounding.

FIGURE
36

REFINERY CLOSURES IN EUROPE

Source: Concawe

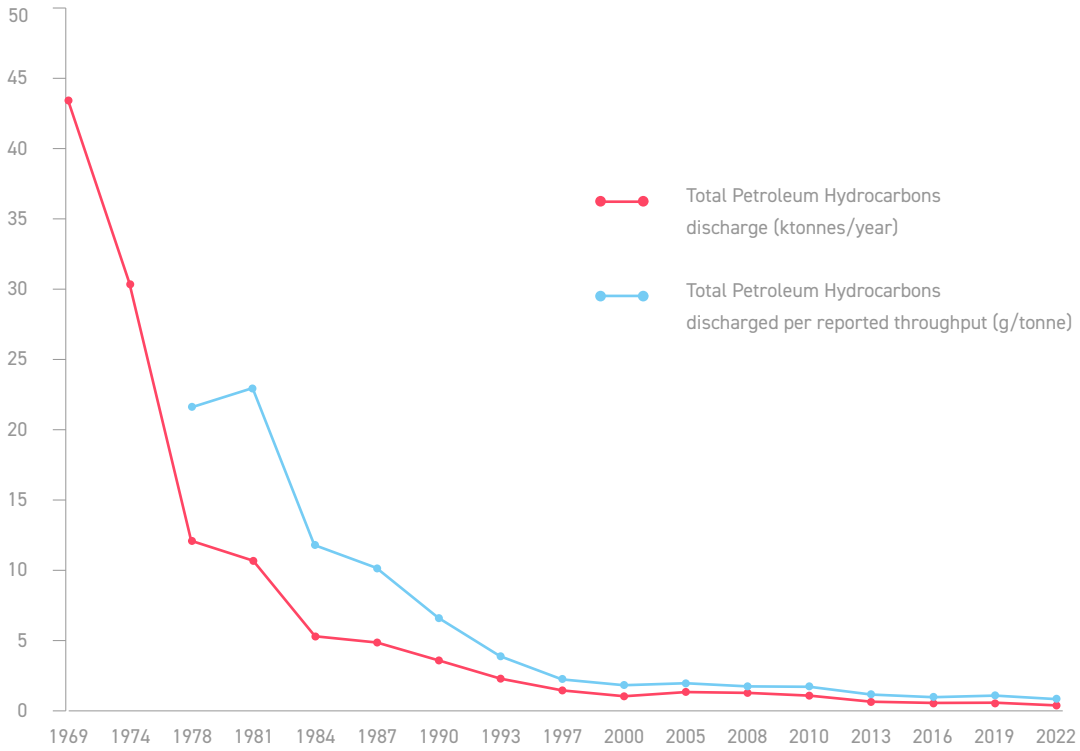


Since 2009, 30 of the approximately 100 refineries operating in Europe (each with a capacity above 30 kbbl/d or 1.5 Mt/a) have been closed or converted. Currently, at least seven refineries in Europe underwent a transformation process, moving away from oil and converting into biorefineries.

FIGURE
37

QUALITY OF REFINERY WATER EFFLUENT:
OIL DISCHARGED IN WATER

Source: Concawe

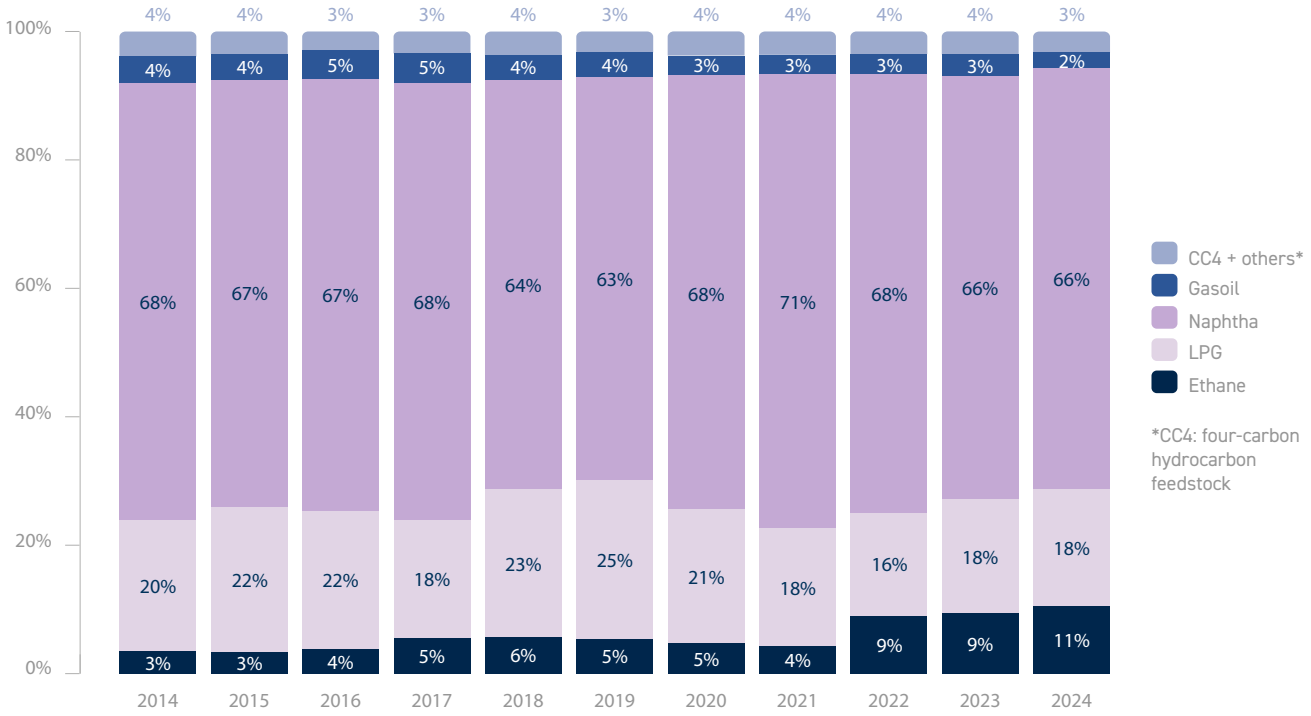


EU refineries have significantly improved the quality of refinery water effluent in the last decades. The amount of Total Petroleum Hyrdrocarbons (TPH) discharged in effluents from reporting installations continued to decrease to extremelly low levels relative to pre-1990, both in terms of the absolute amount of TPH discharged and the amount expressed relative to the volume of feedstock processed (throughput) and the refining capacity of the installations.

FIGURE
38

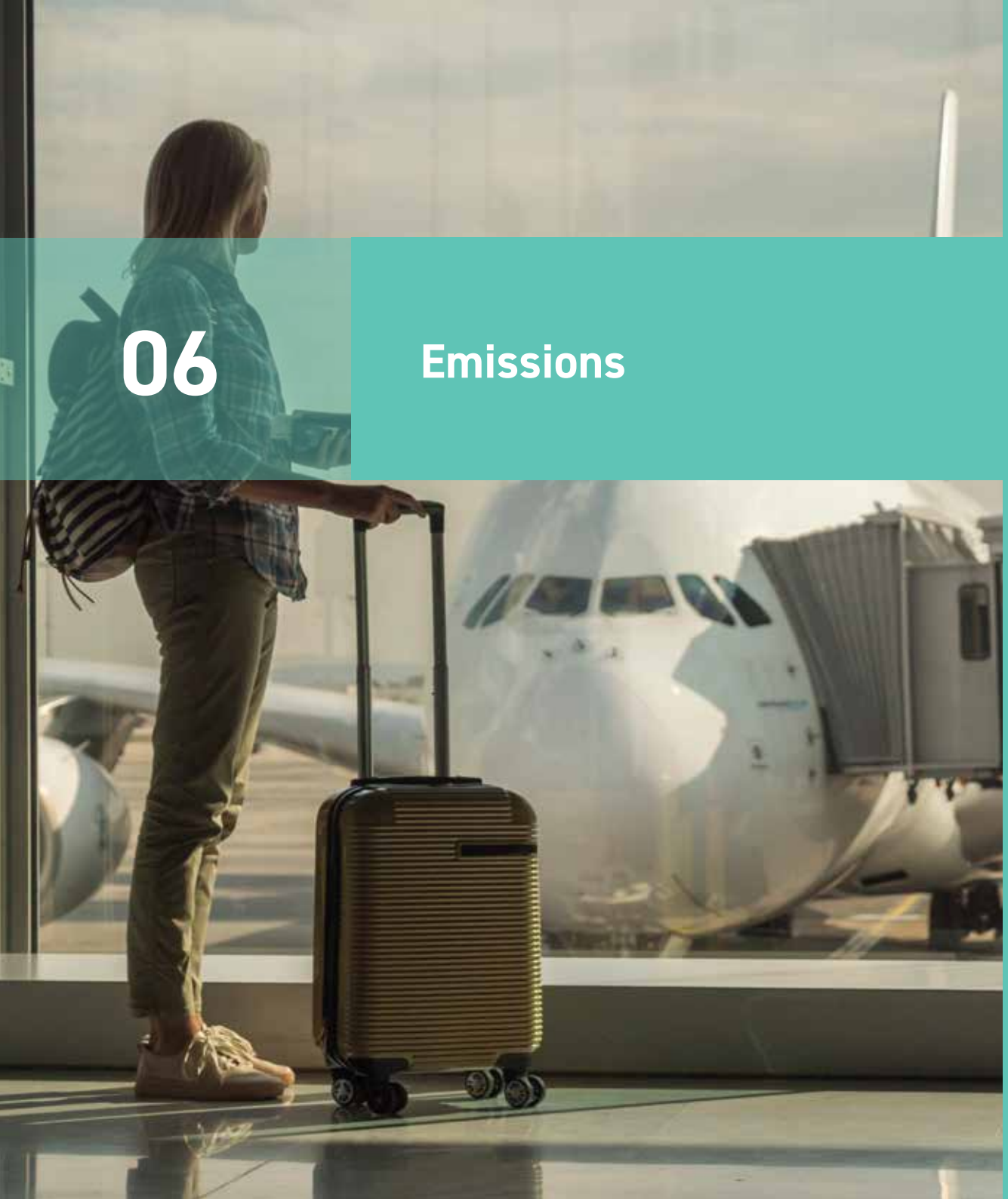
CHEMICAL INDUSTRY RAW MATERIAL USE

Source: Petrochemicals Europe



The EU fuel manufacturing sector is closely integrated with the petrochemical sector.
A large part of the petrochemical feedstock relies on refined products, such as naphtha and petroleum gases

Note: Please note due to rounding, figures may not add up to exactly 100%.



06

Emissions

FIGURE
39.a

SINCE 2000, PM EMISSIONS FROM EXHAUST REDUCED
IN THE EU-27

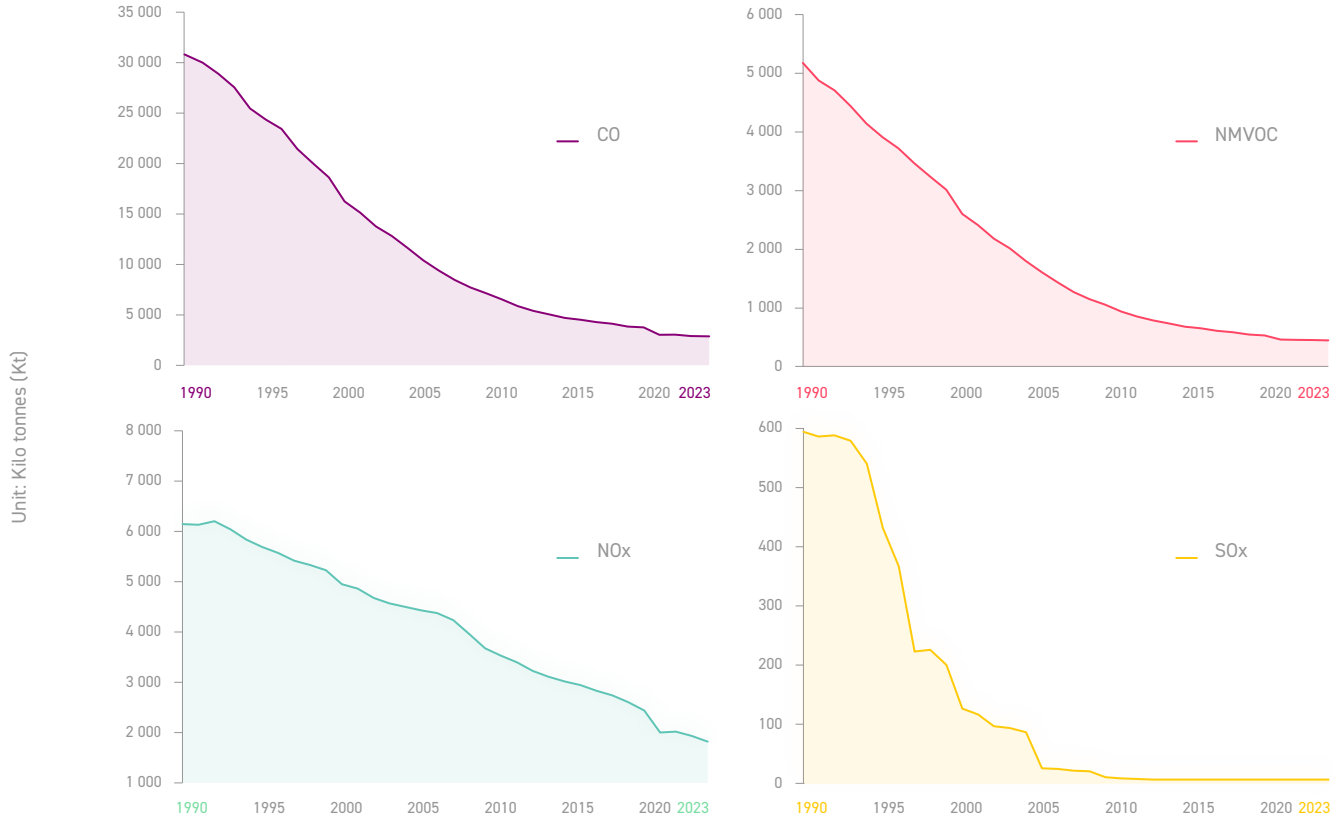
Source: European Environmental Agency

PM emissions are continuously decreasing as the result of cleaner diesel fuel, advanced engines and effective emissions control technology. Since the introduction of the Euro 6 standard, modern road vehicles with diesel engines are using highly efficient filters that remove 99.9% of PM. Despite a slight increase in PM values between 2020 and 2022 due to the end of COVID restrictions on travel, PM emissions continue to decrease and are significantly lower compared to pre-pandemic emissions.

FIGURE
39.b

SINCE 1990, FUELS ARE PROGRESSIVELY BECOMING CLEANER RESULTING IN EXHAUST EMISSIONS REDUCTION BY OVER 80%

Source: European Environmental Agency

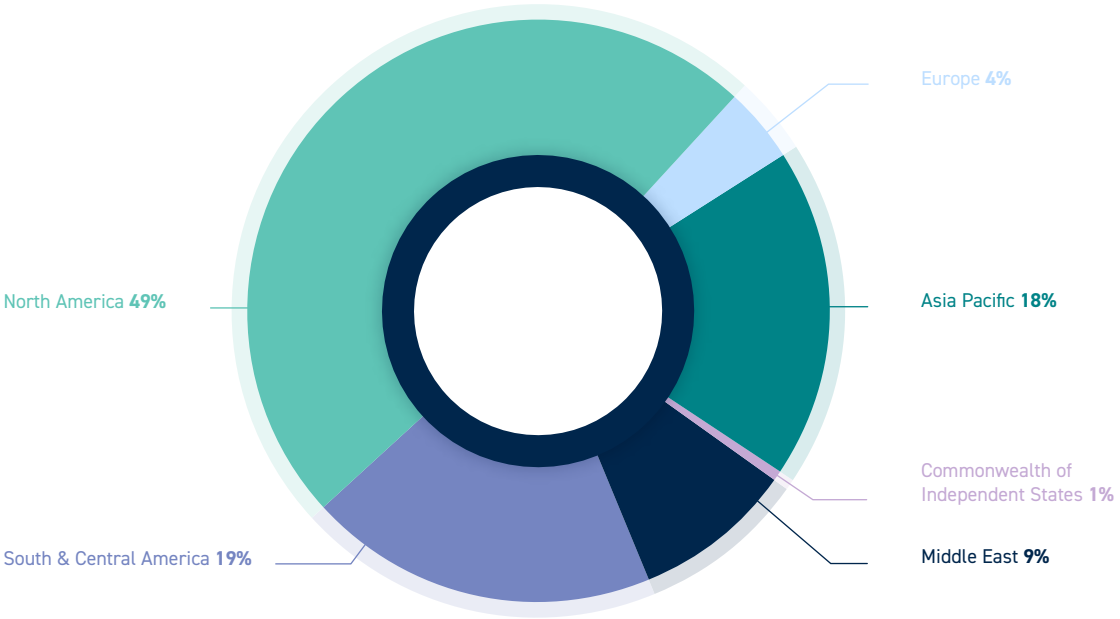


Since 1990, emissions from road transport have declined substantially in the EU-27. SOx emissions are now approximately 99% lower than in 1990, while NMVOC and CO emissions have decreased by over 91%, and NOx emissions by around 71%. These significant improvements are the result of the partnerships with the automotive industry aiming at improving the fuel-engine efficiency and leading to multiple environmental benefits. The travel restrictions imposed due to the Covid pandemic caused a significant reduction in emission values. However, despite travel restrictions being lifted and vehicles returning to the road, emissions have continued to decrease compared with pre-pandemic values.

FIGURE
40

CARBON CAPTURE PER REGION IN MILLION TONNES IN 2024

Source: Energy Institute

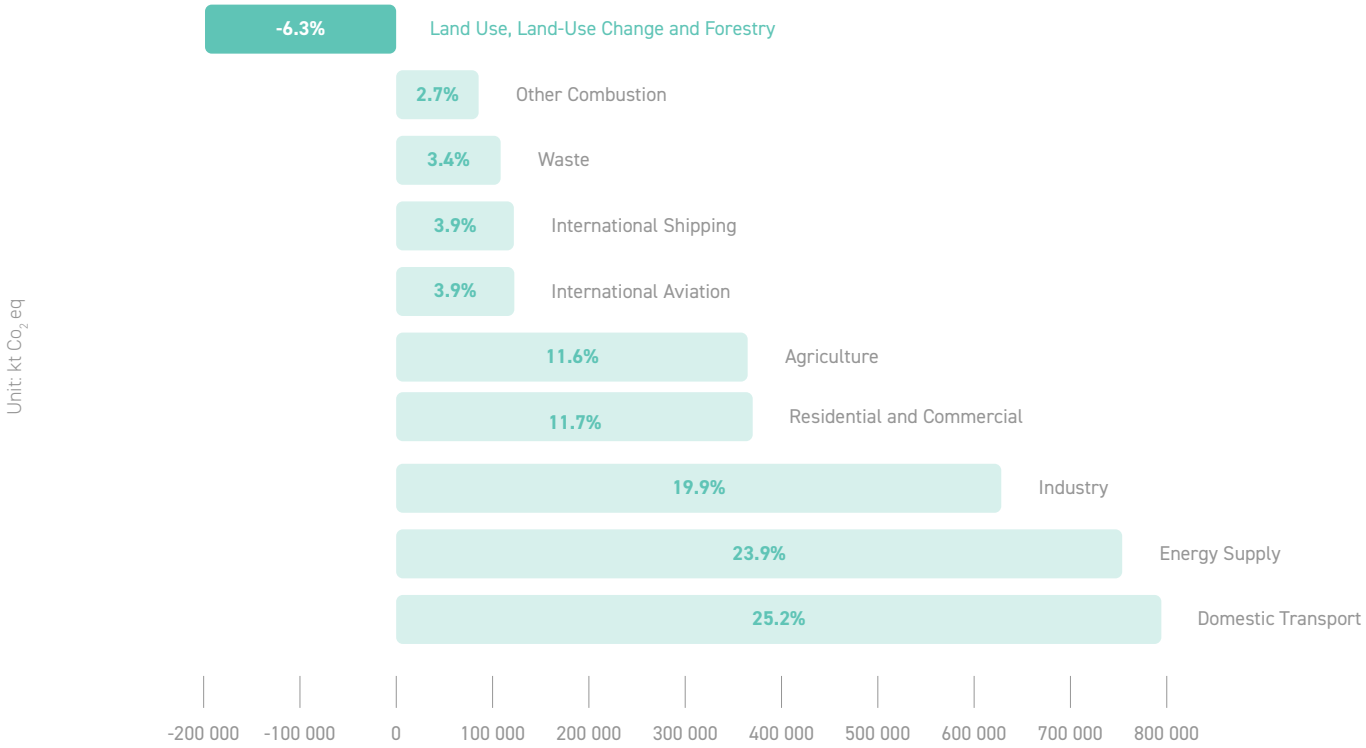


Europe lags significantly behind other regions in terms of carbon capture, usage, and storage (CCUS) capacity, a crucial technology for achieving climate neutrality. In 2024, Europe's CCUS capacity was only 2.4 million tonnes, far below North America's 28.1 million tonnes and South and Central America's 11.1 million tonnes. Asia Pacific and the Middle East also outpace Europe, capturing 10.6 and 5.1 million tonnes, respectively. This gap highlights Europe's limited deployment of CCUS, a tool that is essential to offset emissions from hard-to-abate sectors and support the transition to net-zero.

FIGURE
41

GHG EMISSIONS BY SECTOR IN EU-27 IN 2023

Source: European Environmental Agency



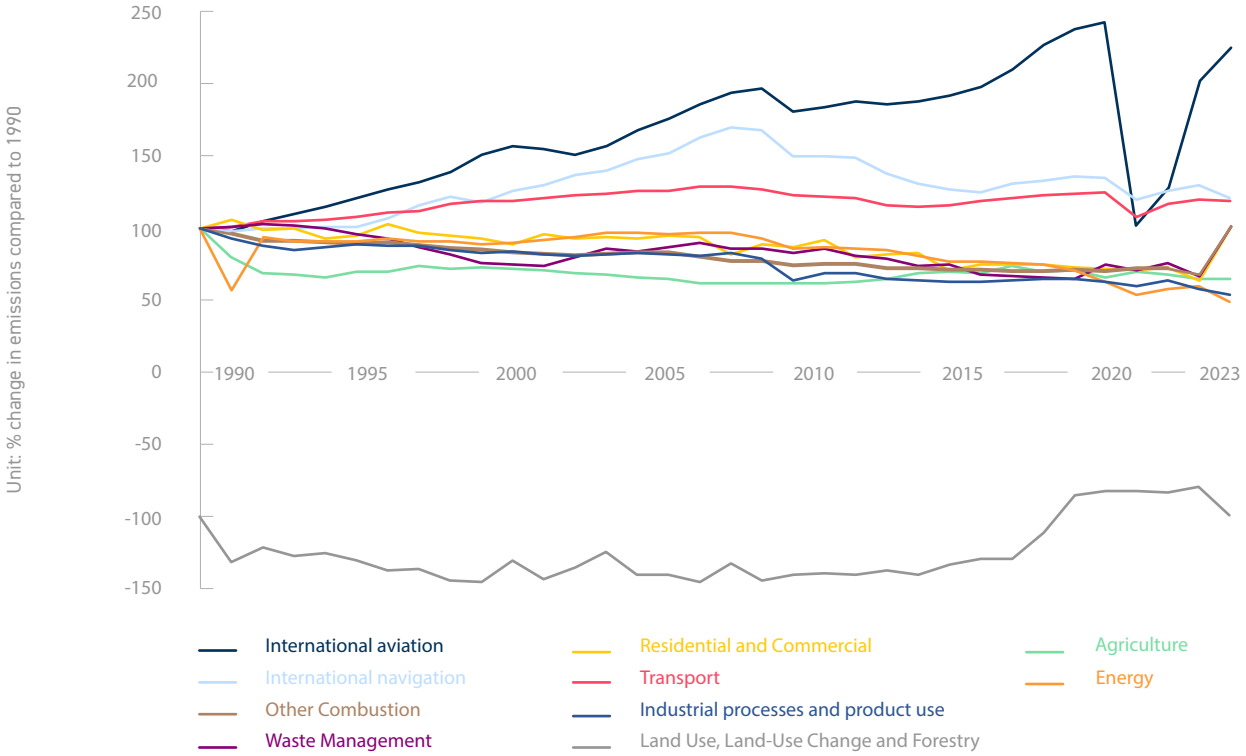
Energy supply and industry accounted for around 40% of the total Greenhouse Gas (GHG) emissions in the EU-27 in 2023. Transport, including international shipping and aviation generated 33% of all EU GHG emissions in 2023. Land use, Land-use change, and forestry, on the other side, allowed to offset 6.3% of total GHG emissions.

Note: Please note that due to rounding, figures may not add up.

FIGURE
42

CO_2 **EMISSION TREND** BY SECTOR IN THE EU-27

Source: European Environment Agency

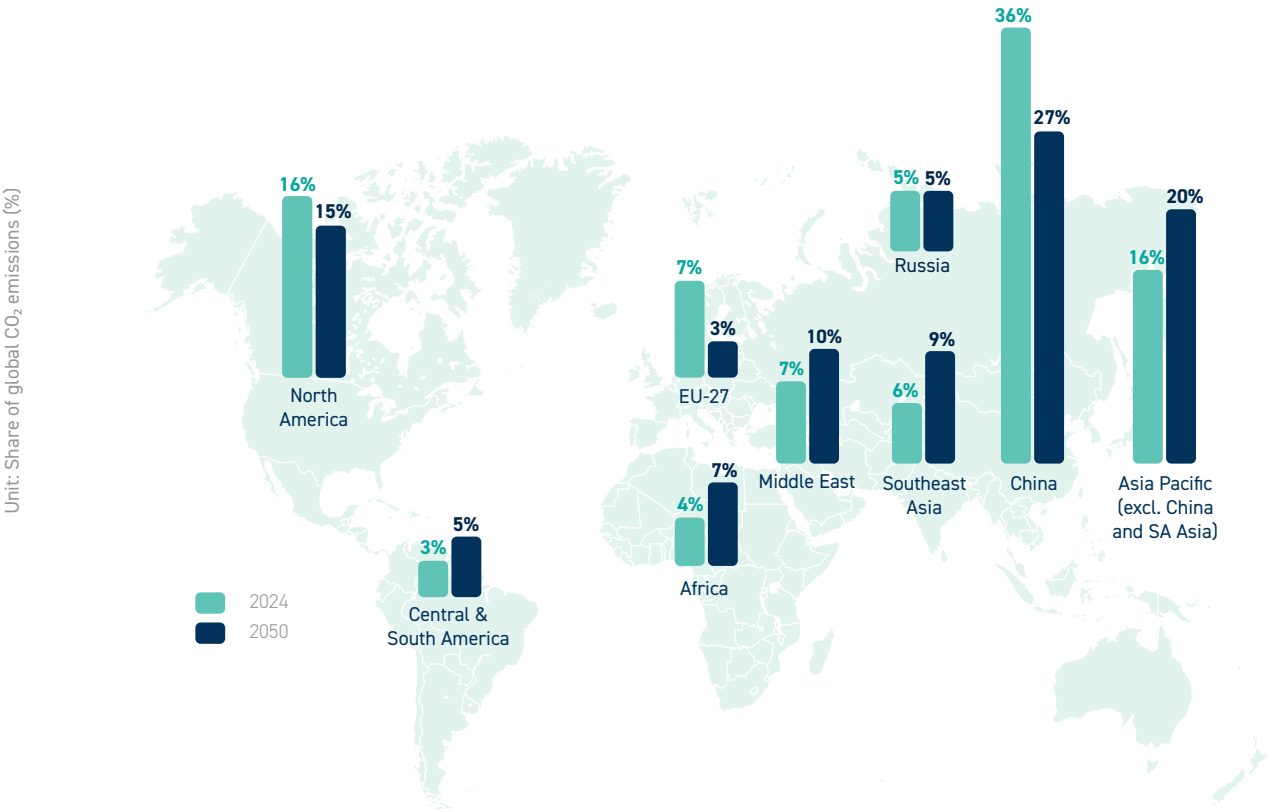


CO_2 emissions per sector have generally been declining since 2007. CO_2 emissions from transport steadily decreased between 2008 and 2015. However, since 2016, there has been an increasing trend in the CO_2 emissions in domestic transport, international aviation and international shipping. This increase was halted in 2020 due to global travel restrictions linked to the covid-19 pandemic but is now going back up since the restrictions were lifted. Since 1990, land use, land-use change and forestry has been offsetting less and less CO_2 emissions.

FIGURE
43

DECLINING EU SHARE IN GLOBAL CO_2 EMISSIONS

Source: International Energy Agency

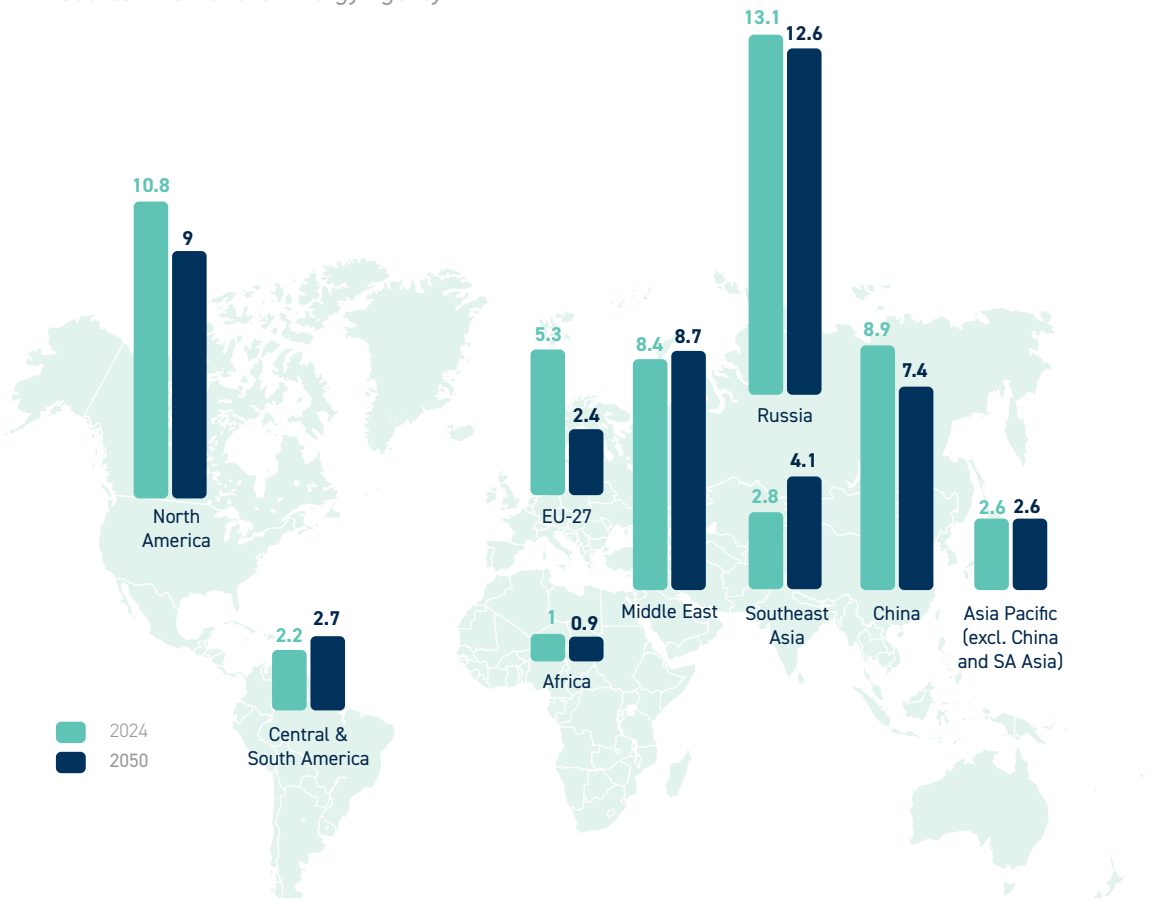


In 2024, the EU-27 accounted for 7% of the total CO_2 emissions and this share is expected to drop to 3% in 2050. CO_2 emissions in North America and China are also forecasted to decrease by 2050 by respectively 1 and 9 points, whereas in other parts of the world, emissions are likely to increase.

FIGURE
44

CO_2 EMISSIONS PER CAPITA BY REGION

Source: International Energy Agency

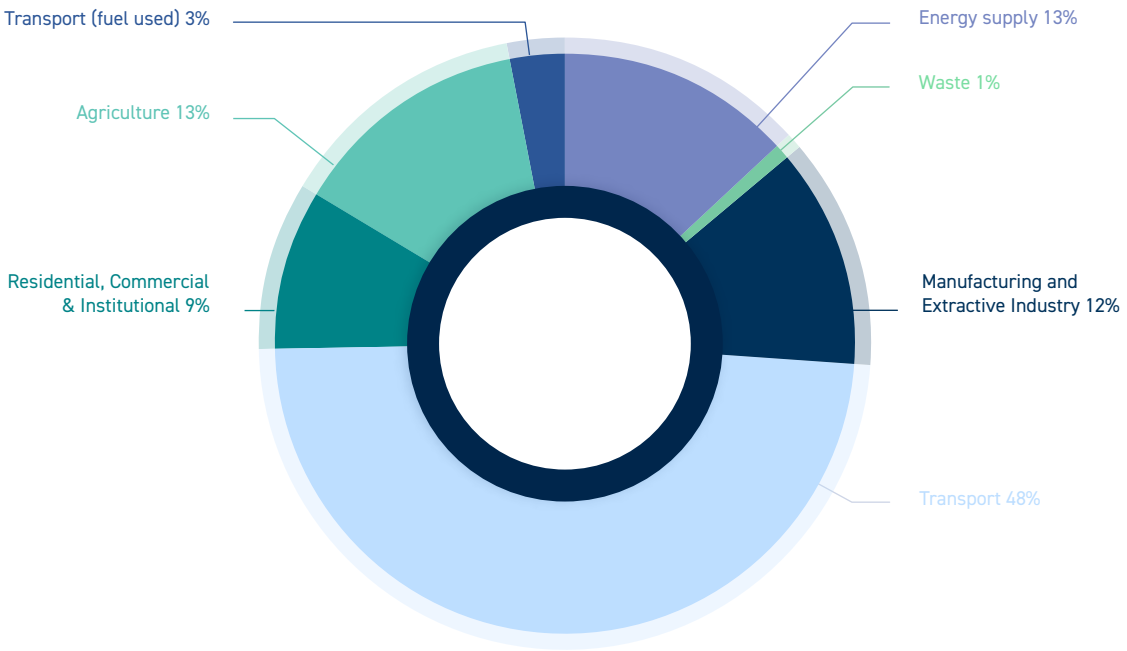


North America, the EU-27, Africa, Russia and China are forecasted to see a decrease in per-capita CO_2 emissions by 2050. Emissions in the Asia-Pacific region are expected to remain stable, while Central & South America, the Middle East, and Southeast Asia are projected to to see growth. The reduction is particularly pronounced in the EU-27, where CO_2 emissions are estimated to fall by 55% compared to 2024.

FIGURE
45

MAIN SOURCE SECTORS OF NOX EMISSIONS
IN EU-27 IN 2023

Source: European Environmental Agency



NOx are main contributors to the air quality problems found in several urban areas in the EU. These emissions have gone down by 66.8% since 1990 and continue to decrease across all major sectors, except waste managment, where NOx emissions have increased by 26.7%. Transport sector continues to represent the most significant contributor, being responsible for 48% of the total of NOx emissions emitted in 2023 in the EU.

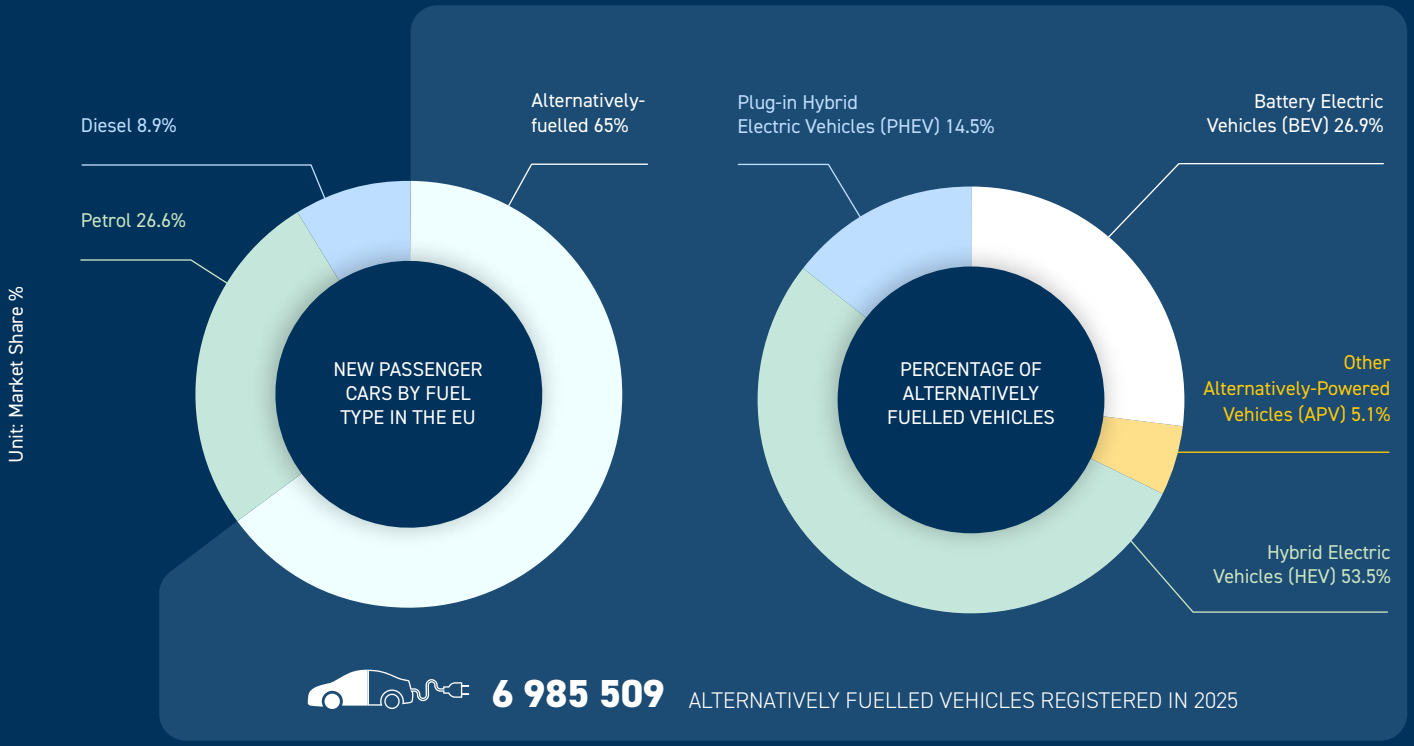
07

Retail & Marketing Infrastructure

FIGURE
46

ALTERNATIVELY FUELLED VEHICLES ACCOUNTED FOR 65% OF TOTAL PASSENGER CAR REGISTRATIONS IN 2025

Source: European Automobile Manufacturers Association



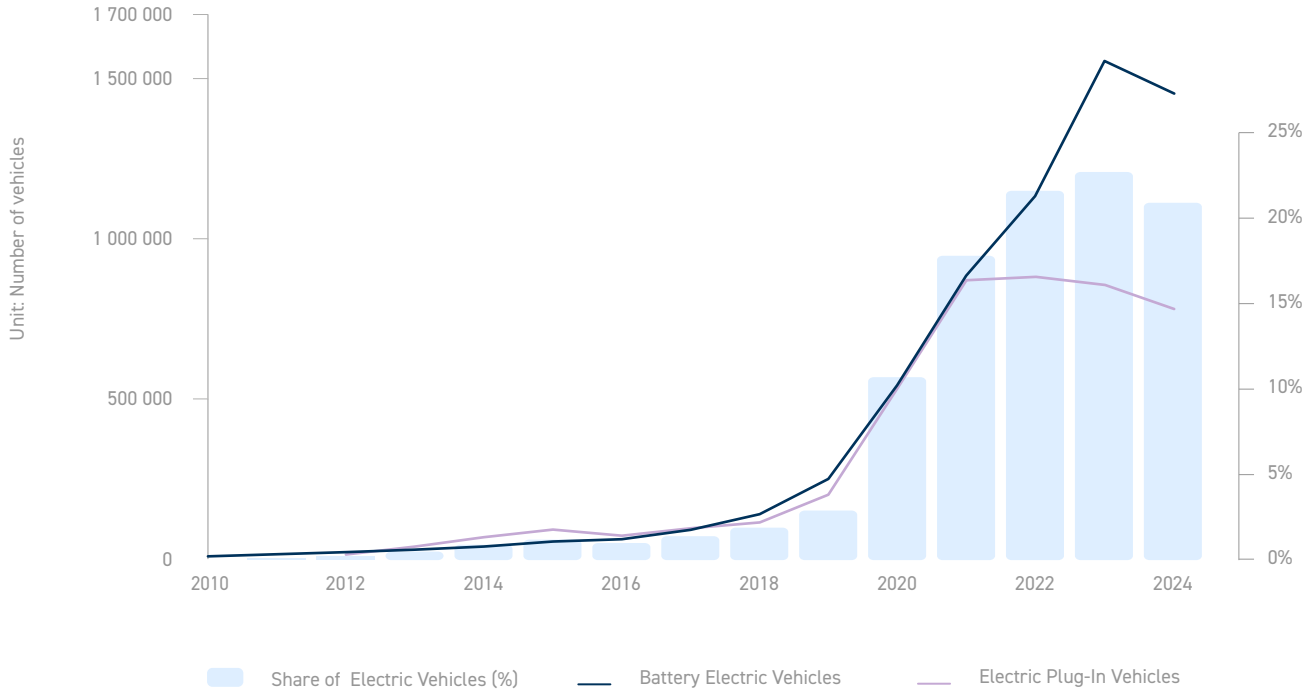
In 2025, new car registrations in the EU increased by 1.8% compared with 2024, although total volumes remained well below pre-pandemic levels. Hybrid electric vehicles (HEVs) remains the most popular choice among alternatively fuelled options. By contrast, registrations of battery electric vehicles (BEVs), plug-in hybrid vehicles (PHEVs), diesel, and petrol cars declined. Petrol vehicles lost their long-standing market-leading position, with market share falling sharply from 33.3% in 2024 to 26.6% in 2025.

Note: Please note that due to rounding, figures may not add up exactly to 100%.

FIGURE
47

ELECTRIC VEHICLES AS A PROPORTION OF THE TOTAL FLEET IN THE EU-27 IN 2024

Source: European Environment Agency



In 2024, electric vehicles accounted for 20.9% of new car registrations, with around 2.2 million new cars. However, registrations of new battery electric vehicles (BEVs) fell by 6.5%, while newly registered plug-in hybrid electric vehicles (PHEVs) dropped by around 8.8%. This decrease can be explain by the end of EV subsidies, high vehicle prices and interest rates weakening consumer demand.

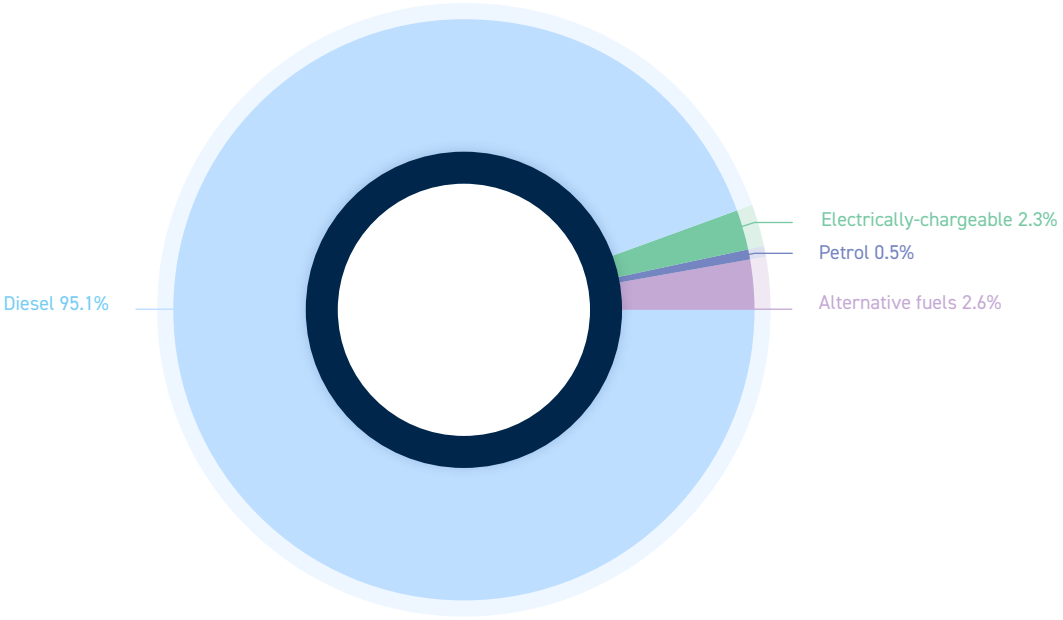
Note: The chart reports the number of newly registered electric cars (battery electric vehicles (BEV) and plug-in hybrid electric vehicles (PHEV)) in the EU-27.

- "Share of electric cars" refers to electric car registrations (BEV and PHEV) as a percentage of new car registrations.
- Non-plug-in electric cars, which are exclusively fuelled by conventional fuels, are not included in the data shown.

FIGURE
48

NEW TRUCKS IN THE EU-27 BY FUEL TYPE IN 2024

Source: European Automobile Manufacturers' Association



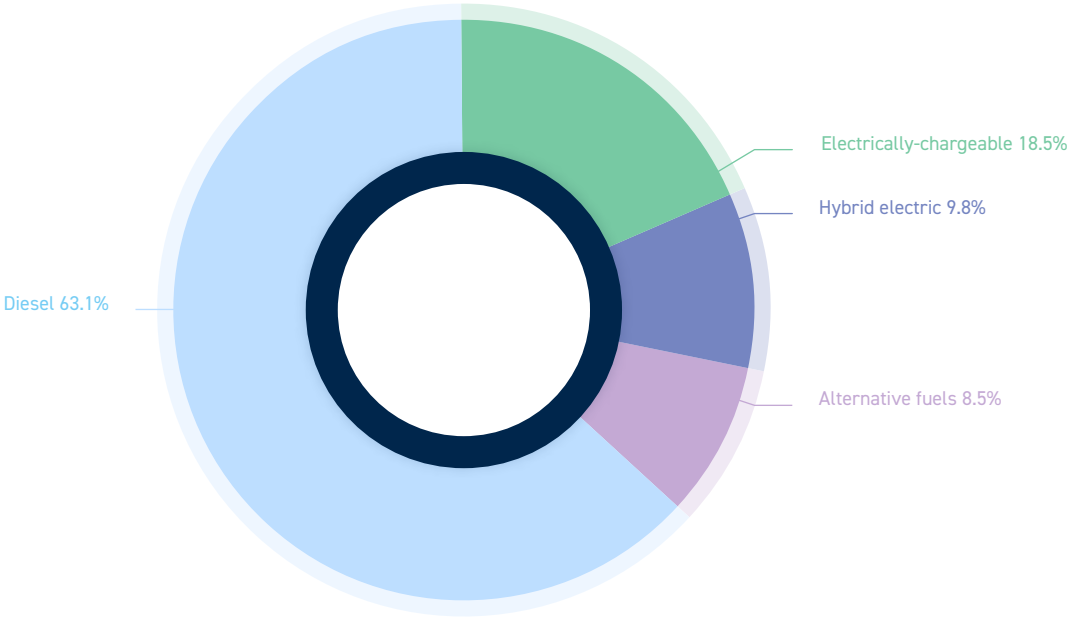
The use of low-carbon technologies in trucks remains minor with 95.1% of all newly-registered trucks in the European Union running on diesel. Alternative fuelled and electrically-chargeable trucks represent a small share of sales in 2024 with a 2.6% and 2.3% share, respectively. For the moment, diesel trucks still offer the best combination of long range, heavy-load capability, fast refueling, and lower operating costs compared with electric or hydrogen alternatives.

Note: Please note that due to rounding, figures may not add up exactly to 100%

FIGURE
49

NEW BUSES IN THE EU-27 BY FUEL TYPE IN 2024

Source: European Automobile Manufacturers' Association



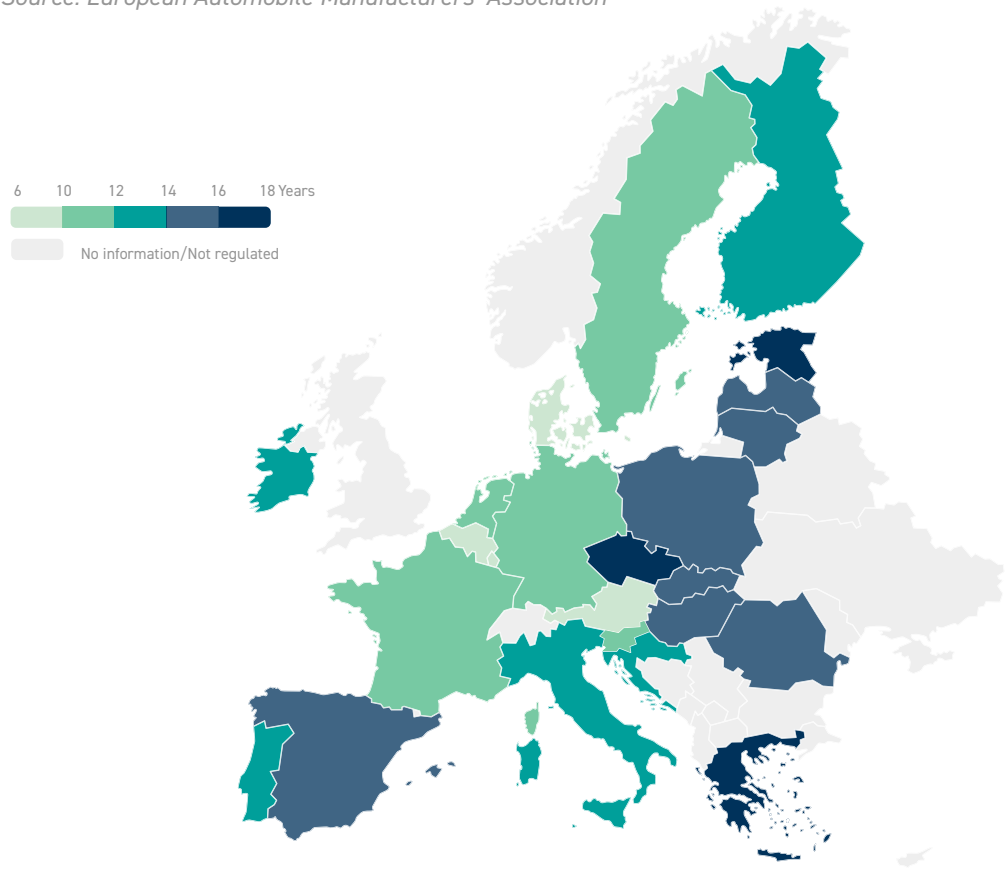
In 2024, diesel remained the dominant fuel type for new buses, while the share of hybrid-electric and other alternatively fuelled buses declined slightly. Nevertheless, the market for electrically chargeable buses continued to expand, with their share increasing by 16.35% between 2023 and 2024, reflecting growing investment in zero-emission public transport and stricter environmental policies across the EU.

Note: Due to rounding, figures may not add up exactly to 100%

FIGURE
50

AVERAGE AGE OF EU-27 CAR FLEETS IN 2023

Source: European Automobile Manufacturers' Association

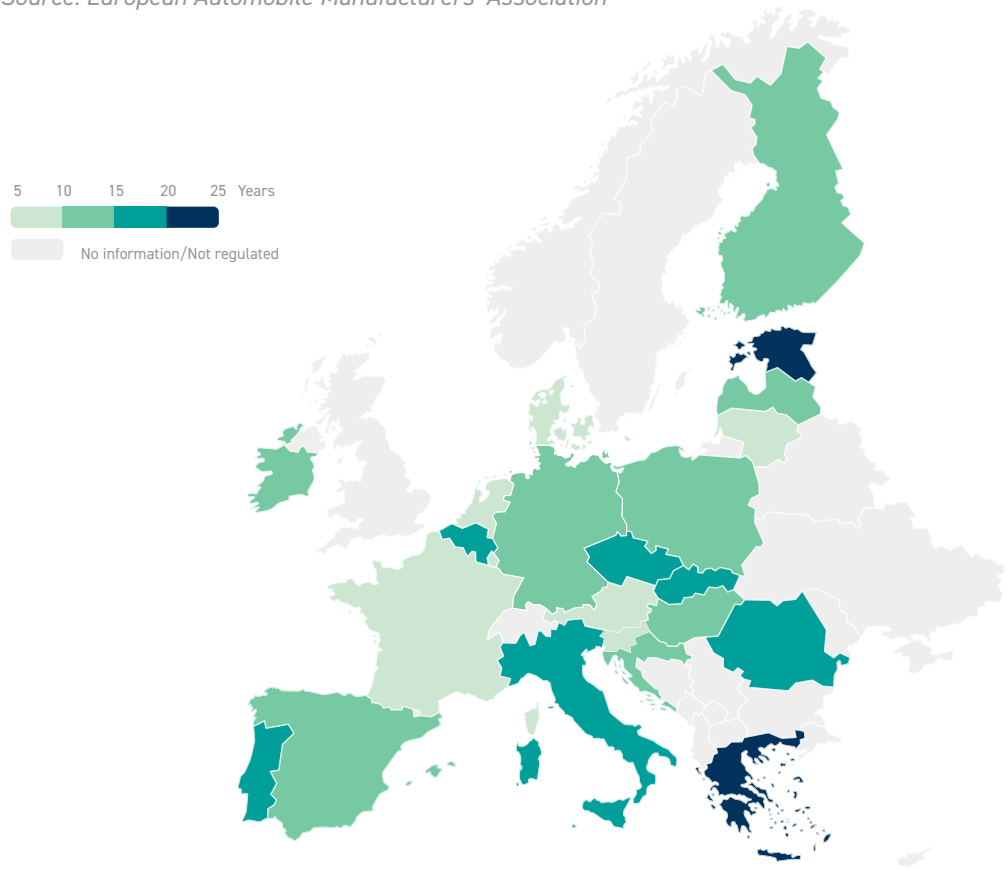


The average age of vehicle fleets varies across European countries, from 8 years in Luxembourg to 17.5 years in Greece, with an EU average of around 13 years. In Eastern and Southern Europe, where citizens cannot necessarily afford to buy new vehicles and depend on the second-hand car market, passenger cars will stay on the road longer and will need solutions for decarbonisation.

FIGURE
51

AVERAGE AGE OF THE EU-27 TRUCK FLEETS IN 2023

Source: European Automobile Manufacturers' Association

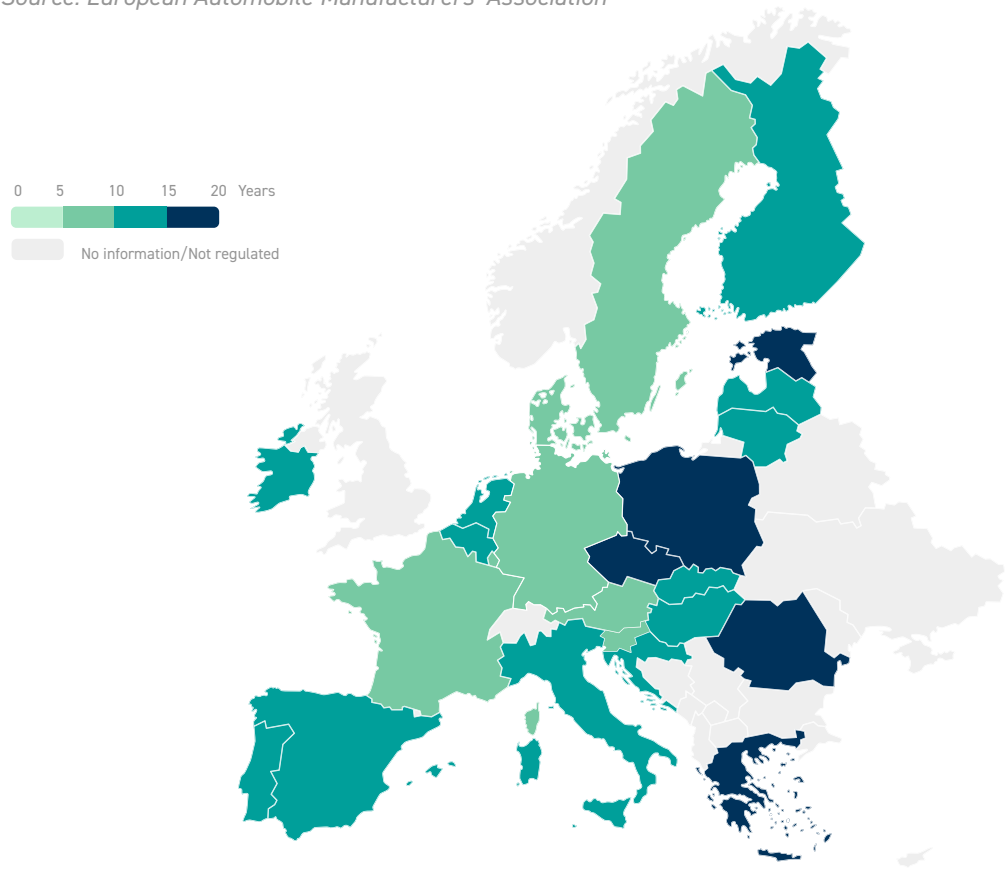


In 2023, the average age of trucks slightly increased across most European countries, with Greece reporting the oldest fleet at 22.6 years, and Austria and Luxembourg the newest at 6.8 and 7.5 years, respectively. Due to financial constraints, companies in Eastern and Southern Europe often rely on second-hand trucks, resulting in longer vehicle use and a greater need for decarbonisation strategies.

FIGURE
52

AVERAGE AGE OF THE EU-27 BUS FLEETS IN 2023

Source: European Automobile Manufacturers' Association

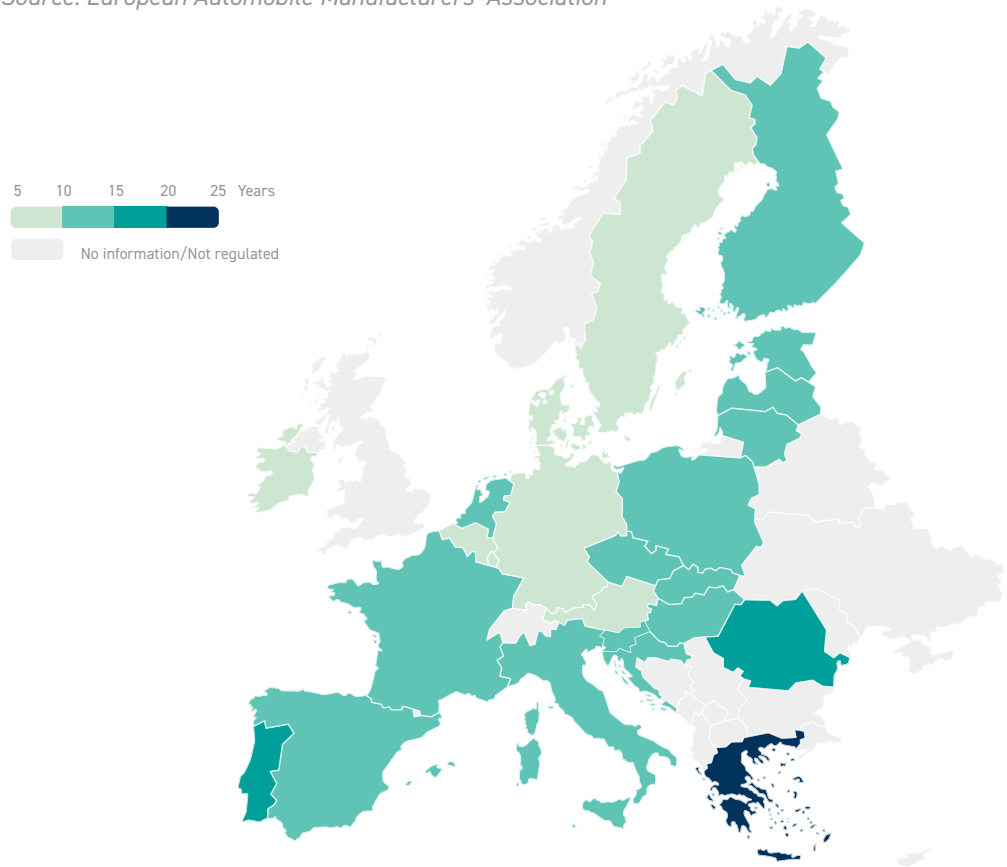


The average bus fleet age across Europe is 12.2 years, with Greek (17.6) and Romanian (17.5) buses being the oldest in the region. Furthermore, only seven countries maintain an average bus age below 10 years. In Eastern and Southern Europe, where companies and cities cannot necessarily afford to buy new vehicles, buses will stay on the road longer and will need solutions for decarbonisation.

FIGURE
53

AVERAGE AGE OF THE EU-27 VAN FLEETS IN 2023

Source: European Automobile Manufacturers' Association



The average vans fleet age across Europe is 12.7. Greek (21.1) and Estonian (16.5) vans are the oldest in the region. Furthermore, only seven countries maintain an average vans age below 10 years. In Eastern and Southern Europe, where companies and cities cannot necessarily afford to buy new vehicles, vans will stay on the road longer and will need solutions for decarbonisation. Of the EU's four major markets, Italy has the oldest van fleet (14.8 years), followed closely by Spain (14.4 years).

FIGURE
54

NUMBER OF SERVICE STATIONS IN EUROPE IN 2025

Source: National Fuel Industry Associations, Fuelo.net, 2gis, GlobalData and Maps.

Unit: Number of service stations

Country	Service stations	Country	Service stations	Country	Service stations
Austria	2 694	France	9 619	Malta	56
Belgium	3 021	Germany	14 376***	Netherlands	4 131
Bulgaria	3 100	Greece	5 176	Poland	7 919
Croatia	908	Hungary	2 035	Portugal	3 260
Cyprus	317	Ireland	1 840***	Romania	1 519
Czechia	7 733	Italy	21 700	Slovakia	953
Denmark	2 145	Latvia	590	Slovenia	536
Estonia	546	Lithuania	736	Spain	12 746
Finland	1 943**	Luxembourg	238*	Sweden	3 241
TOTAL EU-27 =113 078					
United Kingdom	8 349				
Norway	1 823**				
Switzerland	3 321				
Türkiye	12 260				
TOTAL NO + CH + TR + UK = 25 753					
TOTAL = 138 831					

In 2025, 138 831 service stations were identified across the EU, the United Kingdom, Norway, Switzerland and Türkiye.

* Data from 2022
** Data from 2023
*** Data from 2024

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FuelsEurope is a division of the European Fuel Manufacturers (an AISBL under Belgian law). The association brings together 40 member companies engaged in the production of both conventional and renewable fuels across the European Economic Area.

FuelsEurope represents the interests of the European fuels manufacturing industry and its associated value chains in policy discussions with EU institutions and a wide range of stakeholders. It provides technical expertise and industry insight on the production, distribution, and use of fuels, contributing to the development of a balanced and forward-looking regulatory framework that:

- Promotes European technological leadership in support of the energy transition and climate objectives.
- Strengthens sustainable development by fostering a competitive and resilient EU industry.
- Ensures that regulatory requirements are effective, technically feasible, and aligned with the protection of human health and the environment.

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