

Road fuel

Interim monitoring update

28 November 2024

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Summary

1. In the final report of our [road fuel market study](#), published on 3 July 2023, we found that competition in the retail sector for petrol and diesel had weakened since 2019, meaning that drivers were now paying more for road fuel at any given level of wholesale prices.
2. To address this, we made two central recommendations to government:
 - a. Introduce a new statutory open data fuel finder scheme to give drivers access to live, station-by-station fuel prices.
 - b. Create a new statutory monitoring function to hold the industry to account.
3. The then-government accepted both recommendations, determined the CMA would take on the new statutory monitoring function, and confirmed that it intended to legislate to deliver both recommendations. In the interim, it also asked the CMA to use our existing powers to create a voluntary price data-sharing scheme and monitor developments in the market, which we agreed to do. The [voluntary price data-sharing scheme](#) went live on 31 August 2023. This report is our fourth interim monitoring update, relying on data provided by fuel retailers voluntarily.
4. The Department for Energy Security and Net Zero (**DESNZ**) issued a [consultation](#) on the implementation of our market study recommendations in January 2024. The government published its [response](#) on 30 October 2024, in which it confirmed that it will implement a statutory open data scheme for fuel prices ('Fuel Finder'), and confirmed its commitment to the CMA's statutory monitoring function.
5. The powers for the CMA to fulfil the statutory monitoring function were conferred in the Digital Markets, Competition and Consumers (**DMCC**) Act 2024. The government is aiming to commence these powers by January 2025, and the CMA stands ready to take on this new function as soon as the powers come into force.
6. The Data (Use and Access) Bill will provide the legislative basis to establish Fuel Finder through regulations, and the government's aim is, subject to parliamentary timings, to launch the scheme by the end of 2025. As part of this, DESNZ intends to appoint an aggregator (a third party service provider) to operate the scheme, and will issue an Invitation to Tender accordingly in early 2025.
7. This report provides an update in our interim monitoring role on fuel prices, retail spreads and margins since our previous update report in July 2024. This encompasses average pump prices and their components, including retail spread,¹

¹ The retail spread is the difference between fuel prices at the pump and the total of fuel duty, VAT, estimated wholesale costs and the costs of biofuel.

between end-June 2024 and end-October 2024, and fuel margins² for the supermarkets and non-supermarket fuel retailers, between end-April 2024 and end-August 2024.

8. The average pump price and component data, including retail spreads, can be gathered with a fairly short delay and may be indicative of broad trends in the market, but the level of insight it gives us into overall competitive intensity is limited. Retailer fuel margins, by contrast, give us a much clearer indication of how competition is working in the market, but as these are based on information gathered from individual retailers this data is subject to a greater lag.
9. Overall pump prices decreased for both petrol and diesel from end-June to end-October 2024. Average petrol prices at end-October (134.4 pence per litre (ppl)) were 10.0ppl lower than four months previously, while diesel prices (139.7ppl) were 10.4ppl lower. These movements reflect in part changing crude oil prices and refining spreads, both of which are driven by global factors.
10. Petrol retail spreads in the four months to October averaged 14.9ppl, which was 2.2ppl higher than over the previous four-month period – and more than double the average of 6.5ppl over 2015-19. Diesel retail spreads averaged 16.3ppl, which was 1.6ppl lower than the previous four-month period, but still close to double the 2015-2019 average of 8.6ppl.
11. We have observed that when the wholesale price decreases, the retail spread increases. We are aware of a timing effect where there is a delay in the retail price catching up. Conversely, when the wholesale price rises, we see the retail spread decrease, for the same reason. At the moment, we are in a long period of falling wholesale prices so the retail spread is higher, as we would expect. As such, we would expect the retail spread to fall back when wholesale prices stabilise or rise.
12. Supermarket fuel margins increased over the May to August 2024 period, up from 7.0% in April to 8.1% in August. They remain high on a historic basis, and overall are little-changed since the publication of our road fuel market study in July 2023. Non-supermarket fuel margins also increased over the May to August period, at 10.2% in August compared to 7.8% in April – higher than the 2023 average, and also still elevated compared to historic margins.
13. Overall, retail spreads and margins remain high compared to historic levels, as has continued to be the case for most of the period since our market study. As at the time of our market study, the CMA remains concerned about the intensity of retail competition between fuel retailers. We estimate that the increase in retailers' fuel margins compared to 2019 resulted in increased fuel costs for drivers in 2023

² The fuel margin is the difference in the cost for retailers of acquiring fuel and the revenue generated from the sale of fuel.

of over £1.6bn. The persistence in elevated spreads and margins emphasises the importance of implementing our recommendations as soon as possible.

14. As with our previous interim monitoring updates, this report does not take into account developments in operating costs, which retailers say have continued to rise. During our market study we found that changes in operating costs were not a driver of increases in average fuel margins for large retailers. We anticipate re-assessing this as part of the first annual road fuel report that we will issue once we take on the monitoring function with compulsory information-gathering powers.
15. In preparation for our road fuel monitoring function, we are conducting a consultation on draft guidance relating to the exercise of our new information gathering powers under the DMCC Act 2024. This [consultation](#) closes for comment on 5 December 2024 at 5pm.
16. The CMA is committed to do all it can to help drivers realise the benefits of stronger competition and hopes to see the statutory open data Fuel Finder scheme in place as soon as possible. We believe the full implementation of the recommendations made in our road fuel market study remain the best way to address the weakened competition in the market, and stand ready to support the government with this work.

1. Background

- 1.1 On 3 July 2023 the CMA completed a market [study](#) into the supply of road fuel in the UK. The study found that competition in the retail sector for petrol and diesel had weakened since 2019, meaning that drivers were paying more for road fuel at any given level of wholesale prices. Our analysis suggested that, with greater price transparency and shopping around as effectively as possible, drivers of a typical family car could save up to £4.50 a tank within a 5-minute drive.
- 1.2 In our final market study report, we observed that the historic price leaders in the retail market, primarily Asda but also Morrisons to some extent, had been taking a less aggressive approach to pricing over recent years by significantly increasing their internal margin targets for fuel. The potential profitability of increasing margins will depend on the response of competitors. In this case, other retailers, including the two other supermarket fuel retailers Sainsbury's and Tesco, had maintained largely passive pricing policies, pricing by reference to local competitors rather than responding promptly to cost movements and/or trying to win market share – and had therefore followed the same trend in prices and margins. As a result of these factors drivers had been paying more than would otherwise have been the case.
- 1.3 To address this, we made two recommendations to government:
 - (a) First, the introduction of a new statutory fuel finder scheme, which would give drivers access to live, station-by-station road fuel prices. This should help drivers find the cheapest fuel and drive down prices. The open data fuel finder scheme would need statutory backing to require fuel retailers to provide up-to-date pricing data and make it available to drivers in an open and accessible format that could be easily used by third-party tools such as satnavs or map apps, through dedicated fuel finder apps, or a combination of both.
 - (b) Second, a new statutory monitoring function to hold the industry to account. The fuel monitor would have formal powers to monitor prices and margins on an ongoing basis and recommend further action if competition continues to weaken in the market.
- 1.4 The previous government asked that the CMA put in place a temporary interim monitoring function until the statutory function was set up. This report is the CMA's fourth interim monitoring update, relying on data provided by fuel retailers voluntarily. These reports have reviewed progress on our market study recommendations and provided updates on the market since the previous update.

- 1.5 The DMCC Act received Royal Assent and gave the CMA the powers to undertake the statutory monitoring function. The government is aiming to commence these powers by January 2025.
- 1.6 The government published its [response](#) on 30 October 2024 to the road fuels consultation which covered our market study recommendations. The response set out, in relation to the monitoring function, that:
- The CMA will publish an annual report, along with three shorter updates throughout the year.
 - The annual report will focus on the state of competition in the sector, and whether the market is working for consumers. It will include coverage of: price and margin trends; regional pricing variations; analysis of changes in local market concentration; commentary on the progress of Fuel Finder; and consider the intersection of the petrol and diesel markets with the development of zero carbon transport technologies and markets.
 - The three shorter updates will focus on: prices, costs and margins; retail and refining spreads; and information on price trends across the UK and over time.
 - In the short term, the CMA may be unable to cover all of the areas above until Fuel Finder is in operation.
- 1.7 It also noted the CMA will consult and publish guidance on how we will exercise our information gathering powers for the monitoring function. That [consultation](#) opened on 14 November and closes for comment at 5pm on 5 December 2024.
- 1.8 On pricing data, the previous government asked the CMA to create a temporary scheme, allowing retailers to make available their pricing data on a voluntary basis. The CMA worked with the largest fuel retailers and trade associations, representing a significant proportion of petrol and diesel sold in the UK, on a temporary data scheme, establishing the [technical specification](#) for participants.
- 1.9 This [temporary pricing data scheme](#) has been operational since 31 August 2023 and relies on the voluntary cooperation of road fuel retailers. Its purpose is to quickly deliver some of the benefits of open accessible pricing information to consumers while awaiting legislation. It provides more recent pricing data, in an open and unencumbered manner, than was previously available. The CMA maintains a [list of the participants](#) in the temporary scheme but does not validate the data.
- 1.10 The temporary pricing data scheme now has 15 retailers participating, covering around 40% of UK forecourts and 65% of fuel sold. While we do not have a comprehensive list of third-party users of the data, some major players, including petrolprices.com and the AA, have been integrating this data stream into

consumer-facing products, and several national and local news outlets are hosting fuel price checkers based on this data on their websites.

- 1.11 The temporary pricing data scheme is limited however: coverage is not comprehensive, with pricing information not included for many forecourts and areas across the UK; there can be a significant lag between the setting of forecourt prices and the prices displayed by the third-party comparison services; and there is no formal third-party validation of the data. We have received feedback from some additional fuel retailers and potential third-party comparison services that they are keen to participate but are waiting for the permanent scheme. While this temporary scheme is a useful first step, it is important that there is a mandatory, permanent scheme in place as soon as possible, so drivers have access to real-time prices from all the fuel stations across the UK.
- 1.12 The government's consultation response also confirmed that it will be implementing the open data fuel finder scheme ('Fuel Finder'), for which the CMA will have an enforcement role for non-compliance with the scheme. Once it is in place, the scheme will increase price transparency for consumers, allowing them to easily compare prices, so retailers must compete harder for their business. It will also provide a rich source of data that will reinforce the effectiveness of the monitoring function.
- 1.13 We welcome the commitment to our market study recommendations, which should strengthen competition in the interests of consumers and drive down prices – helping to ease cost of living pressures, and supporting economic growth. The government has confirmed its intention to provide the statutory basis for the Fuel Finder scheme in the Data (Use and Access) Bill (**DUA** Bill) and, subject to parliamentary timings, its aim is to launch the scheme by the end of 2025.
- 1.14 This is the fourth update report the CMA has published in carrying out our interim monitoring role, following our updates in [November 2023](#), [March 2024](#), and [July 2024](#). This report provides our regular update on fuel prices, retail spreads, and margins since the last report.
- 1.15 The CMA does not currently have compulsory information-gathering powers to obtain the information and data which underlie these interim update reports. The information used has been obtained from a combination of information that is commercially available and voluntary requests for information from retailers. For this report we issued voluntary requests for information to the following retailers: Applegreen-Petrogas; Asda; Bp; Esso; Euro Garages;³ Morrisons; Moto

³ Following the completed acquisition of the majority of Euro Garages petrol filling stations (PFSs) in the UK on 31 October 2023, Asda have been providing information for the acquired sites from that date. This information has been provided separately to the existing Asda PFSs.

Hospitality; Motor Fuel Group;⁴ Rontec; Sainsbury's; Shell; Tesco; and Welcome Break. We are grateful to these retailers, all of whom responded to our requests.

- 1.16 The powers for the CMA to fulfil the statutory monitoring function were conferred in the DMCC Act and the government is aiming to commence these powers by January 2025. The CMA stands ready to take on this new function as soon as the powers come into force.

⁴ Motor Fuel Group [announced](#) the completed acquisition of Morrisons PFSs in the UK on 30 April 2024.

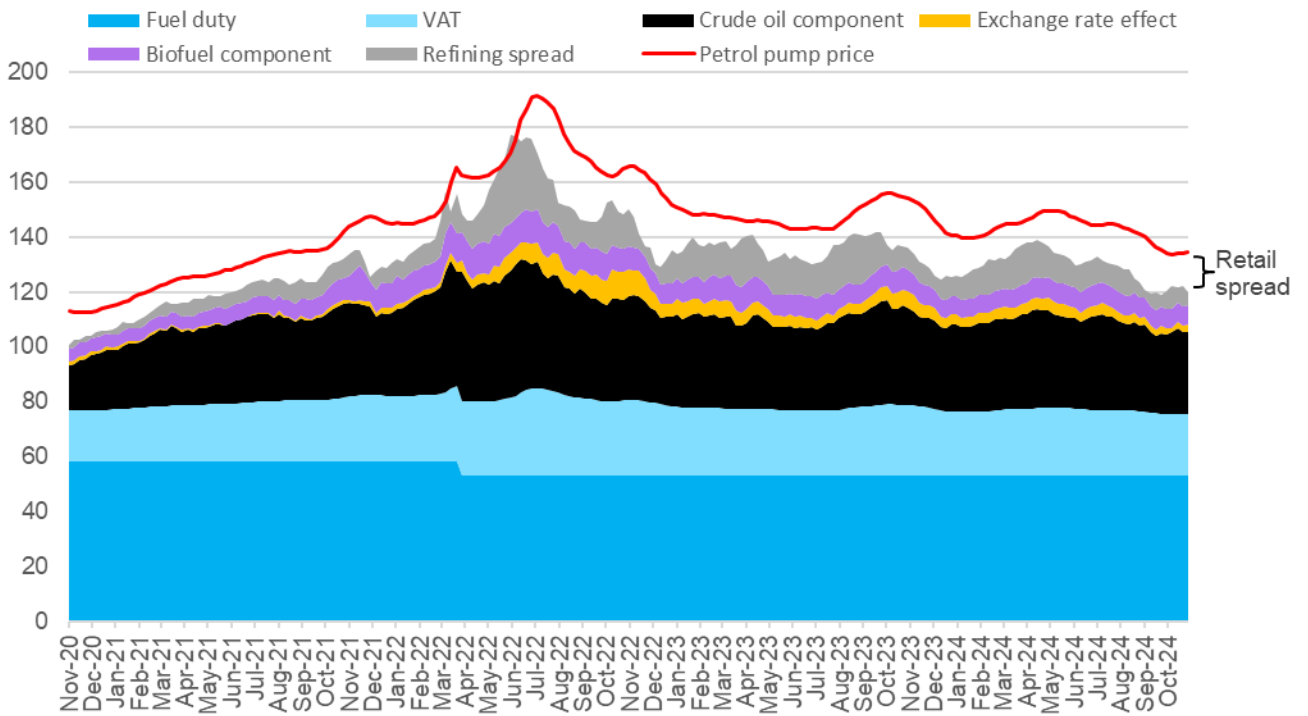
2. Developments in the road fuel market

- 2.1 This section sets out developments in the price of petrol and diesel since the publication of our previous interim update report in July 2024, breaking this down into different components to show how these have contributed to overall price movements. It then goes on to consider how competition is operating within this market by looking at relative pricing between supermarkets and other players, and the level of fuel margin that has been earned by retailers.
- 2.2 Overall, **pump prices** for both petrol and diesel decreased over the period from end-June to end-October 2024, with the petrol price down 10.0ppl and the diesel price down 10.4ppl overall. These movements reflect in part changing crude oil prices and refining spreads, both of which are driven by global factors.
- 2.3 Average petrol **retail spreads** over the period were 14.9ppl (up on the March to June 2024 average of 12.6ppl), while the average diesel retail spread was 16.3ppl (down from 17.9ppl). These remained significantly above historic levels.
- 2.4 Average supermarket **fuel margins** increased over the May to August 2024 period compared to the previous four-month period, remain high on a historic basis, and overall are little-changed since the publication of our road fuel market study in July 2023. For non-supermarkets, similarly, margins were higher on average over the May to August period than the previous four month period and remain elevated compared to historic margins.
- 2.5 Overall, retail spreads and margins remain high compared to historic levels – as has continued to be the case for most of the period since our market study. As at the time of our market study, the CMA thus remains concerned about the intensity of retail competition between fuel retailers. We estimate that the increase in retailers' fuel margins compared to 2019 resulted in increased fuel costs for drivers in 2023 of over £1.6bn. The persistence in and impact of elevated spreads and margins emphasises the importance of implementing our recommendations.

Overall pricing

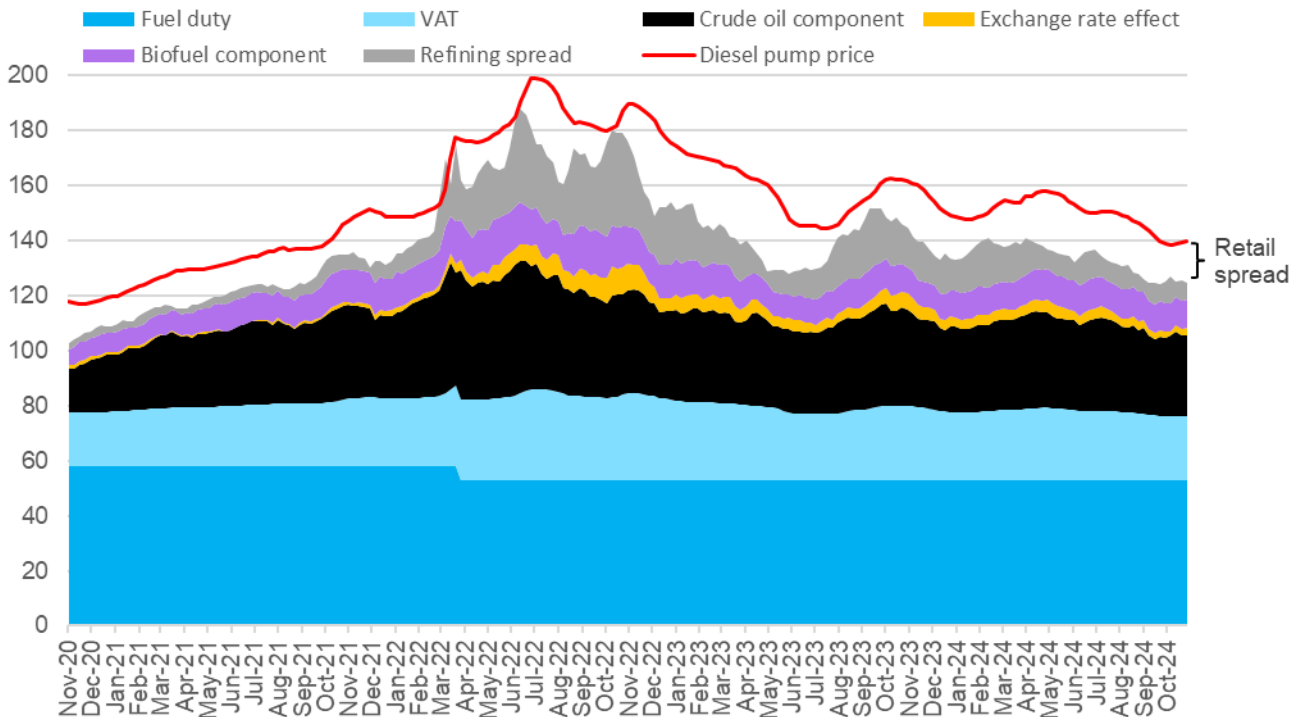
- 2.6 Figures 2.1 and 2.2 below show the pump price, alongside the components that make it up, for petrol and diesel respectively, from November 2020 to October 2024.

Figure 2.1: Petrol pump price with components (pence per litre), November 2020-October 2024



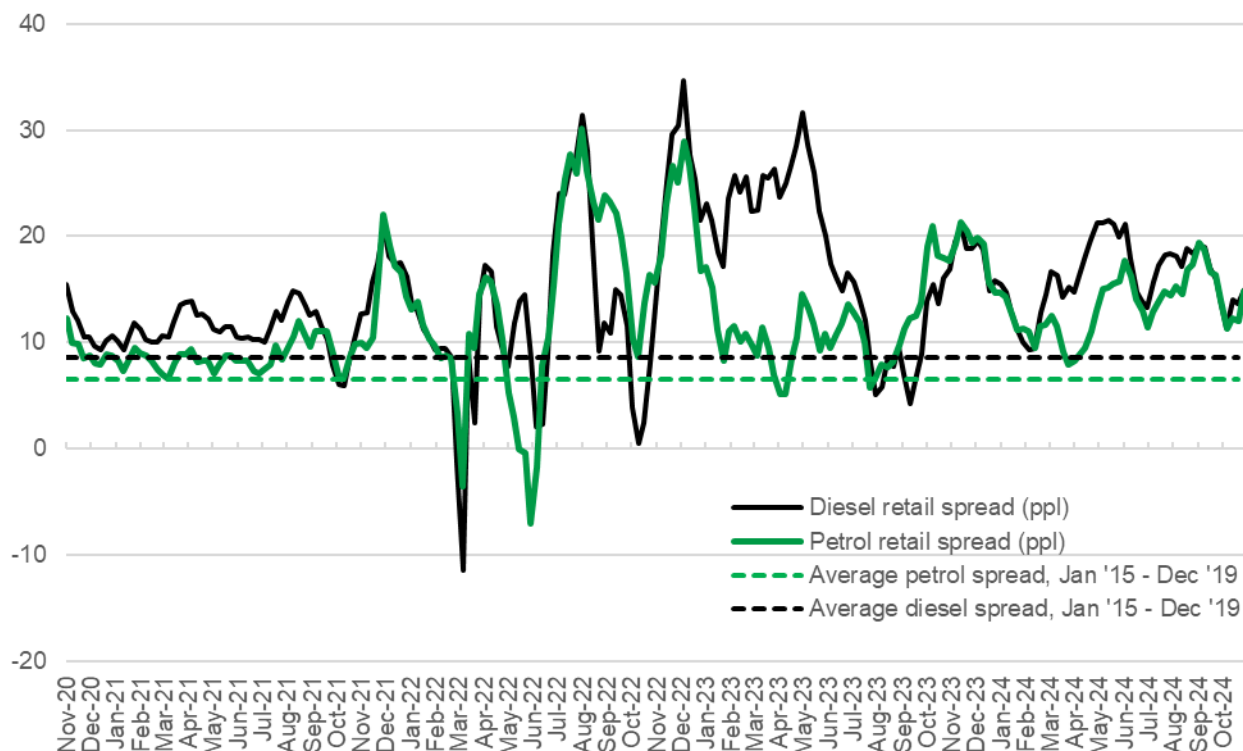
Source: CMA analysis of DESNZ, Platts, Bloomberg and Bank of England data.
 Note: The exchange rate effect is calculated relative to 7 June 2021.

Figure 2.2: Diesel pump price with components (pence per litre), November 2020-October 2024



Source: CMA analysis of DESNZ, Platts, Bloomberg and Bank of England data.
 Notes: The exchange rate effect is calculated relative to 7 June 2021. The price of the biofuel component (Fatty Acid Methyl Ester – 'FAME') was not available for the period w/c 8th July to w/c 28th October 2024 (inclusive); instead we have used the average price over the period w/c 4th March to w/c 1st July 2024 for all weeks in the missing period.

Figure 2.3: Petrol and diesel retail spreads (pence per litre), November 2020-October 2024



Source: CMA analysis of DESNZ, Platts, Bloomberg and Bank of England data.

Petrol

- 2.7 In the period since our previous update, the pump price of petrol declined steadily from 144.4ppl at end-June 2024 to a low at the start of October of 133.6ppl, before then increasing slightly to 134.4ppl at the end of October. Part of this trend can be explained by crude oil prices, the contribution of which to pump prices declined by 4.0ppl over the period. Another large part of the fall in pump prices can be attributed to a fall in the refining spread of 4.8ppl.
- 2.8 The petrol retail spread fluctuated over the period, at first declining from 13.0ppl at end-June 2024 to 11.4ppl in early July, rising to a high of 19.4ppl at the start of September, and ending October at 14.9ppl. Over the July to October 2024 period as a whole, the retail spread averaged 14.9ppl; this was 2.2ppl above the average over the previous four month period, close to the average for the 12 months to October of 14.2ppl – and more than double the average of 6.5ppl over 2015-19.

Diesel

- 2.9 In the period since our previous update, the pump price of diesel decreased steadily from 150.1ppl at end-June 2024 to a low of 138.5ppl at the start of October, before rising slightly to 139.7ppl at the end of October. Part of this trend can be explained by crude oil prices, the contribution of which to pump prices declined by 3.9ppl over the period. Another large part of the fall in pump prices can be attributed to a fall in the refining spread of 4.1ppl.

- 2.10 The diesel retail spread fluctuated over the period, increasing from 14.0pppl at end-June 2024 to a high of around 19.1pppl at the start of September, then declining to a low of around 11.4pppl at the start of October, before then increasing to around 15.0pppl at end-October. Over the July to October 2024 period as a whole, the diesel retail spread averaged around 16.3pppl; this was around 1.6pppl below the average over the previous four month period, but in line with the average over the 12 months to October of 16.5pppl, and almost double the average of 8.6pppl over 2015-19.

Overall

- 2.11 Overall, from end-June 2024 pump prices for both petrol and diesel broadly fell to a low in early October before increasing slightly, with the petrol price down 10.0pppl over the four months as a whole and the diesel price down 10.4pppl. As we have previously noted, we consistently observe a lag between wholesale and retail prices, with the price movements being driven in part by changing crude oil prices and refining spreads, both of which are driven by global factors.
- 2.12 While the average petrol retail spread over July to October 2024 (14.9pppl) was up on that over the previous March to June 2024 four-month period (12.6pppl), the average diesel retail spread was down (to 16.3pppl from 17.9pppl). While the retail spread does increase and decrease in response to volatility in wholesale prices, in a well-functioning market we would expect these spreads to be returning to normal levels over time. Over recent months – and the past year as a whole – spreads have generally remained above historic levels (as illustrated by the 2015-19 averages in Figure 2.3).

Fuel margin analysis

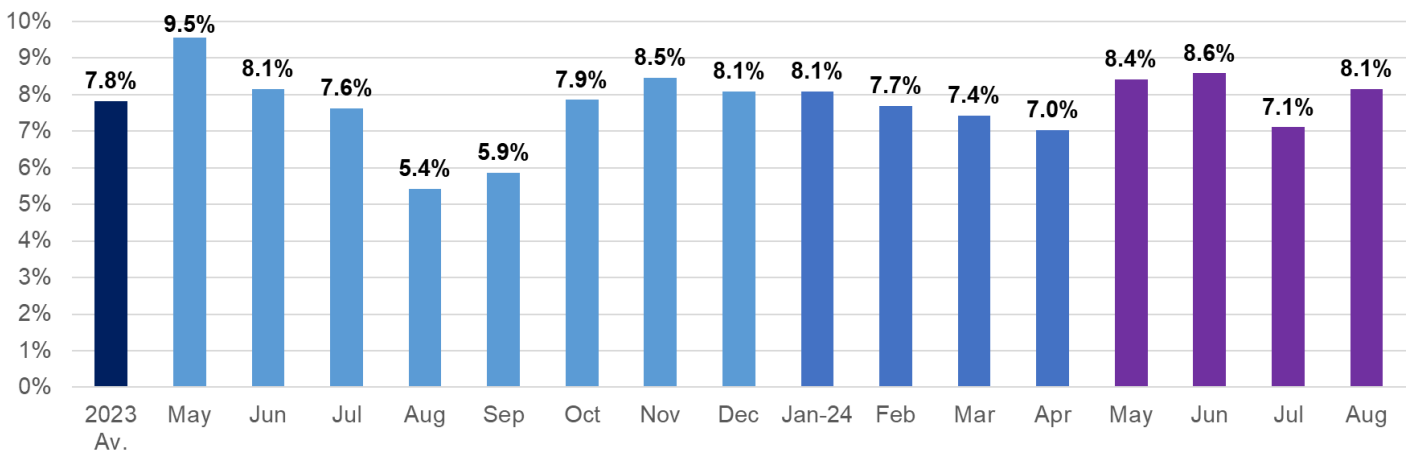
Supermarket fuel margin analysis

- 2.13 An important indicator of the extent of competition in a market, and whether it is strengthening or weakening, is the level of profit margin earned by firms. Figure 2.4 and 0 below show the average monthly fuel margins on a percentage and pence per litre basis respectively for supermarkets, from May 2024 to August 2024. The CMA's previous update report showed these margins to April 2024, reflecting the lag in producing the management accounts on which they rely. This report encompasses margins from May to August 2024.
- 2.14 Overall, the period from May to August 2024 saw an increase in margins compared to the prior update. On a percentage basis, margins increased significantly in May and June to 8.4% and 8.6% respectively compared to April 2024's margin of 7.0%. Whilst margins then decreased in July to 7.1% (slightly higher than April's margin) they again increased significantly in August to 8.1%.

The average margin⁵ on a percentage basis over the period May to August 2024 was 8.1%, which is an increase on the previous four months of January to April, where the margin averaged 7.6%.

2.15 Whilst percentage margins can be impacted by the overall fuel price (as when prices are lower a static pence per litre margin, for example, would appear higher as a percentage) a similar trend can be observed from pence per litre (ppl) margins. On a ppl basis, margins increased to 10.8ppl in both May and June from 9.1ppl in April 2024. Whilst July saw a significant decrease in the ppl margin to 8.9ppl (below April 2024's ppl margin of 9.1ppl) margins then increased significantly again in August to 9.9ppl. The average margin⁶ on a ppl basis over the period May to August 2024 was 10.1ppl, which is an increase on the previous four months of January to April, where the margin averaged 9.5ppl.

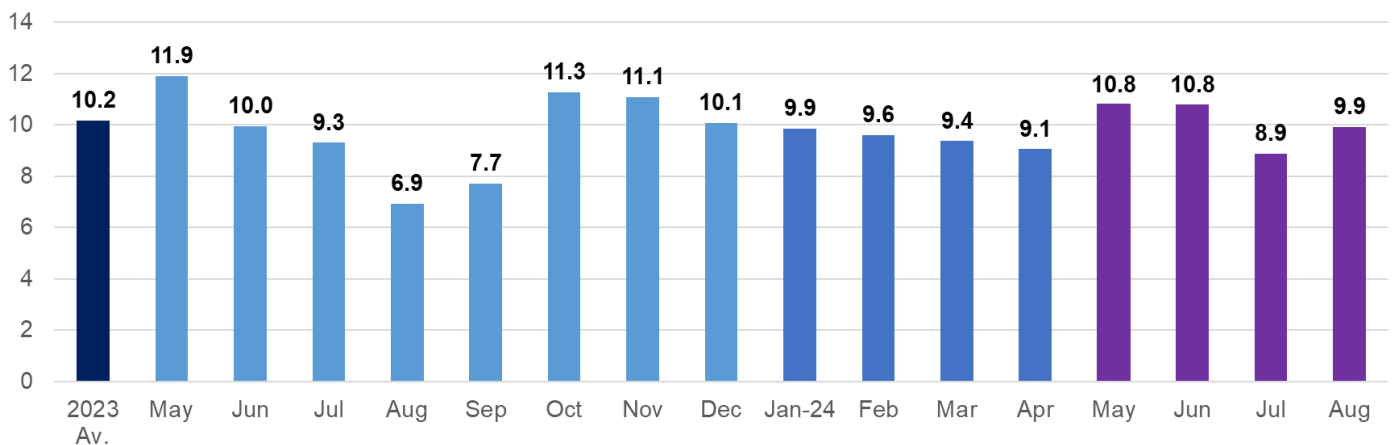
Figure 2.4: Monthly supermarket fuel margins (%) May 2023 to August 2024



Source: CMA analysis based on parties' submissions.

Note: '2023 Av.' is the average of all the months in the calendar year unadjusted for volumes.

Figure 2.5: Monthly supermarket fuel margins (ppl) May 2023 to August 2024



Source: CMA analysis based on parties' submissions.

Note: '2023 Av.' is the average of all the months in the calendar year unadjusted for volumes.

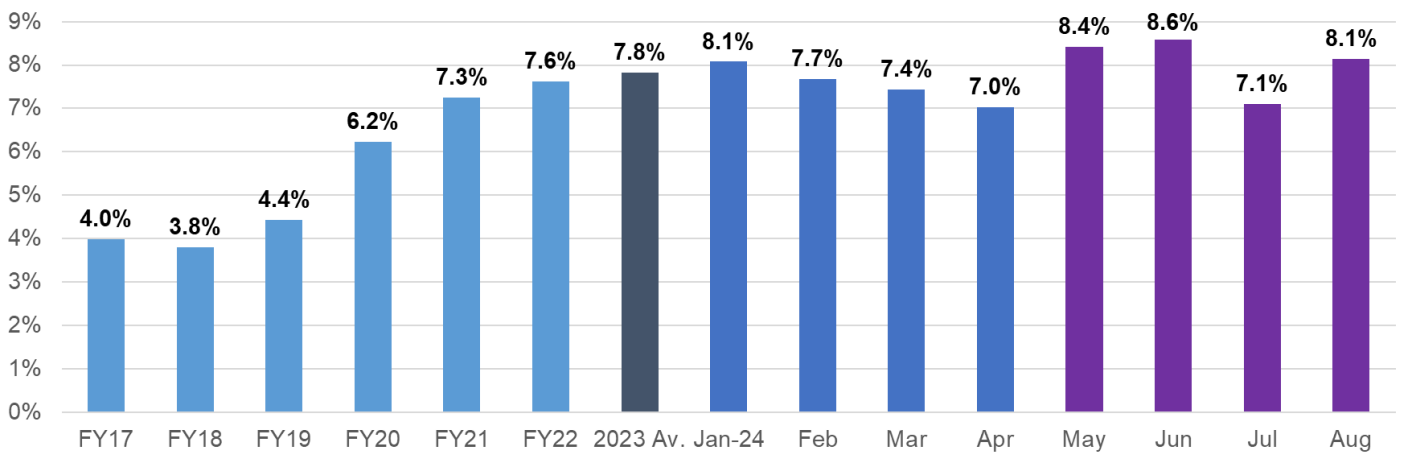
⁵ This is the average margin across each of these months unadjusted for differences in monthly volumes.

⁶ This is the average margin across each of these months unadjusted for differences in monthly volumes.

2.16 Margins also remain high on a historic basis. As shown by Figure 2.6 below percentage margins in May, June, and August (8.4%, 8.6%, and 8.1% respectively) were higher than those for the financial years 2017-2022 and also the calendar year average for 2023. July’s margin of 7.1% was higher than percentage margins in the financial years 2017 to 2020, although lower than in the financial years 2021 and 2022 and the calendar year 2023.

2.17 On a ppl basis margins are also historically high as shown by Figure 2.7 below. Margins in May and June (both 10.8ppl) were higher than those for the financial years 2017-2021 and the calendar average for 2023. They were also only 0.1ppl lower than the financial year 2022 figure of 10.9ppl. July and August’s margins were also higher than those in the financial years 2017 to 2021 albeit they were lower than the ppl margins for the financial year 2022 and the calendar year average for 2023.

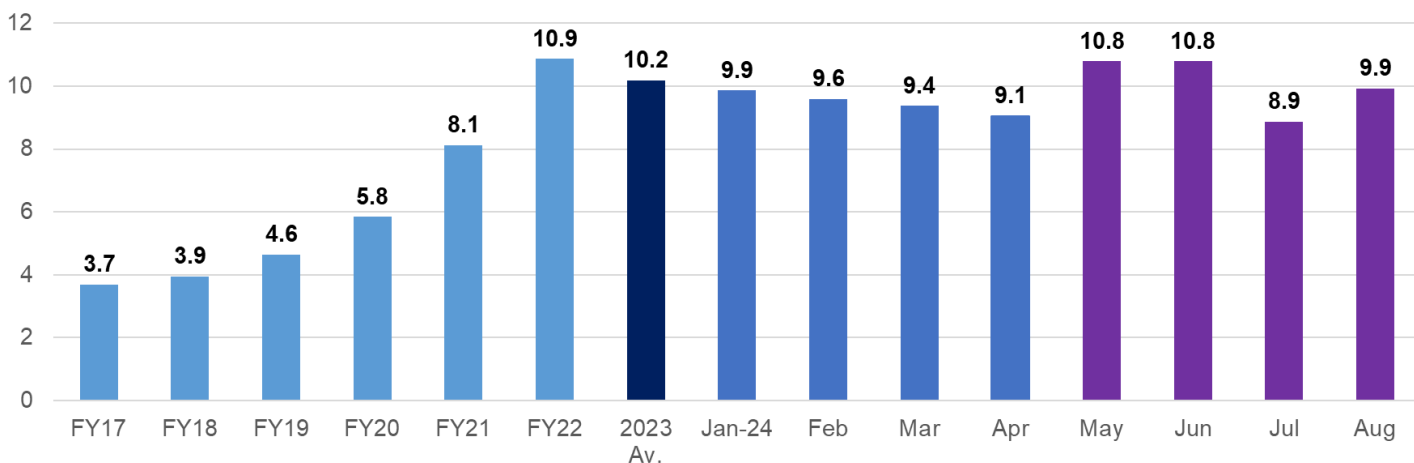
Figure 2.6: Average supermarket fuel margins (%), for financial years (FY) 2017-2022, calendar year 2023 and January to August 2024



Source: CMA analysis based on parties’ submissions.

Note: ‘Cal 2023 Ave’ is the average of all the months in the calendar year unadjusted for volumes.

Figure 2.7: Average supermarket fuel margins (ppl), for financial years (FY) 2017-2022, calendar year 2023 and January to August 2024



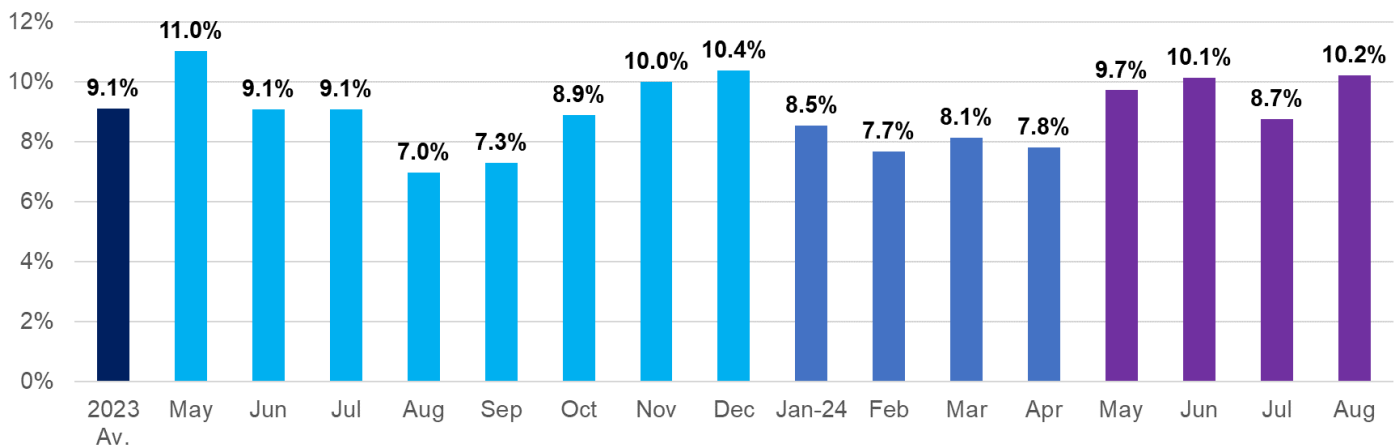
Source: CMA analysis based on parties’ submissions.

Note: 'Cal 2023 Ave' is the average of all the months in the calendar year unadjusted for volumes.

Non-supermarket retailer fuel margin analysis

2.18 0 and 0 show the non-supermarket retailers' monthly fuel margins on a percentage and ppl basis respectively. Similar to supermarkets, they show margins have increased in this period when compared to the previous quarter. The average margin⁷ on a percentage basis over the period May to August 2024 was 9.7%, up from 8.0% over the previous four months of January to April. Margins ranged over the period between 8.7% (July) and 10.2% (August). On a ppl basis there was also a significant increase on margins in the previous quarter. The average margin⁸ on a ppl basis over the period May to August 2024 was 11.5ppl, up from an average of 9.7ppl over January to April.

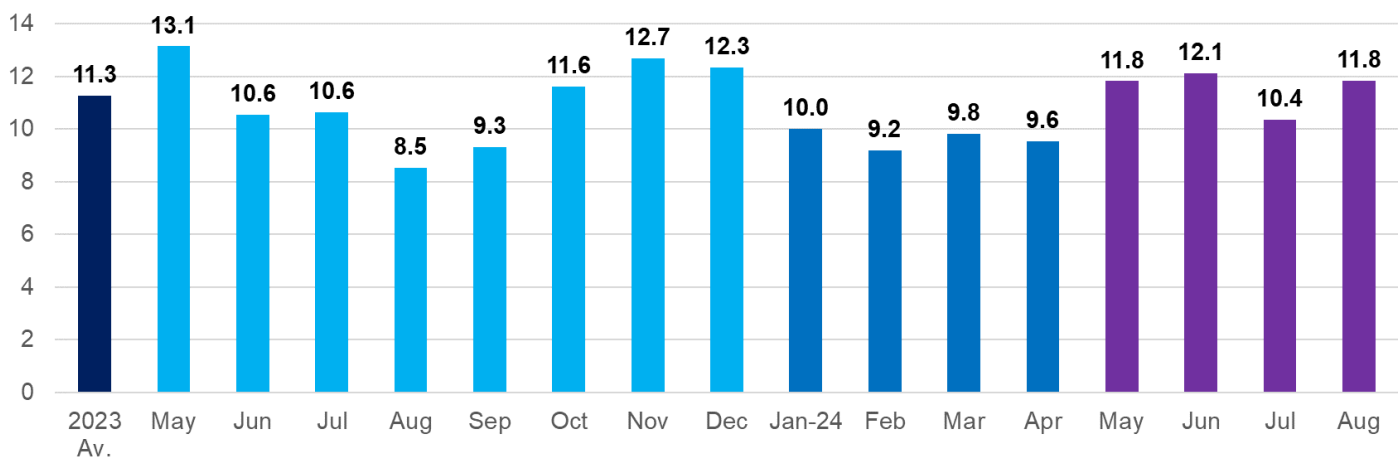
Figure 2.8: Monthly non-supermarket retailer fuel margins (%) May 2023 to August 2024



Source: CMA analysis based on parties' submissions.

Note: '2023 Av.' is the average of all the months in the calendar year unadjusted for volumes.

Figure 2.9: Monthly non-supermarket retailer fuel margins (ppl) May 2023 to August 2024⁹



⁷ This is the average margin across each of these months unadjusted for differences in monthly volumes.

⁸ This is the average margin across each of these months unadjusted for differences in monthly volumes.

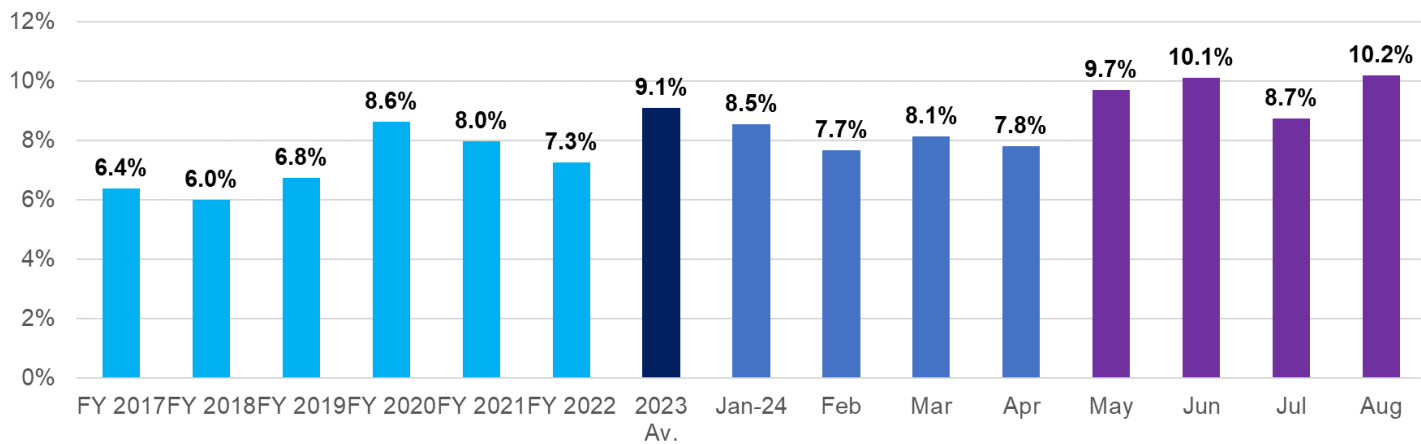
⁹ Due to an error in the interpretation of fuel volumes in one non-supermarket party's accounts the ppl figures have been restated compared to previous *Road fuel - Interim monitoring updates*. The impact of this was that ppl fuel margins had previously been understated by c. 0.4ppl per month for the period covered by the monitoring reports.

Source: CMA analysis based on parties' submissions.

Note: '2023 Av.' is the average of all the months in the calendar year unadjusted for volumes.

2.19 As per Figures 2.10 and 2.11 below, on a historic basis margins remain elevated. Only July's margins on both a percentage and ppl basis were lower than any of the previous yearly figures back to FY2017 (being lower than the average calendar margins for 2023). Both percentage and ppl margins for May, June, and August were higher than the equivalent annual margins for the financial years 2017-2022 and the average calendar year margins for 2023.

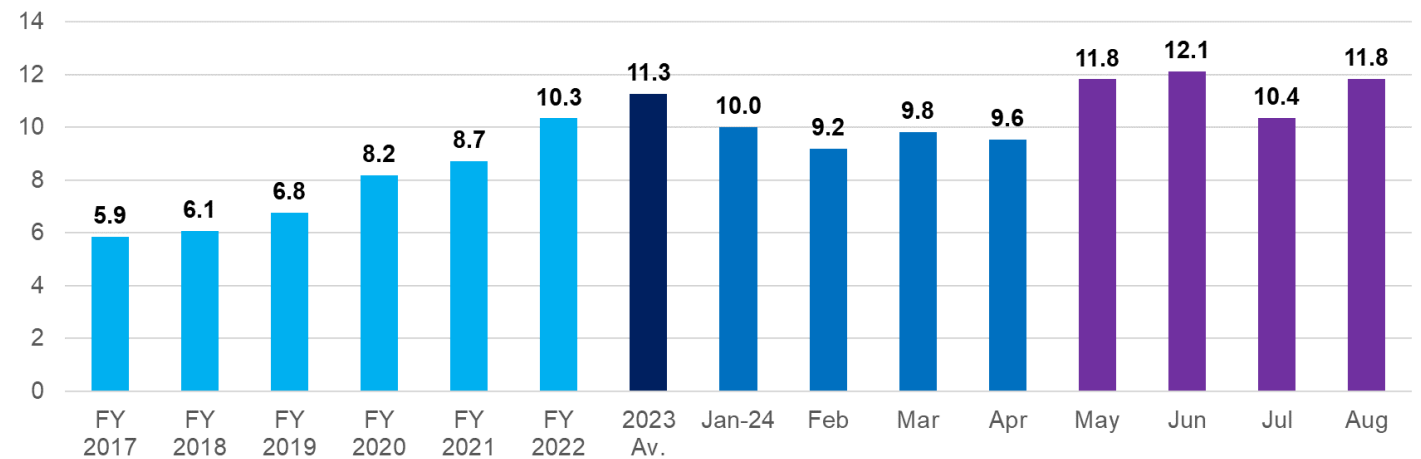
Figure 2.10: Average non-supermarket retailer fuel margins (%), financial years 2017-2022, calendar year 2023 and January to August 2024



Source: CMA analysis based on parties' submissions.

Note: '2023 Av.' is the average of all the months in the calendar year unadjusted for volumes.

Figure 2.11: Average non-supermarket retailer fuel margins (ppl), financial years 2017-2022, calendar year 2023 and January to August 2024



Source: CMA analysis based on parties' submissions.

Note: '2023 Av.' is the average of all the months in the calendar year unadjusted for volumes.

3. Next steps

- 3.1 The CMA stands ready to take on the road fuel monitoring function backed by statutory information-gathering powers when the legislation comes into force. The government is aiming to commence the CMA's information gathering powers for our statutory monitoring function by January 2025. This should act as a deterrent to firms taking action that would further weaken competition in this market, and will allow for ongoing assessment of the effectiveness of competition.
- 3.2 However, there also remains a fundamental need for a statutory open data scheme, to address the weakened competition we identified in our market study – and that this report indicates has persisted since. The near real-time Fuel Finder remedy should empower consumers and drive competitive pressure – helping consumers to find cheaper fuel, at the best location, without them having to drive around to observe prices from the road. When the statutory scheme is put in place this will deliver a significant impact on cost-of-living pressures and economic growth.
- 3.3 Together our two July 2023 market study recommendations for a monitoring function and an open data Fuel Finder go hand in glove, reinforcing one another to increase incentives on retailers to price road fuel more competitively. The Fuel Finder scheme should be the catalyst for driving behavioural change, while the monitoring function will report on the scheme's impact, assess wider developments in the market, and potentially identify the need for any further interventions in future. The statutory open data Fuel Finder scheme will also provide a rich source of information for the monitoring function.
- 3.4 We therefore welcome the new information gathering powers that will be conferred by the DMCC Act 2024 and the introduction of the DUA Bill that will support the implementation our market study recommendations in full. Subject to parliamentary timings, the government has noted that it aims to launch Fuel Finder by the end of 2025.
- 3.5 We are grateful to stakeholders for their efforts and participation in the voluntary pricing data scheme and the retailers who have voluntarily provided information in response to our monitoring requests. The quality of the CMA's interim monitoring is dependent on the data we are able to obtain from retailers.
- 3.6 The voluntary pricing data scheme remains open and we encourage and welcome retailers who are not already participating to join. An up to date [list of participants](#) and [technical specification](#) of the scheme are available on our [Road fuel price data](#) scheme web pages, where additional information is also available.
- 3.7 The CMA is currently [consulting](#) on draft guidance relating to the exercise of our new information gathering powers under the DMCC Act 2024 for road fuel

monitoring. This guidance should support businesses to comply with our requests for information in order to minimise the need for enforcement action. We will use the formal powers provided by the DMCC Act 2024 once they come into force, as always setting out clearly the information businesses need to provide.