

Methodology for Fuel Price Comparison

Under S.I. No. 703 of 2022, SEAI are required to publish a Fuel Price Comparison, with associated methodology, updated on a quarterly basis. Obligated fuel stations are required to display the Fuel Price Comparison in accordance with the S.I. The methodology used by SEAI for determining the Fuel Price Comparison values has been detailed below, it is reviewed quarterly for suitability.

Fuel prices

- Petrol and diesel prices are sourced from the monthly Irish Fuel Prices made available by the AA.
- Electricity cost is based on 90% home charging at night and 10% public fast and high-powered charging. The home price is taken from [SEAI Domestic Fuel Price Comparison report](#) night rate value. Public fast and high-powered charging price is from a range of ad hoc prices made publicly available by several charge point operators and measured in euro per kWh. Values requiring review on an app or registering for an account or subscription have not been included.
- The cost for compressed natural gas (CNG) is gathered from a single known retailer, in euro per kilogram. This value is then multiplied by 0.717 to convert into euro per litre, as per the [‘Recommendation from the PSA on fuel price comparison’](#). Efforts are ongoing to identify additional retail sources for the CNG value.
- The cost for liquid petroleum gas (LPG) is gathered from the list of Irish station prices on the site [myLPG.eu](#). An average of the values verified by the station owner and those confirmed within the past 3 months is considered. To ensure this value is indicative it is compared to the bulk LPG cost listed in the [SEAI Domestic Fuel Price Comparison](#) report.
- There are no Hydrogen filling stations available in the Republic of Ireland, so this is not listed as per the S.I. instruction.

Vehicle Data

- Vehicles were chosen based on the top 3 bestselling vehicles in the previous calendar year per fuel type for the selected segment. This data was sourced from the SIMI Motorstats website.
- The popular C-Segment category of vehicle was chosen for the comparison across all fuel types.
- Official vehicle WLTP efficiency statistics are available from the relevant manufacturer's website.
- There were no recorded new sales of CNG, LPG or Hydrogen C-segment vehicles in the SIMI Motorstats data in the past calendar year.

Fuel Economy

- The WLTP figures used are a combined average of the consumption figures on the manufacturers spec sheets across the model range of the selected vehicles. Those averages are then sales weighted, within each fuel type.
- In the absence of WLTP figures for CNG and LPG C-segment vehicles an accurate cost per 100km value could not be determined. As per the S.I. these fuels have been included in the Fuel Price Comparison, but the price per 100km was left blank.
- Hydrogen was omitted in the absence of a suitable filling station or vehicle for comparison, as per the instruction of the S.I.

Result

The resultant Fuel Price Comparison is tabulated for each of the fuel types by multiplying the fuel prices (€/L) with the fuel economy (L/100km), for the selected vehicle data. This provides the Fuel Price Comparison values which are tabulated and populated on the website.

$$\text{€/L} \times \text{L/100km} = \text{€/100km}$$

	Cost (€)	WLTP Consumption	WLTP Tailpipe Emissions
Petrol	1.811 /litre	5.87 litre/100km	132 g/km
Diesel	1.739 /litre	5.21 litre/100km	136 g/km
Electric	0.225 /kWh	16.57 kWh/100km	0 g/km
CNG	1.075 /litre	na	na
LPG	1.178 /litre	na	na

Assumptions

EV charging - According to CSO data over 90% of private car journeys nationally are less than 45 minutes. Based on this, SEAI use an assumption that 90% of charging will be at home taking advantage of night rates and 10% of charging will be at public fast or high-powered chargers. This would be representative of the lower bound of costs possible for EV motoring, but representative of the most common and recommended charging regime.

[CSO Reference data](#)



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