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Energy & Extractives

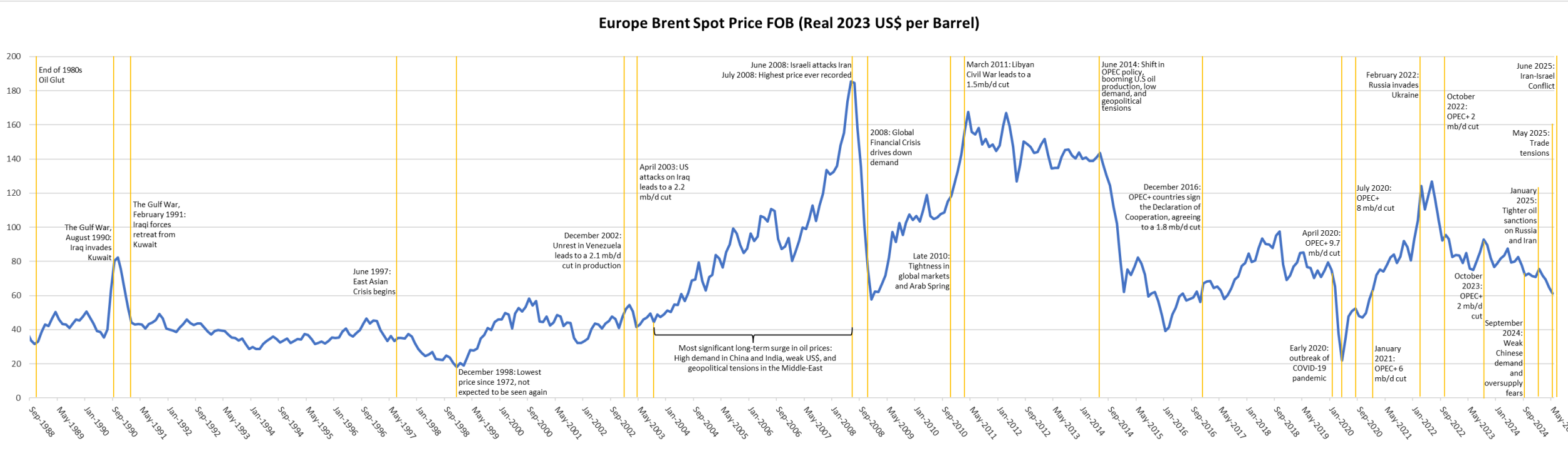
WORLD BANK – GLOBAL FUEL PRICING & SUBSIDY POLICIES DASHBOARD

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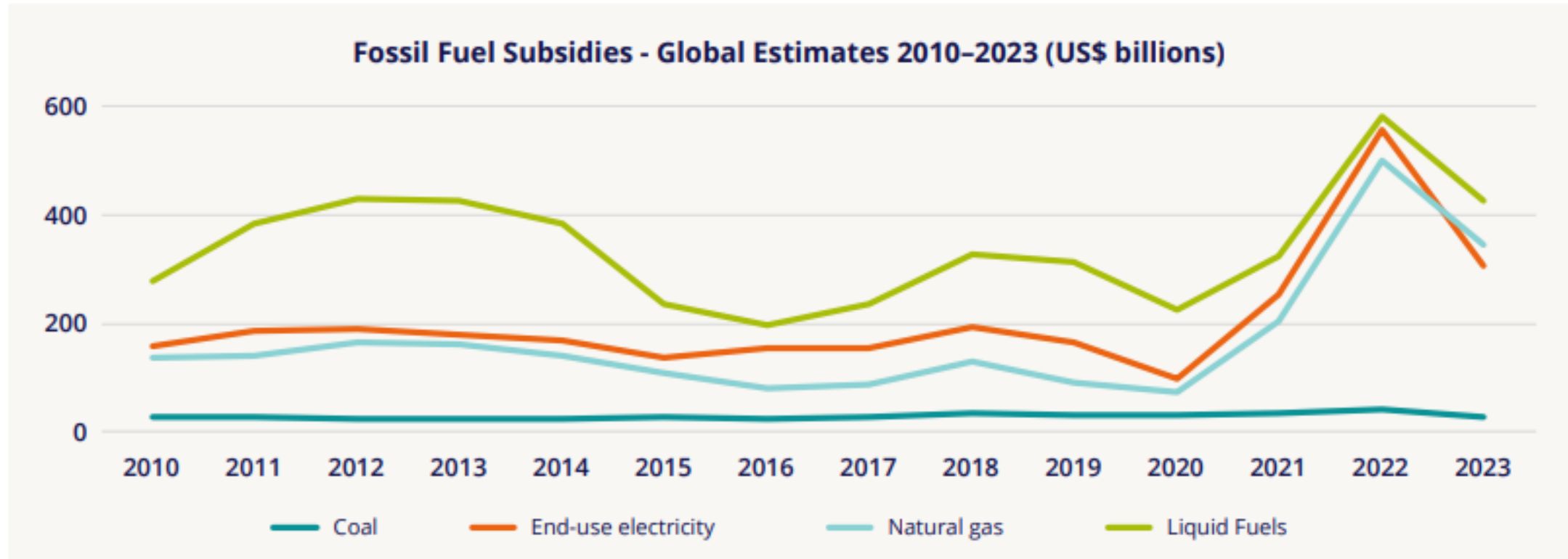
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Brent Crude Oil Spot Price 1988 - June 2025 (2023 US\$)



Proliferation of energy subsidies in 2022



Source: **Fossil Fuel Subsidy Tracker[®]**

Gaps in Publicly Available Global Fuel Price & Subsidy Policy Data

- Having readily available and regularly updated data is crucial to advance knowledge and inform policy on fuel pricing and subsidies.
- One of the hurdles to assessing regional or global responses of domestic fuel prices to international oil price movements has been the lack of comprehensive and high frequency time series and cross-country data on retail fuel prices as well as up-to-date country specific information on domestic fuel regulations and market conditions.
- There have been earlier efforts to collect fuel price data made freely available to the public. However, these datasets have been discontinued or were one-off endeavors and were not updated after the publication of the relevant research pieces.
- Currently there are no freely available time-series databases of fuel retail prices at a global level.
- Currently, there is no single source of comprehensive data and information on the types of fuel pricing mechanisms, fuel subsidies, and fuel market conditions across countries.
- To fill these data gaps, we developed two new databases.

New World Bank Resources on Fuel Prices & Subsidies

New World Bank Resources on Fuel Prices & Subsidies

World Bank's [Global Fuel Pricing and Subsidy Policies Dashboard](#), is a new open-access platform designed to support data-driven policymaking on fuel pricing and subsidy reform.

The World Bank's [Global Fuel Prices Database](#) tracks monthly retail prices for eight major fuels from 2015 to 2025.

The [Global Fuel Subsidies and Price Control Measures Database](#), captures how prices are regulated, how often they are adjusted, what types of subsidies are in place, and whether markets face issues such as shortages or smuggling.

Global Landscape of Fuel Subsidies & Price Controls Report [Website](#)

Background Papers:

[Global Stock-Take of Fuel Subsidies and Pricing Policies](#)
[A Global Assessment of Domestic Petroleum Fuel Prices](#)



World Bank's **Global Fuel Prices Database**: Overview

- Global Fuel Prices Database is the most comprehensive publicly available time-series dataset to date in terms of frequency, time horizon, country coverage, and diversity of fuel products.
- Monthly retail fuel prices manually collected for the period between **December 2015 and April 2025** for up to **140 economies**, depending on the fuel.
- The database relies on publicly available information. For countries that **regulate fuel prices**, I collected monthly price announcements from the websites or social media of petroleum agencies, ministry of finance, ministry of energy, and statistical offices. In some cases, the data were sourced from local news articles publishing the government's press releases on price adjustments.
- For countries with **deregulated prices** that conduct regular fuel price surveys, I manually collected the published monthly average prices for the country and if available for several major cities in the country.

Database provides monthly retail prices of:

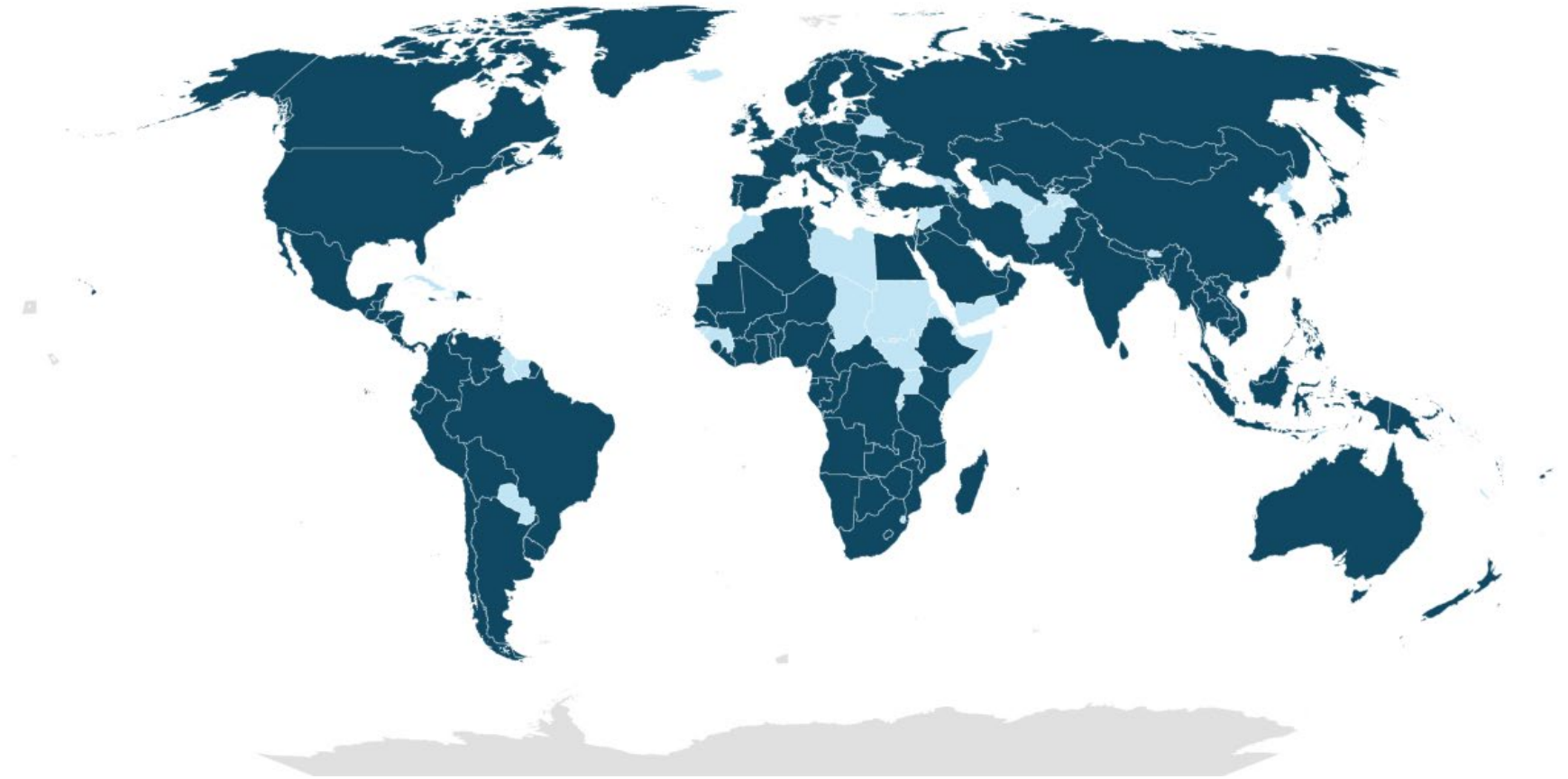
1. **Regular gasoline** (research octane number, RON, below 95)
2. **Premium gasoline** (RON of 95 or above)
3. **Diesel**
4. **Kerosene**
5. **LPG for automobiles**
6. **Bottled LPG**
7. **Heating Oil**
8. **Heavy Fuel Oil (HFO)**

World Bank's **Global Fuel Prices Database**: Geographic Coverage

of Economies covered:

Regular gasoline: 84
Premium gasoline: 107
Diesel: 140
Kerosene: 60
LPG for automobiles: 39
Bottled LPG: 50
Heating Oil: 28
Heavy Fuel Oil (HFO): 24

Prices available in LCU as well in harmonized units in USD (using official exchange rates).



World Bank’s Global Fuel Subsidies and Price Control Measures Database: Overview

Global Fuel Subsidies and Price Control Measures Database provides information on:

- i. each **country’s oil sector**, including crude oil and refined fuel product trade status and the total domestic refining capacity;
- ii. the type of **fuel pricing regulation** implemented in the country;
- iii. **domestic fuel market conditions** (such as fuel rationing, smuggling, and shortages);
- iv. **type(s) of fuel subsidies** implemented in the country; and
- v. whether the country is undergoing or considering **fuel pricing/subsidy reforms**.

It provides these data for **154 economies** annually from **2021 to 2025**.

Region	List of Economies Covered	Total
Europe and Central Asia	Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Greenland, Hungary, Iceland, Ireland, Italy, Kazakhstan, Kyrgyz Republic, Latvia, Lithuania, Luxembourg, Moldova, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine, United Kingdom, Uzbekistan	46
East Asia and Pacific	Australia, Cambodia, China, Fiji, Indonesia, Japan, Korea, Rep., Lao PDR, Malaysia, Mongolia, Myanmar, New Zealand, Papua New Guinea, Philippines, Singapore, Thailand, Viet Nam	17
Latin America and Caribbean	Argentina, Bahamas, The, Barbados, Belize, Bolivia, Brazil, Cayman Islands, Chile, Colombia, Costa Rica, Curacao, Dominica, Dominican Republic, Ecuador, El Salvador, French Guiana, Grenada, Guatemala, Guyana, Haiti, Honduras, Jamaica, Martinique, Mexico, Nicaragua, Panama, Paraguay, Peru, Saint Vincent and the Grenadines, Suriname, Trinidad and Tobago, Uruguay, Venezuela, RB	33
Middle East and North Africa	Algeria, Bahrain, Egypt, Arab Rep., Iran, Islamic Rep., Israel, Jordan, Lebanon, Libya, Morocco, Oman, Qatar, Saudi Arabia, Tunisia, United Arab Emirates	14
North America	Bermuda, Canada, United States	3
South Asia	Bangladesh, Bhutan, India, Nepal, Pakistan	5
Sub-Saharan Africa	Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Congo, Dem. Rep., Congo, Rep., Côte d'Ivoire, Equatorial Guinea, Ethiopia, Gabon, Gambia, The, Ghana, Kenya, Lesotho, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mozambique, Namibia, Niger, Nigeria, Senegal, Sierra Leone, South Africa, Tanzania, Togo, Uganda, Zambia, Zimbabwe	36
Total		154

World Bank's Global Fuel Subsidies and Price Control Measures Database: Oil Trade

	A	B	C	D	E	F	G	H
	Economy & Region			Net Trade Status - Oil refined products	Net Trade Status - Crude oil	Number of operational oil refineries in the country	Total estimated domestic refining capacity (b/d)	Upstream & Downstream Oil Sector Summary
1	Economy	Economy Code	WBG Region Classification	0 - no data 1 - net refined products importer 2 - net refined products exporter	0 - no data 1 - net crude importer 2 - net crude exporter 3 - neither exporter nor importer (no refining capacity)			
2								
85	Laos (LAO PDR)	LAO	EAP	1	1	1	20,000	Upstream Sector: Laos has no proven oil and gas reserves. Its only domestic refinery started operations in 2020. Laos imports crude to supply the refinery. Downstream Sector: Laos is a net importer of refined products. In 2023, imports were mainly from Thailand, Malaysia, China, Singapore and Germany (https://oec.world/en/profile/bilateral-product/refined-petroleum/reporter/laos). In November 2020, first phase of Laos's first and only refinery was commissioned. The first phase of the refinery produces 1 million tonnes/year. Once fully completed the Vientiane refinery—Phases 2 and 3 of which will lift processing capacity another 2 million tpy to 3 million tpy—also will include a new 80-million l. petroleum products storage terminal. Lientiane refinery project—which began development in 2014 as a joint investment of Yunnan Construction & Investment Holding Group Co. Ltd. (YCIHC) subsidiary Yunnan Provincial Overseas Investment Co. Ltd. (YOIC; 75%), Lao State Fuel Co. (20%), and Lao-China Joint Venture Investment Co. Ltd. (5%). Phase 1 of the recently commissioned refinery is designed to produce Euro 5-quality gasoline, diesel, aromatics, LPG, and sulfur, with Phases 2-3 adding additional gasoline and diesel production capacity, as well as capacities for production of aviation kerosene, road asphalt, polypropylene. (https://www.ogj.com/refining-processing/refining/operations/article/14188970/laos-commissions-first-oil-refinery) The final phase of the refinery is scheduled to be completed by 2030. (https://www.hydrocarbons-technology.com/projects/laopec-oil-refinery-vientiane/#:~:text=The%20final%20phase%20of%20the,liquefied%20gas%20and%20industrial%20sulphur.)
86	Latvia	LVA	ECA	1	3	0	0	Upstream Sector: Latvia does not produce crude oil. Downstream Sector: Latvia does not have a domestic refinery. All fuel products are imported. It imports mainly from Lithuania and Finland.
87	Lebanon	LBN	MENA	1	3	0	0	Upstream Sector: Lebanon does not produce crude oil. Downstream Sector: Lebanon does not have a domestic refinery. All fuel products are imported mainly from Greece, Türkiye and Italy.
88	Lesotho	LSO	SSA	1	3	0	0	Lesotho does not produce any crude oil. There is no domestic refining capacity. It imports all its refined fuels. In 2023, the main import markets were South Africa, UAE, India and Bahrain (https://oec.world/en/profile/bilateral-product/refined-petroleum/reporter/leso)
89	Libya	LBY	MENA	1	2	5	380,000	Upstream Sector: Libya is net exporter of crude. It historically exports mainly to Europe. In 2023, the main export markets were Italy, Germany, Spain, France and China (https://oec.world/en/profile/bilateral-product/crude-petroleum/reporter/lyb) Downstream Sector: Libya is net importer of refined fuels. Libya has a total refining capacity of 380,000b/d and crude feedstock is normally domestically sourced. Refinery production was severely disrupted by the civil war in 2011. Utilization rates have remained below historical norms due to repeated outages resulting from damaged infrastructure and arbitration disputes. There are five refineries: Ras Lanuf, Zawiya, Marsa al Brega, Sarir and Tobruk. However, the Ras Lanuf complex has been closed since 2013 due to an arbitration dispute. In 2023, main import markets were Greece, Italy, Cyprus, Türkiye and Belgium (https://oec.world/en/profile/bilateral-product/refined-petroleum/reporter/lyb)
90	Lithuania	LTU	ECA	2	1	1	240,000	Upstream Sector: Lithuania is a net importer of crude to supply its domestic refinery. Historically it imports from Russia, Kazakhstan and US (https://oec.world/en/profile/bilateral-product/crude-petroleum/reporter/ltu) Downstream Sector: Lithuania is a net exporter of refined fuels. It has one domestic refinery. The Mazeikiiai Refinery has been operation since 1980. The design capacity of the Mazeikiiai Refinery is 8 million tonnes of crude oil per year. In 2023, main export markets were US, Ukraine, Poland, Latvia and Estonia. (https://oec.world/en/profile/bilateral-product/petroleum-gas/reporter/ltu)

World Bank's Global Fuel Subsidies and Price Control Measures Database:

Fuel Price & Subsidy Policy Measures

Economy	Economy Code	WBG Region Classification	Income group (WBG Classification)	Fuel Price Control 0 - Deregulated Prices 1 - Regulated Prices	Fuel Subsidy (excludes fuel tax reductions) 0 - No official subsidies 1 - At least one type of official fuel subsidy exists 2 - Recurring practice of freezing fuel prices 3 - Unclear	Fuel Tax Reduction (Government foregone revenue) 0 - No 1 - Yes, fuel tax(es) reduced 3 - Unclear	Subsidy Reform (includes removal of tax reductions) 0 - no subsidy 1 - no reform of existing subsidy, tax reduction 2 - reforming subsidy, tax reduction, raising prices after a long freeze 3 - considering reforming subsidy	Price Control Reform 0 - no controls in place 1 - no reform of existing price control 2 - reforming price control 3 - considering reforming price control	Fuel Price Stabilization Fund or Mechanism 0 - No 1 - Yes	Fuel Shortages 0 - no reports found 1 - yes	Fuel Smuggling 0 - no reports found 1 - yes (out smuggling) 2 - yes (in smuggling)	Fuel Blackmarketing 0 - no reports found 1 - yes	Protests/Strikes related to fuel prices or fuel market conditions 0 - no reports found 1 - yes	Oil company(ies) having trouble due to selling below cost or facing shortage of currency 0 - no reports found 1 - yes	Fuel imports rationed or suspended 0 - no reports found 1 - yes
Bangladesh	BGD	SA	Lower-middle Income	1	3	0	2	2	0	0	1	0	0	0	0
Barbados	BRB	LAC	High Income	1	0	0	0	1	0	0	0	0	0	0	0
Belgium	BEL	ECA	High Income	1	0	0	0	1	0	0	0	0	0	0	0
Belize	BLZ	LAC	Upper-middle Income	1	0	0	0	1	0	0	2	0	0	0	0
Benin	BEN	SSA	Lower-middle Income	1	2	0	1	1	0	0	2	1	0	0	0
Bermuda	BMU	N. AMERICA	High Income	1	0	0	0	1	0	0	0	0	0	0	0
Bhutan	BTN	SA	Lower-middle Income	1	0	0	0	1	0	1	1	0	0	0	0
Bolivia	BOL	LAC	Lower-middle Income	1	2	0	2	2	0	1	1	0	1	1	0

World Bank's Global Fuel Subsidies and Price Control Measures Database:

Fuel Price & Subsidy Policy Measures

ECONOMY & REGION			Fuel Pricing Mechanism: Deregulated or Regulated	Fuel Pricing Mechanism: If regulated, adjustment/review frequency	Fuel Pricing Mechanism: Explanation	Price level or price cap	Price level or price cap
Economy	Economy Code	WBG Region Classification	1 - Deregulated, subject to antitrust regulations 2 - Regulated (includes usage of price stabilization funds) 3 - Deregulated but there is some government intervention in fuel prices (pseudo regulated) (e.g., subsidy to domestic refineries, pressure on oil marketing companies to freeze prices)	0 - prices deregulated 1 - weekly or biweekly 2 - monthly 3 - every few months (e.g., three months) 4 - if above or below a certain price band 5 - adhoc 6 - frozen for long stretches of time (several months, years)	Notes & Explanation	1 - level 2 - cap 3 - not regulated	Explanation
Tanzania	TZA	SSA	2	2	Regulated fuel price caps: Fuel prices are regulated by the Energy and Water Utilities Regulatory Authority (EWURA). EWURA publishes monthly retail and wholesale price caps. Oil Marketing Companies are free to sell their products at a price that gives them a competitive advantage provided that, such price does not exceed the price cap and is not below the floor price for the relevant product as it is computed according to the EWURA (Petroleum Products Prices Setting) Rules that were gazetted through the Government Notices No. 57 published on 28th January 2022 and the EWURA (Petroleum Products Prices Setting) (Amendment) Rules that were gazetted through Government Notice No. 761A published on 30th October 2023 and Amended Bulk Procurement Regulations of 2024. "EWURA prepares and publishes cap prices of the petroleum products (petrol, diesel and kerosene) on wholesale and retail basis that are consumed locally. The local pump prices or petroleum retail prices for all regions are computed based on the cost of discharge at Dar es Salaam, Tanga and Mtwara ports. EWURA performs this task pursuant to the EWURA (Petroleum Products Price Setting) Rules 2022-GN 57 and shall be applied with rules. Currently, the cap prices are published on monthly basis. EWURA started to publish cap prices in January 2009. EWURA publishes retail cap prices applicable to all region, district and small townships. Operators of retail outlets (petrol stations) are not allowed to sell petroleum products above cap prices in their respective areas. All petrol stations operators should publish petroleum products prices on clearly visible boards. It is an offence to sell or offer for sale petroleum products above the cap prices, and not to have prices published on boards located in clearly visible places in front of petrol stations. These acts will attract punitive measures from EWURA." (https://www.ewura.go.tz/petroleum-product-pricing/) Bulk procurement system: "Pursuant to Section 168 of the Petroleum Act, 2015, Cap 392 importation of petroleum products in the country has to be conducted through an efficient procurement mechanism, so specified by the Minister responsible for Petroleum affairs. Through this section, The Petroleum (Bulk Procurement) Regulations were made by the Minister responsible for Petroleum Affairs in June 2011 and revised versions in 2013 and 2015. These regulations provide for establishment of a Petroleum Bulk Procurement Agency (PBPA) formerly known as Petroleum Importation Coordinator (PIC) to manage and coordinate importation of petroleum products. Currently petroleum products that are imported through Bulk Procurement System (BPS) are petrol, diesel, Jet- A1 and Kerosene. As a Regulator, EWURA ensures that the petroleum procurement system operates in accordance with BPS Regulations and hence the country does not starve on key petroleum products that are essential for the economic wellbeing. Therefore, monitoring the security of petroleum supply in the country is a key role of EWURA." (https://www.ewura.go.tz/petroleum-product-pricing/)	2	Government sets price caps on fuels

World Bank's Global Fuel Subsidies and Price Control Measures Database:

Fuel Price & Subsidy Policy Measures

ECONOMY & REGION			Fuel Pricing: Uniform or Locational	Fuel Pricing: Uniform or Locational - Notes	Fuel supply conditions	Fuel supply conditions - Notes
Economy	Economy Code	WBG Region Classification	1 – uniform – one price across the country (includes cases where there is a price cap and very limited variation in retail prices are observed, all retailers seem to set prices at the cap) 2 – pricing by location – prices vary across the country (deregulated or price levels/caps set by region)	Notes & Explanation	1 – Scarcity 2 – Smuggling 3 – Blackmarket 4 – Protests/Strikes 5 – Oil company(ies) having trouble due to selling below cost or facing shortage of currency 6 – Imports rationed or suspended due to non-payment or debt accrual or issues accessing foreign exchange	Notes & Explanation
Zambia	ZMB	SSA	2	Prices are regulated. ERB publishes monthly price caps. Retailers can sell below the price caps depending on their trading advantages.	1, 2, 3	Scarcity: In October 2024 there were fuel shortages due to disruption in the importation of petroleum products. Around 8% of 617 total petrol stations experienced shortages of fuels in October. The disruption in supply was caused by logistical challenges experienced by Oil Marketing Companies in transporting petroleum into the country by road. There were bottlenecks at the port of Beira in Mozambique and the introduction of the new customs law in Zimbabwe which requires that transporters pay tax per truck of approximately US\$24,000 to be refunded at the port of exit upon compliance with transit procedures. The custom charge forced Zambian transporters to suspend imports through Zimbabwe resulting in bottlenecks at Chanida border post in Zambia. Blackmarketing: There is history of fuel blackmarketing. In 2023, OMCs in North Western Province expressed concerns with the increasing number of black market fuel traders in some parts of the province. (https://www.znbc.co.zm/news/black-market-fuel-traders-step-on-omcs-toes/) Fuel Out-Smuggling: There is a history of fuel smuggling between Zambia and Zimbabwe. For example, in 2021, 3 fuel tankers were intercepted on their way to Zambia full of water instead of fuel, after offloading the fuel illegally in Zimbabwe. The fuel tankers had a combined 130 655 liter of diesel and

World Bank's Global Fuel Subsidies and Price Control Measures Database:

Fuel Price & Subsidy Policy Measures

ECONOMY & REGION			Types of Fuel Subsidy or Price Control Measures in place in 2024	Type of Fuel Subsidy or Price Control Measure 2024 - Notes
Economy	Economy Code	WBG Region Classification	0. No price controls or subsidy 1. Regulated Price Cap or Price Level with regular adjustments 2. Price Freeze 3. Fuel Tax/Excise Reduction or Elimination or Rebates 4. Price stabilization fund used 5. Fiscal transfer oil companies (rebate or direct transfer) 6. Subsidy (including tax reduction) to certain users (lower income households, certain farmers, power sector, transport operators, fisheries etc.) or specific fuel (e.g., LPG for households) this can include cash transfers or in kind 7. Price control measures on upstream domestic producers, refiners, oil marketing companies (includes export bans, subsidies to refineries) 8. Lower Fuel Blending Requirements 9. Cross subsidy between fuels	Notes & Explanation
Honduras	HND	LAC	1, 3, 6	Gasoline and diesel subsidy: The Ministry of Energy (SEN), in January 2024 confirmed the continuation of the application of a 50% subsidy on regular gasoline and diesel from until December 31, 2024. "The director general of hydrocarbons and biofuels of the SEN, Carlos Posas, confirmed that this measure has been taken considering the monitoring that the institution has been doing of the international fuel market and the prevailing trend registered in recent weeks. "This decree is valid for the entire year 2024 and will cover all the events of sustained increases that may occur, whether due to this series of events or due to new events that we have not even contemplated," Posas said."(https://sen.hn/gobierno-subsidiara-el-50-de-incrementos-en-el-diesel-y-regular/) LPG subsidy: Government has historically subsidized domestic LPG prices to stabilize them instances of international price volatility. In 2021 government subsidized prices freezing them from February to December 2021. In February 2022, in Executive Decree number 11-2022, the administration of President Xiomara Castro decided to again subsidize the price of LPG for cylinders for domestic use. LPG prices have been frozen since March 2022 until January 2024. Until the end of the third quarter 2022, Honduras spent 130.8 million dollars for the purchase of 1.9 million barrels of LPG on the international market in the context of economic recovery at an average price of 68.61 dollars per barrel. (https://www.latribuna.hn/2022/12/12/subsidio-al-cilindro-de-glp-seguira-en-el-2023/) The subsidy seems to be through fiscal transfer. The government compensates the difference between the cost of LPG to retailers and domestic prices to the LPG retailers. Fuel tax reduced since 2022: "Through decree 3-2022, which came into force on February 11, 2022, the ACPV tax on gasoline and diesel in Honduran territory has been reduced by 0.4140 cents (10.13 lempiras) via reform. Since that date, this tax on premium gasoline is 24.56 lempiras , which is 0.99 cents at the current exchange rate. While 20.59 lempiras or 0.83 cents of a dollar is collected per gallon of regular gasoline and for diesel 0.72 dollars equivalent to 17.86 lempiras ." (https://www.elheraldo.hn/economia/impuestos-combustibles-paises-centroamerica-2024-

World Bank's Global Fuel Subsidies and Price Control Measures Database: Fuel Price & Subsidy Policy Measures

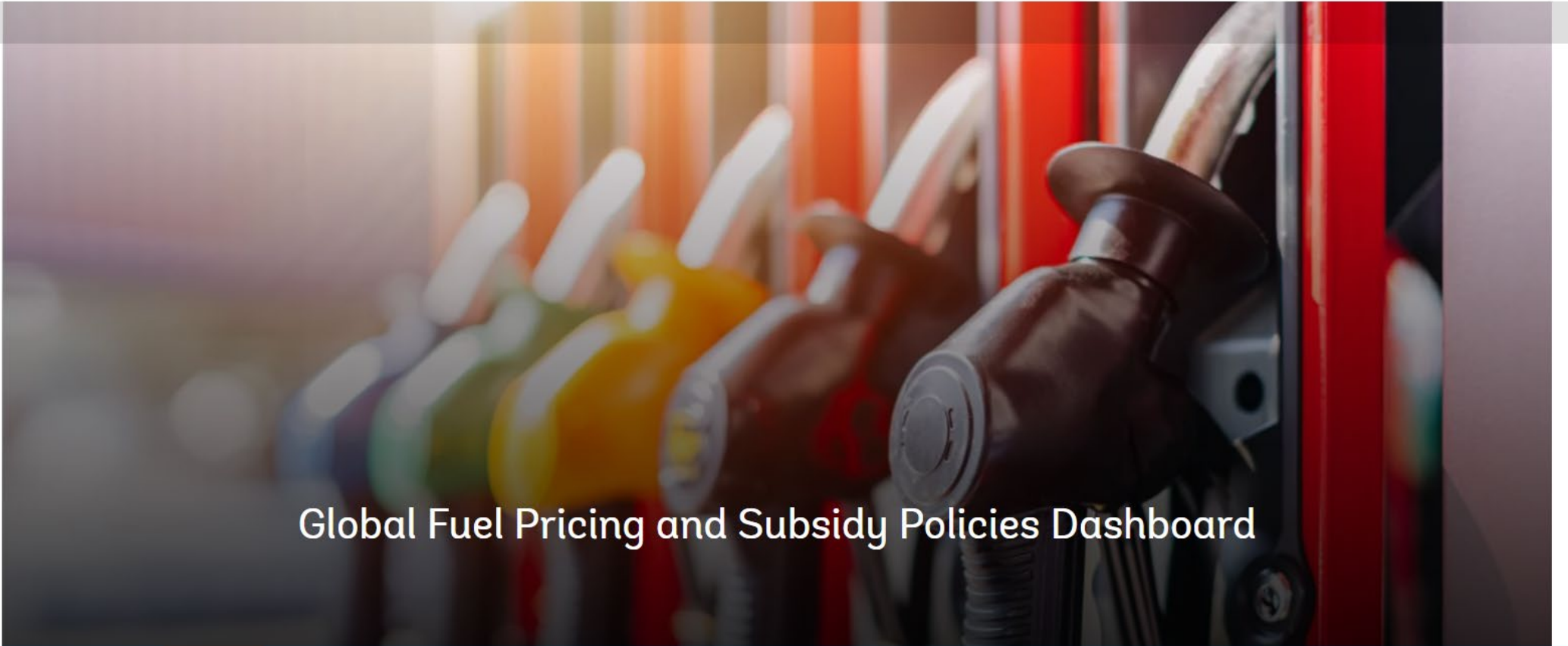
ECONOMY & REGION			Fuel Subsidy/Price Regulation Reforms in 2023	Fuel Subsidy/Price Reforms – Notes
Economy	Economy Code	WBG Region Classification	0 - No subsidies or price controls 1 - Maintain existing subsidy and/or price control 2 - Reforming subsidies and/or price controls (includes instances where governments raised prices significantly after long period of frozen prices) 3 - Introduce new subsidy or price control 4 - Extend subsidy or price control tax break	Notes & Explanation
				to delay catastrophe but for now long-term)
Angola	AGO	SSA	2	On June 1, 2023, the Government issued a decree laying out the multiphase approach to fuel subsidy reform, including a near-term adjustment in the price for gasoline from Kz 160 to Kz 300 per liter, about 87.5 percent. This will cut gasoline subsidies by 45 percent with the remaining subsidies on gasoline and other fuels to be eliminated over 2024–2025. Gasoline subsidies are being prioritized in the short term as they are the most regressive and price increases of gasoline have relatively limited direct and indirect impact on the poor. Diesel prices are expected to be adjusted to market levels starting in 2024. The subsidy reform for LPG is expected to be delayed further to give more time for mitigation measures and access to alternative fuel sources to be provided. June 1, 2023 – Angola reduced its gasoline subsidy, almost doubling the price of gasoline. Gasoline price rose to 300 kwanza (\$0.51) per liter from 160 kwanza. That's still less than the open market price of 533 kwanza, with the difference being met by the government. Subsidies on other fuels, including diesel, will be phased out next year before their total removal in 2025, the Finance Ministry said in a statement. (See: https://www.bloomberg.com/news/articles/2023-06-01/angola-cuts-fuel-subsidy-following-nigeria-in-boosting-pump-prices)

World Bank's Global Fuel Subsidies and Price Control Measures Database: Data Collection Approach & Data Limitations

- The database relies on **publicly available sources** including websites of ministry of energy, ministry of finance, central bank, petroleum regulatory authority, international sources (e.g., International Energy Agency) and local and international news articles.
- The search was conducted in both **English** and in the **local language(s)**.
- The database only covers **consumption subsidies**. Production subsidies provided for upstream oil production and exploration are not covered as these are often difficult to identify.
- Each data point relies on **several underlying sources** to make determinations. Each datapoint in the excel file: (i) provides an explanation for the categorization made; (ii) includes the main text from the sources used for the assessment in quotations; (iii) includes the weblink to the main sources used for the assessment.
- There are **limitations** to the database that should be noted. The database only relies on publicly available information. In some countries fuel subsidies are not transparently reported by the government and/or news outlets. Some countries' news outlets may not cover fuel topics (e.g., fuel shortages, fuel smuggling) and there are very limited online news sources available for some countries. In such cases the database may not capture fully the fuel subsidy measures and fuel market conditions.

World Bank's **Global Fuel Pricing and Subsidy Policies Dashboard**

Both databases are consolidated in World Bank's new [Global Fuel Pricing and Subsidy Policies Dashboard](#), which is free to use, regularly updated, and built from more than 2,000 verified sources.

A background image showing a row of fuel pumps at a gas station. The pumps have different colored nozzles: yellow, green, and red. The image is slightly blurred, focusing on the foreground pump.

Global Fuel Pricing and Subsidy Policies Dashboard

[Home](#)[Oil Trade](#)[Fuel Prices](#)[Fuel Price Controls & Subsidies](#)[Country Dashboard](#)[Price Comparison](#)[Resources](#)

World Bank's **Global Fuel Pricing and Subsidy Policies Dashboard**

Description of each dashboard tab

Oil Trade: Offers a global view of crude oil and refined product trade. It classifies countries as net exporters or importers and, for refined products, includes data on number of refineries and domestic refining capacity.

Fuel Prices: Provides data on fuel prices by month, region, and country. It allows users to compare prices across countries for various fuel types, providing insights into global and regional price variations.

Fuel Price Controls & Subsidies: Examines how countries regulate fuel prices and the types of fuel price controls and subsidies implemented. It also provides information on domestic fuel market conditions like shortages, smuggling, and black marketing.

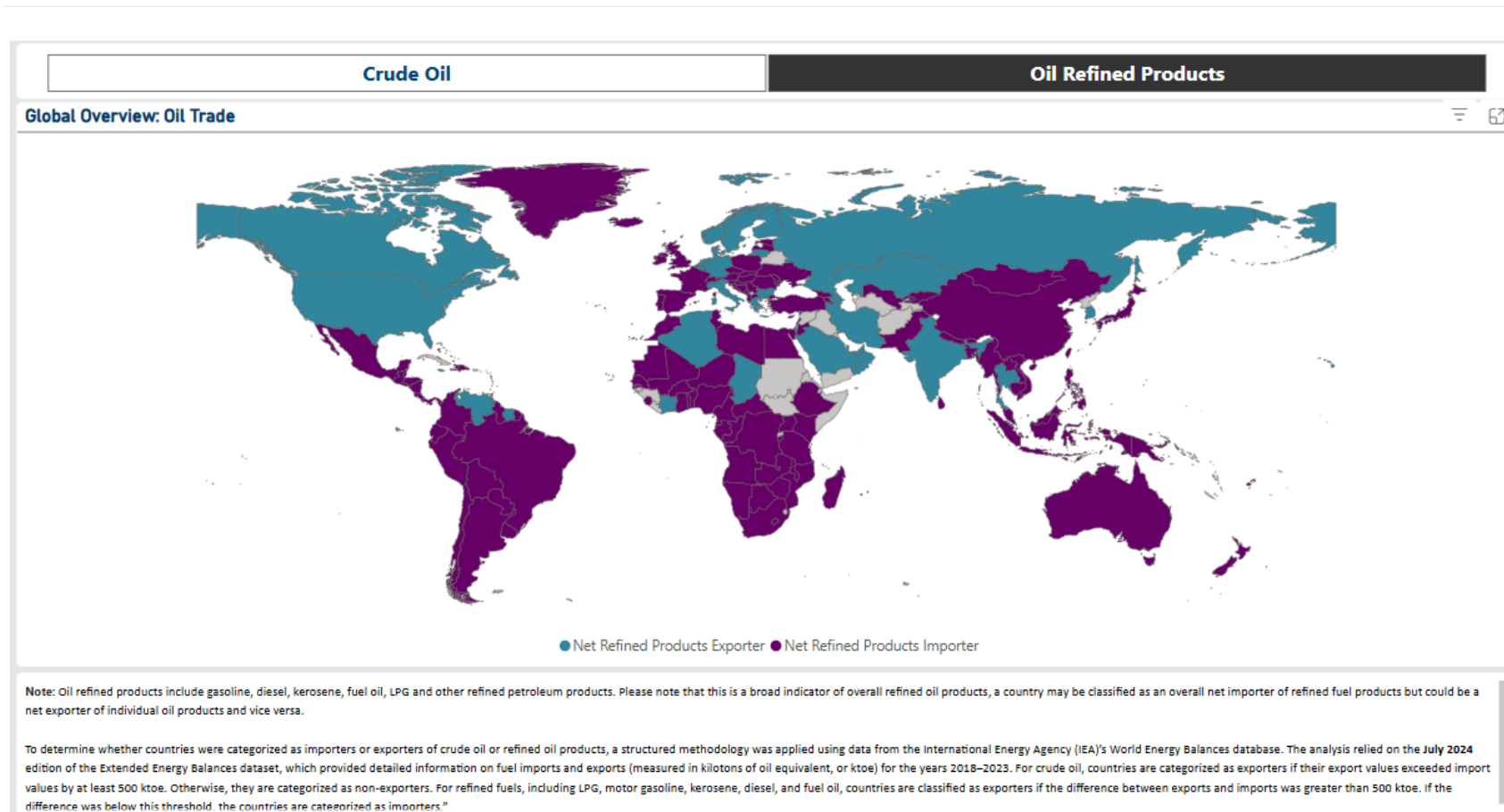
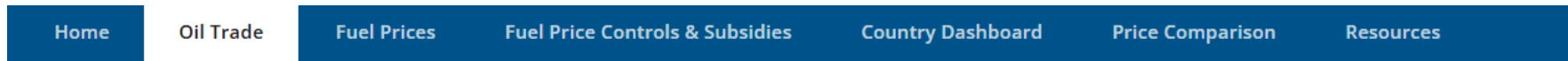
Country Dashboard: Presents country-specific data on fuel prices across various fuel types over time. It also includes information on trade status, refining capacity, and market conditions, offering a clear view of each country's fuel market trends.

Price Comparison: Provides dynamic visualizations to compare fuel prices across countries, regions, or income groups. Users can select specific fuel types and timeframes to easily analyze trends and differences for visualizing global and regional price variations.

Resources: Provides links to relevant research papers, the full excel databases, data collection methodology, and other relevant reports. It serves as a hub for materials supporting analysis and insights from the dashboard.

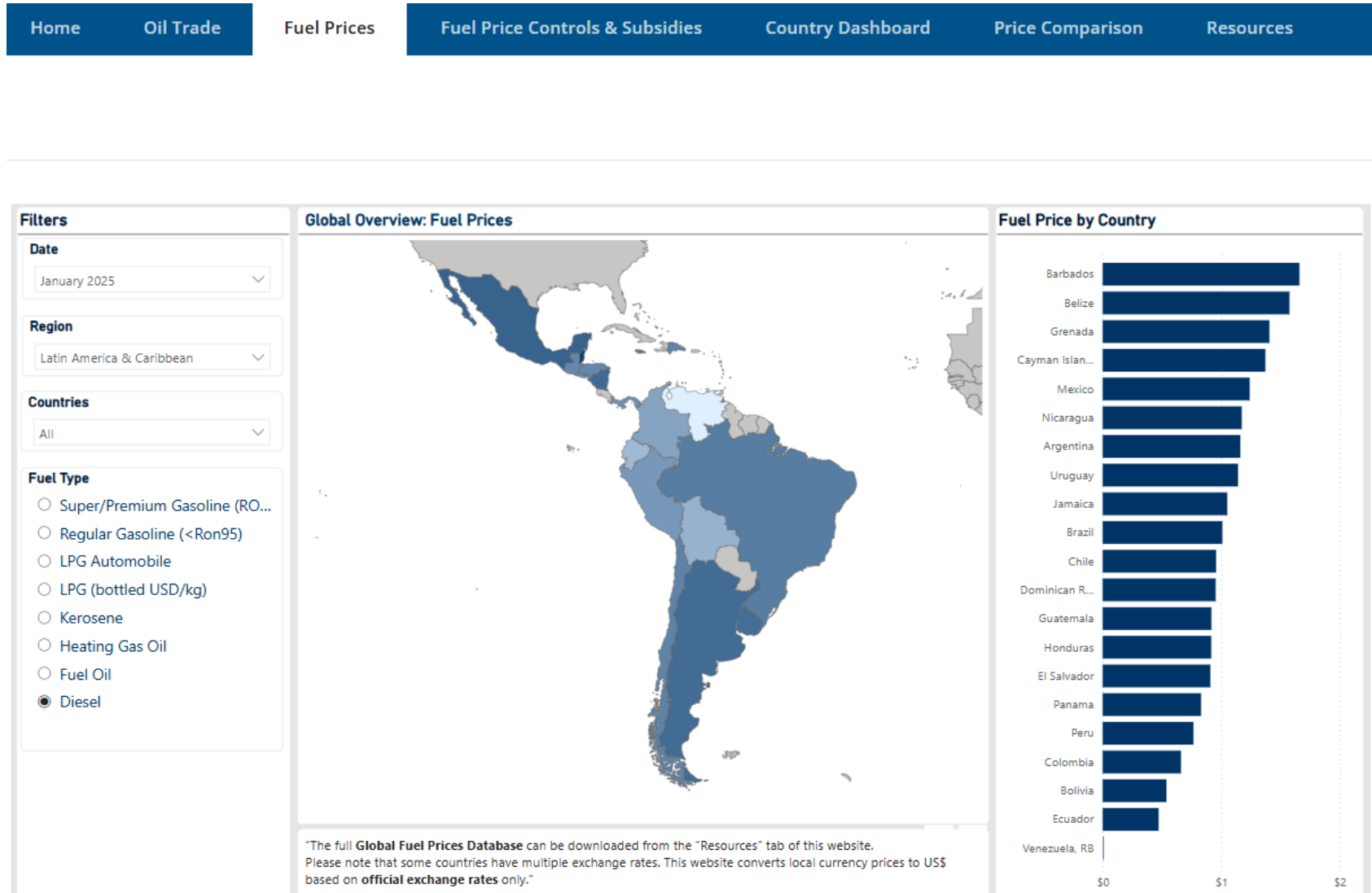
World Bank's **Global Fuel Pricing and Subsidy Policies Dashboard**

The dashboard incorporates interactive features to allow users *to visualize the data* based on their needs.



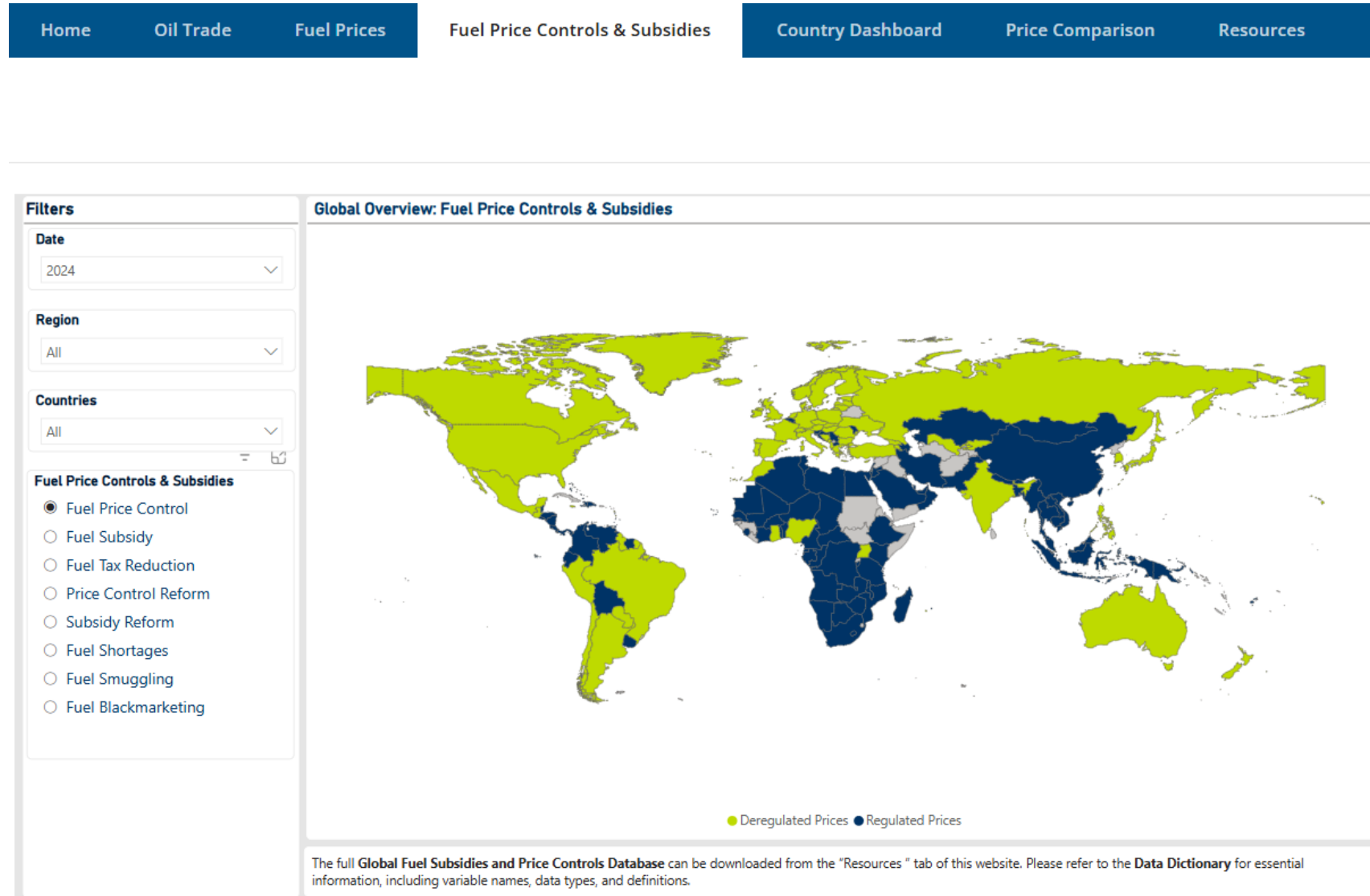
World Bank's **Global Fuel Pricing and Subsidy Policies Dashboard**

The dashboard incorporates interactive features to allow users to ***analyze fuel price trends across geographies.***



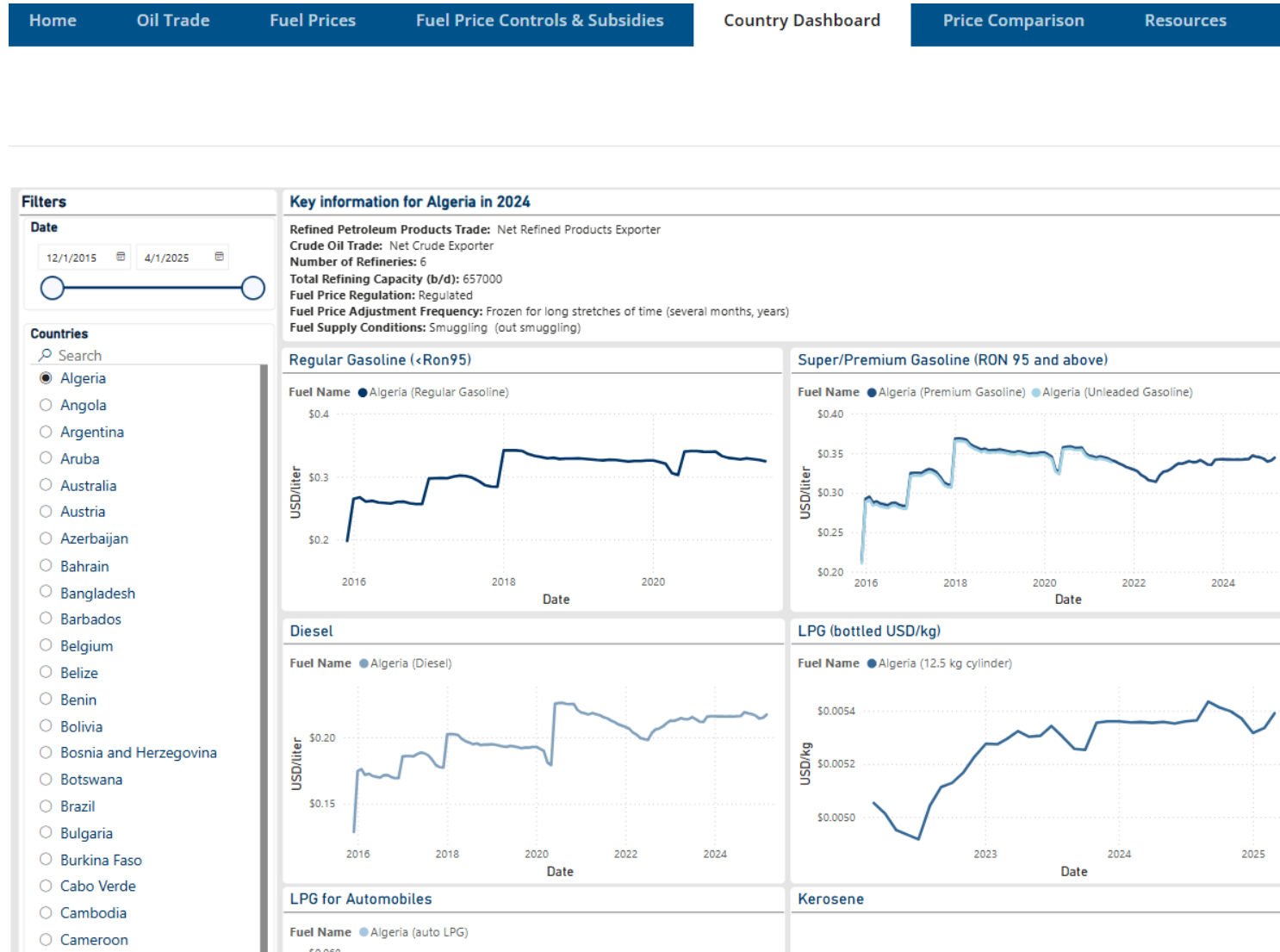
World Bank's **Global Fuel Pricing and Subsidy Policies Dashboard**

The dashboard incorporates interactive features to ***visualize fuel pricing & subsidy policies across geographies.***



World Bank's Global Fuel Pricing and Subsidy Policies Dashboard

The dashboard incorporates interactive features to *visualize fuel pricing & subsidy information by country*.



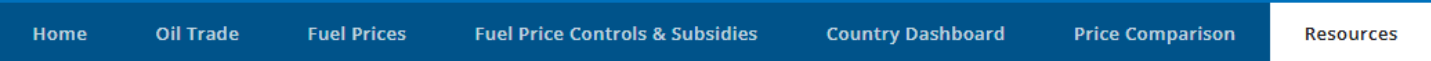
World Bank's Global Fuel Pricing and Subsidy Policies Dashboard

The dashboard incorporates interactive features to compare fuel pricing & subsidy information across countries/regions.



World Bank's Global Fuel Pricing and Subsidy Policies Dashboard

Price Controls & Subsidies



Resources

Download Databases:



[Global Fuel Prices Database.xlsx](#)



[Global Fuel Prices Database - Data Collection Methodology & Sources.pdf](#)



[Global Fuel Subsidies & Pricing Mechanisms Database.xlsx](#)



[Global Fuel Subsidies & Price Control Measures Database - Data Dictionary.pdf](#)

Publications:

Report: [Global Landscape of Fuel Subsidies and Price Controls](#)

Background Paper: [Global Stock-take of Fuel Subsidies and Pricing Policies](#)

Background Paper: [A Global Assessment of Domestic Retail Fuel Prices](#)

Other Resources:

[Energy Subsidy Reform Assessment Framework \(ESRAF\)](#)

[Energy Subsidy Reform Facility \(ESRF\)](#)

[ESMAP Energy Subsidy From Ambition to Action](#)

[Fossil Fuel Subsidy and Pricing Policies: Recent Developing Country Experience](#)

[Oil Price Risks and Pump Price Adjustments](#)

[Fossil Fuel Subsidy Reform: Lessons and Opportunities](#)

[Energy Efficiency Policy Toolkit](#)

Regional Snapshots



[EAP.pdf](#)



[ECA.pdf](#)



[LAC.pdf](#)



[MENA.pdf](#)



[NA.pdf](#)



[SA.pdf](#)



[SSA.pdf](#)

The dashboard also provides a range of resources including:

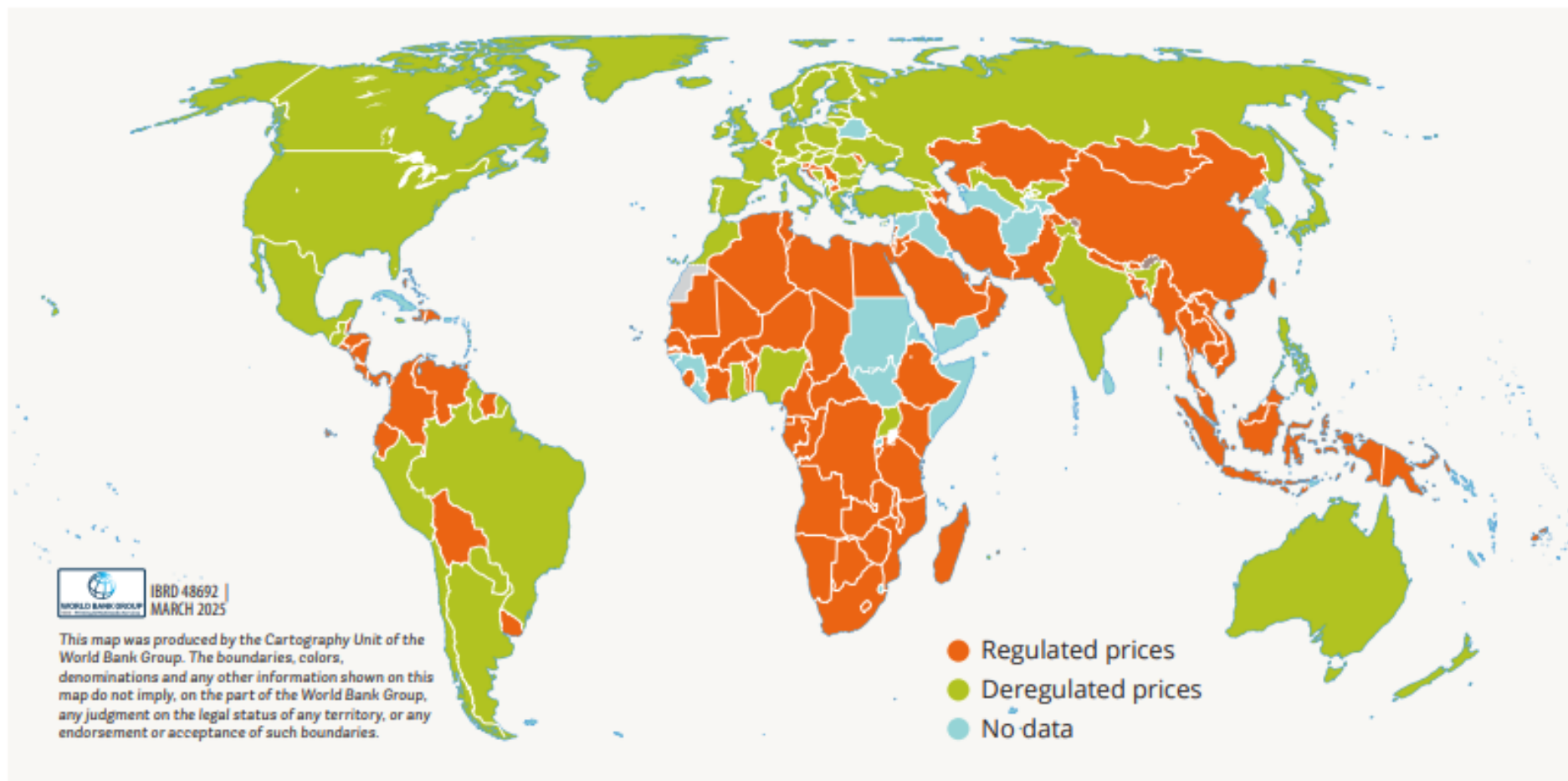
- Full database excel files
- Data collection methodology and sources
- Database dictionaries
- Our publications based on the databases
- Regional snapshots of the data
- Links to relevant additional sources

The databases and dashboard are live resources that will be updated on a regular basis.

Summary Findings From the Databases:

Global Landscape of Fuel Subsidies & Price Controls

Fuel Price Regulation - Global Landscape in January 2025



Source: *Global Fuel Subsidies and Price Control Measures Database* (World Bank 2025b)

Note: Some countries deregulated a few fuels but still regulate others. In the database a country is coded as “deregulated” if both diesel and gasoline (of all grades) prices are deregulated. If a country regulates either gasoline or diesel but deregulated one of these or any other fuels, they are listed as “regulated.” In a few countries (for example, Canada) some provinces regulate fuel prices, but others do not. A country is classified as deregulated if there is no price regulation by the central government.

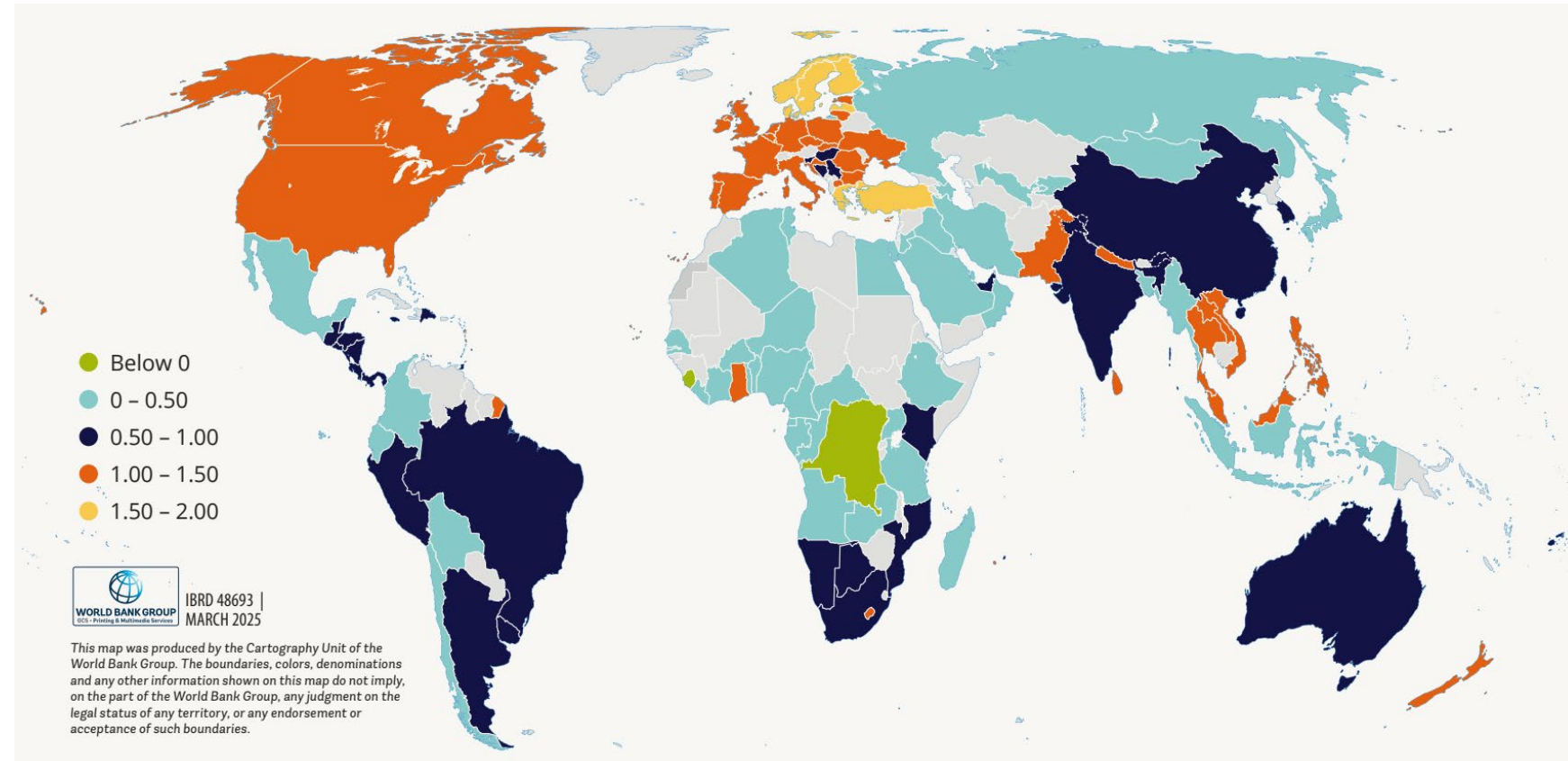
Frequency of Fuel Price Adjustments

Frequency of Fuel Price Adjustments	East Asia & Pacific	Europe & Central Asia	Latin America & the Caribbean	Middle East & North Africa	North America	South Asia	Sub-Saharan Africa	TOTAL
Weekly	5	7	5	1	0	3	0	21
Monthly	4	0	10	3	0	1	10	28
Quarterly	0	0	1	0	0	0	2	3
Prices frozen for more than 3 months	2	2	7	9	1	0	22	43

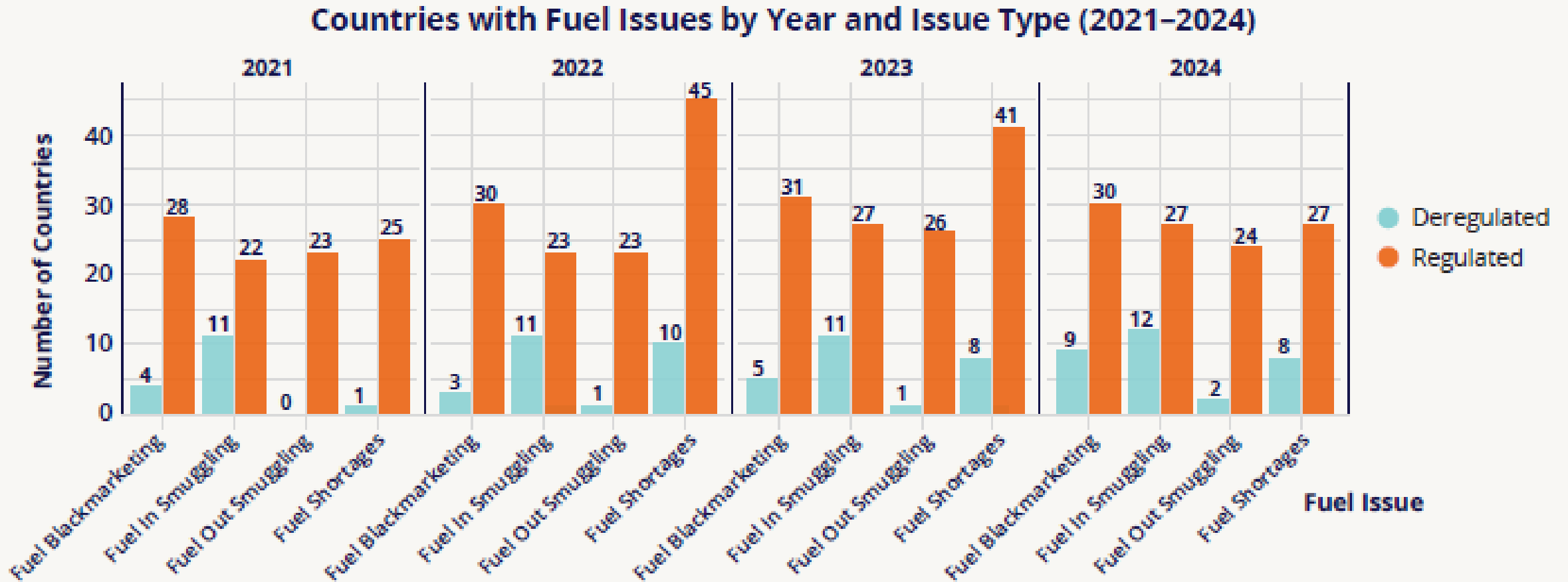
Source: *Global Fuel Subsidies and Price Control Measures Database* (World Bank 2025)

Level of Gasoline Price Pass-Through (April 2020 - June 2022)

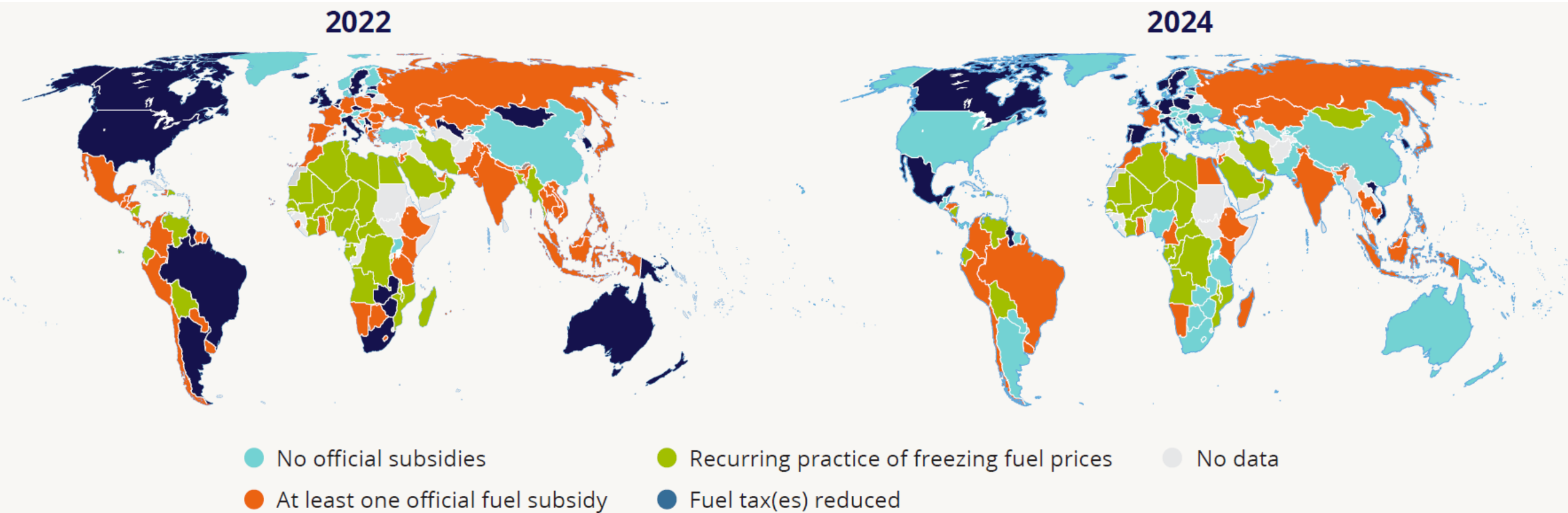
- During the global fuel price surge from April 2020 to June 2022, most countries, especially low-income and those with regulated pricing, **did not fully pass** through the increase to domestic consumers.
- Pass-through was significantly higher in higher-income, deregulated markets, though variation among regulated countries suggests that pricing design, enforcement, and market conditions also play a role.



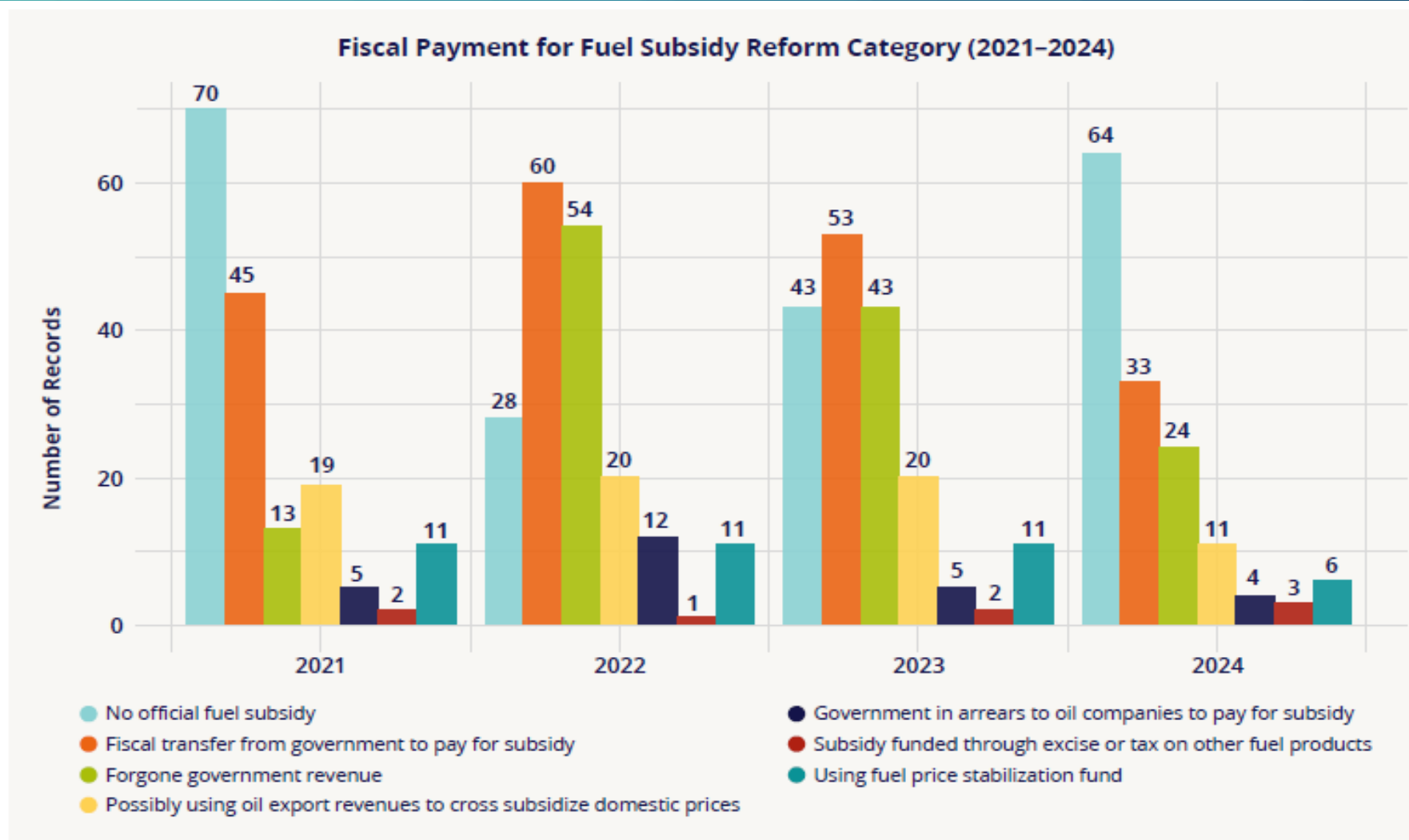
Between 2021-24 economies experienced a range of fuel market issues. In 2022, many experienced fuel shortages.



Global Landscape of Fuel Subsidies



Methods of Paying for Fuel Subsidies (2021–24)



Source: *Global Fuel Subsidies and Price Control Measures Database* (World Bank 2025b)

Note: The figure captures the 154 economies covered by the database. Some countries utilize multiple payment methods to pay for fuel subsidies; the categories in the chart are not exclusive of each other.

Economies worldwide adopted various strategies in the past few years to reform fuel subsidies

Fuel Subsidy Reforms (2021–24)

Type of Subsidy Reform	Economies In Each Category			
	2021	2022	2023	2024
No subsidy	66	22	44	59
Removed temporary measure	0	13	25	8
Considering subsidy reform	3	6	4	9
Reforming subsidy	3	10	24	16
No reform of subsidy	82	103	57	62
Total	154	154	154	154

Recommendations to Phase Out Fuel Subsidies

Building broad-based support through stakeholder engagement

Engaging stakeholders, including businesses, civil society, and community organizations, increases trust and minimizes opposition. Addressing the political economy of subsidies requires anticipating resistance from groups that benefit disproportionately from existing subsidies, such as certain industries or high-income households. Open dialogue and participatory decision-making processes can reduce conflicts and build a coalition of support for reforms.

Shift from universal subsidies to targeted support

Universal subsidies are costly and poorly targeted, often benefitting higher-income groups. Countries should invest in building social registries and protection systems that allow support to reach only those who truly need it.

Address the hidden costs of off-budget subsidies

Fuel subsidies are often financed through off-budget measures like forgone tax revenues from state-owned oil companies, which hide the true fiscal cost. These resources could be better spent on health, education, or targeted social assistance.

Ensure price flexibility through regular adjustments

The practice of changing prices regularly and frequently, introduces discipline and makes consumers more accustomed to price adjustments. While price stability has certain advantages, the global experience suggests that acquiring the habit of changing prices takes time, and the longer the time lapse between successive price changes, the greater is the resistance to increasing prices by the public.

Leverage Global Data and Past Reform Lessons

- Governments seeking to reform energy subsidies can draw on various international frameworks and toolkits to design credible and transparent pricing systems. These frameworks and toolkits collectively offer governments a robust foundation to design and implement effective energy subsidy reforms.
- The [Energy Subsidy Reform Assessment Framework](#) (ESRAF), developed by the World Bank's Energy Sector Management Assistance Program (ESMAP), is a comprehensive analytical toolkit. ESRAF assists governments in navigating the political and social challenges of energy subsidy reforms by offering practical guidance on key aspects of the process.
- The World Bank's [Global Fuel Prices](#) and [Global Fuel Subsidies & Price Controls](#) databases, and [Global Fuel Pricing and Subsidy Policies Dashboard](#) provide new practical global data to support policymakers.

World Bank ESMAP Resources on Energy Subsidy Reforms

World Bank's [Energy Sector Management Assistance Program](#) is a partnership between the World Bank and over 20 partners to help low- and middle-income countries reduce poverty and boost growth through sustainable energy solutions.

The [Energy Subsidy Reform Assessment Framework](#) (ESRAF), developed by ESMAP, is a comprehensive analytical toolkit. ESRAF assists governments in navigating the political and social challenges of energy subsidy reforms by offering practical guidance on key aspects of the process.

ESRAF's most recent report "[From Ambition to Action](#)" consolidates the findings from in depth [technical reports](#).

