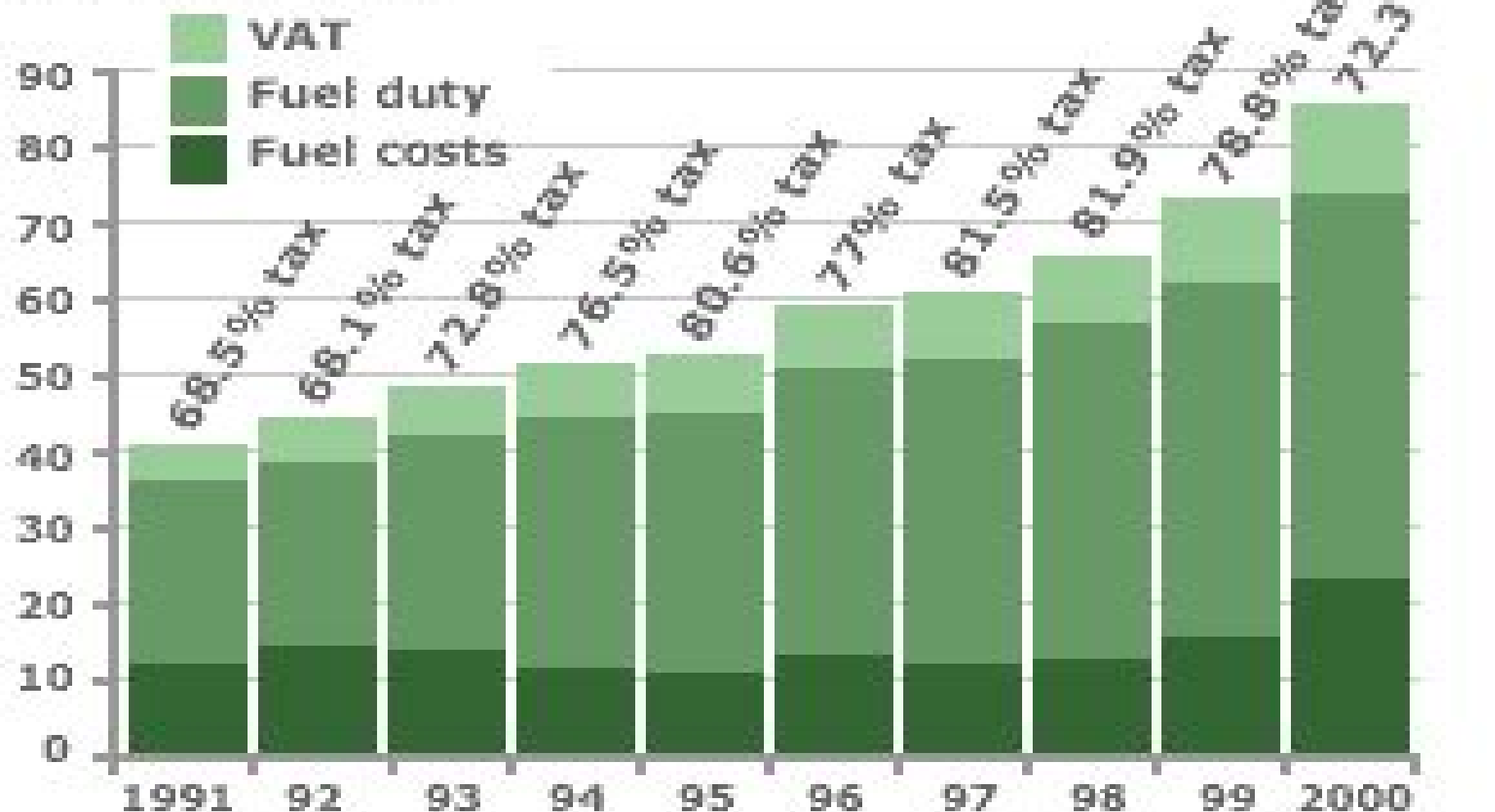


UK unleaded fuel

Price (in pence)



Notes: 1993 Introduction of price escalator All figures at time of annual Budget except 2000 figure which is latest available

SOURCE: Institute for Fiscal Studies

Pre Budget Report Fuel Duty

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A red circular graphic with a gradient, appearing as a semi-circle or a partial circle, located to the right of the Institute for Fiscal Studies (IFS) text.

Pre Budget Report Fuel Duty:

The 2006 pre-budget report Great Britain: Parliament: House of Commons: Treasury Committee,2007-01-25 This report from the Treasury Committee examines the recent economic analysis and assessment of the UK economy as outlined in the 2006 pre budget report and sets out a number of conclusions and recommendations including the Committee welcomes the recent rise in the growth rate of business investment but with the caveat that the downside risk as highlighted in a previous weakness for business investment remains unexplained that several risks exist around the consumption growth forecast including the potential of house prices to fall and the increase of personal insolvency the employment rate rise is commended but a lack of migration statistics in relation to the labour market means an overall assessment is not possible although an improved forecast for economic growth in 2006 the Treasury has not forecast an improvement in the fiscal position the Government appears to be on track to meet the golden rule in the current economic cycle but will start the next economic cycle with its current budget in deficit the Committee recommends also that the Treasury in future Budgets and Pre Budget reports provide a fuller explanation of its current forecast of the start and end dates of the current economic cycle also future Budget and Pre Budget reports should provide a breakdown of reported efficiency gains by department and further to enhance transparency and enable effective scrutiny the Treasury should require departments in their departmental annual reports and Autumn Performance reports in 2007 and in later years to provide consistent and comprehensive information on progress against efficiency targets the Committee expressed dissatisfaction at the lateness and vagueness of information in relation to expenditure on education but approved the early announcement of capital spending plans for education up to 2010 11 the Committee though does welcome the Government's decision to commission and publish a range of reviews informing future economic policy including tax policy the Pre Budget report is seen as an effective instrument of fiscal consultation but this could be enhanced if Parliament and the public were given greater notice of the date of the report perhaps 4 weeks before the statement is due to be made where tax changes carry significant risk of forestalling activity or distorting market behaviour such as the unusual timing and implementation of the increases in Air Passenger Duty the Committee feels as a general rule that those increases should not come into force until the House of Commons has had an opportunity to come to a formal decision on such an increase The 2007 pre-Budget report and comprehensive spending review Great Britain: Parliament: House of Commons: Environmental Audit Committee,2008-03-05 Environmental taxes as a proportion of all taxation peaked at 9.7 per cent in 1999 and have declined ever since falling to 7.3 per cent in 2006 This report sets out a number of conclusions and recommendations covering different areas of environmental policy 1 Aviation the reform of Air Passenger Duty into a levy per flight rather than per passenger is welcome but tax on aviation must be significantly increased so as to stabilise demand and resulting emissions 2 Motoring road transport emissions in England increased by 12 per cent between 1997 and 2006 and are forecast to increase so it is important for the Budget to put in place

rises in fuel duty 3 Carbon capture and storage the Treasury must provide more assistance for the development of this technology in the UK 4 Shadow price of carbon this should be increased to discourage the approval of carbon intensive policies and projects and so improve the prospects of achieving the reduction in global emission targets 5 Environmental transformation fund the Pre Budget report Cm 7227 ISBN 9780101722728 announced funding for such a fund with 370 million to be spent over three years but only 170 million was new money 6 Emissions trading it must be clear when reported emissions figures incorporate the purchase of carbon credits otherwise they will give a false picture of the decarbonisation progress within the UK 7 Public service agreements the new PSA is too diffuse with no clear departmental targets for reducing emissions the Government should consider setting emissions reduction targets for specific sectors of the economy The Treasury has not responded on the scale or with the urgency recommended by the Stern Review ISBN 9780102944204 and the 2008 Pre Budget report needs to establish a coherent set of measures to help deliver the UK's 2020 domestic and EU targets on emissions and renewable energy

Pre-budget 2006 and the Stern Review Great Britain: Parliament: House of Commons: Environmental Audit Committee, 2007-03-19 As part of the Committee's annual inquiry into the Treasury's Pre Budget Report PBR and the progress made towards achieving environmental objectives with regards to its tax and spending policies this publication examines the PBR's fiscal policy announcements in relation to the aviation motoring waste and energy sectors focusing on the findings of the Stern Review of the economics of climate change ISBN 9780102944204 published in October 2006 Amongst the 40 conclusions and recommendations made the Committee notes that the Stern Review highlights the central problem involved in efforts to address the effects of global warming that is the need to take action now before the more serious effects have begun to be felt in order to benefit future generations a problem that will be both practically and politically challenging The Committee urges the Government to use the Stern Report in order to promote a better informed public discussion of the science of climate change so that we can use the limited window of opportunity presently available to prevent greenhouse gases growing to dangerous levels beyond which there are risks of major irreversible impacts and recognising the Stern Review's accompanying argument that the sooner the world begins to cut its emissions the easier and less costly mitigation will become

Pre-budget Report 2008 Great Britain. Parliament. House of Commons. Environmental Audit Committee, 2009 This report examines firstly the Treasury's response to recession The fiscal stimulus measures intended to pull the economy out of recession represent an invaluable opportunity to transform the UK into a low carbon economy But meeting climate change and renewable energy targets will require a step change in environmental investment This year's Pre Budget Report announced a 535m package of green fiscal stimulus measures designed to tackle economic and environmental problems simultaneously This investment is welcome but the scale too small most of this funding was already committed and will be offset by reduced spending in 2010 11 Extra funding announced for the Warm Front programme will not deliver the scale and speed of change that is needed Programmes aimed at improving

the energy efficiency of existing buildings should be the number one priority for green fiscal stimulus It is disappointing that the wider fiscal stimulus package contains hundreds of millions of pounds for road building and widening The Treasury should publish an assessment of the net impacts of its fiscal stimulus package on the environment The second part of the report looks at green taxation In real terms revenue from green taxes has gone down slightly since 1998 while revenue from all taxation has increased by around 30 per cent On aviation taxes the Committee criticise the Treasury s backtracking on replacing Air Passenger Duty with a per plane charge and exhorts the Government to seek reform of the Chicago Convention so as to allow taxation of international aviation fuel On motoring taxes it calls for re examination of the merits and practicalities of a car scrappage scheme to pay people to trade in their existing older cars for newer more efficient models

Pre-budget Report 2008 Great Britain. Parliament. House of Commons. Treasury Committee,2009 The Treasury Committee s report on the Pre Budget Report 2008 Cm 7484 ISBN 9780101748421 considers that the balance of risks to the Treasury s forecast for a swift recovery in economic growth for 2010 after a significant decline in output in 2009 is on the downside The report highlights the lack of bank lending as the single most critical problem for the economy in the near term The overall effect of the fiscal stimulus remains uncertain the cost of the reduction in VAT is considerable and in the view of the majority of commentators the Treasury s analysis of its impact is an optimistic one The report notes that the risk of a self reinforcing deflationary cycle exists in the UK economy at present and recommends that the Treasury prepare and publish the actions it may consider taking should a period of quantitative easing be needed While the need for lower interest rates to maintain economic growth is crucial at the present time the needs of savers must not be forgotten and the Treasury should consider measures that will also support savers at this difficult time The report notes with concern that the Pre Budget Report contains no policy measures which will significantly advance meeting the 2010 child poverty target **Transport**

Lessons from the Fuel Tax Protests of 2000 Kiron Chatterjee,2017-07-05 The UK fuel tax protests of September 2000 generated considerable debate about fuel prices and taxation and put transport in the media spotlight Away from the immediate events and debates surrounding the protests the experience offered the opportunity for longer term lessons on transport to be gained The editors of this volume Glenn Lyons and Kiron Chatterjee saw the opportunity to get fresh insight into car dependence and conducted a large scale travel behaviour survey to find out how car users coped when restricted in being able to buy petrol This book presents their findings and collects together articles written by other researchers on a range of topics including fuel taxation transport pricing policy acceptability travel behaviour and goods distribution H.M. Treasury annual report and accounts 2006-2007 Great Britain: H.M. Treasury,2007-06-04 Dated June 2007 Supplied via TSO s On Demand Publishing Service **Budget 2009** Great Britain. Treasury,2009 The Budget sets out the Government s plans for taxation public spending and economic growth for the coming year Details announced include an annual growth rate of 2.5 per cent for 2006-07 with a forecast of 2.75 to 3.25 per cent for 2007-08 an inflation rate of two per cent this year and

public sector borrowing on course for a 16 billion surplus over the economic cycle ending in 2010 11 with net borrowing set at 37 billion for this year and 36 billion next year falling to 23 billion in the year to 2010 11 **Cars of the**

Future,Seventeenth Report of Session Great Britain. Parliament. House of Commons. Transport Committee,2004 The Committee s report examines a range of safety and environmental issues regarding technological developments in the design of motor vehicles under the following headings industrial advantage and vehicle technology the environment and the car of the future carbon emissions and European standards future fuels and technologies incentives for low carbon and alternative fuel cars vehicle safety technology telematics for intelligent transport systems and law enforcement including satellite location technology and in vehicle technology for crime prevention consumer awareness safety and environmental information and the car maintenance sector *Victim of Success* Peter McManners,2009 Humans are the most successful

species ever to have occupied planet Earth and the most destructive We are putting the planet under enormous pressure This title explains author s vision of sustainable living but argues that we should not be fooled into thinking that a sustainable world will be Utopia **Pre-budget Report 2008** Great Britain. Treasury,2008 The 2008 Pre Budget Report presents updated assessments and forecasts of the economy and public finances and reports on how in the face of major global economic shocks the Government intends to support the economy businesses and households through these uncertain times while delivering its long term goals Measures announced include temporarily reducing the Value Added Tax VAT rate to 15 per cent from 1 December 2008 to 31 December 2009 bringing forward 3 billion of capital spending from 2010 11 including introducing a green stimulus supporting low carbon growth and jobs introducing a new additional higher rate of income tax of 45 per cent for those with incomes above 150 000 from April 2011 increasing national insurance contributions by 0 5 per cent from April 2011 increasing alcohol and tobacco duties a two pence per litre increase in fuel duty from 1 December Immediate action to help those individuals and businesses most affected by the economic downturn include increases in the income tax personal allowance bringing forward the increase in Child Benefit increases of the Child Tax Credit and a payment of 60 to all pensioners help through mortgage rescue and Support for Mortgage Interest schemes for eligible homeowners in difficulty and a commitment from major mortgage lenders not to initiate repossession action within at least three months of an owner occupier going into arrears an additional 1 3 billion to support for the unemployed to find a new job measures to help small and medium sized enterprises facing credit constraints a new HMRC Business Payment Support Service to allow businesses in temporary financial difficulty to pay their HMRC tax bills on a timetable they can afford and more generous tax relief for businesses now making losses and the modification of a number of planned tax reforms including vehicle excise duty air passenger duty and the deferral of the increase in the small companies rate of corporation tax

Text, Cases and Materials on Public Law and Human Rights Helen Fenwick,Gavin Phillipson,2013-03-04 Building on the strengths of the Sourcebook on Public Law this book has been comprehensively revised to take account of the radical

programme of constitutional reform introduced by the Labour Government since 1997 **Strategies to Reduce Greenhouse Gas Emissions from Road Transport Analytical Methods** OECD,2002-07-03 This report which has been prepared by an OECD Working Group uses a number of illustrative and pragmatic cases to provide important insights into reducing greenhouse gas emissions from road transport Pre-budget 2005 Great Britain. Parliament. House of Commons. Environmental Audit Committee,2006 The Committee reports on the progress made by the Treasury in placing environmental objectives at the heart of its fiscal policies This year s pre Budget report Cm 6701 December 2005 ISBN 0101670125 is found to be inadequate especially in the context of UK CO2 emissions actually increasing once more No significant new measures were announced and the Committee sees a continued slowing down of the Treasury s momentum in turning rhetoric into action It believes the Treasury should redefine Air Passenger Duty APD as an environmental tax and that APD rates should more accurately reflect the carbon emissions of the flights to which they apply Charging APD on flights rather than passengers could also act as an incentive to more efficient use of aviation fuel The Committee also recommends action on aviation fuel duty biofuels car energy efficiency steps to wean the economy off over reliance on oil stamp duty and council tax reductions for homes built or refurbished to high environmental standards Each pre Budget report should include figures on total revenue from the climate change levy aggregates levy and landfill tax Although the Treasury accepts the principle of increasing taxes on bads rather than goods its reluctance for bold reform of the tax system mystifies the Committee A Green tax Commission should be reconsidered to develop a proper communications strategy to sell the environmental programme to the public The Committee exhorts the Government to make moves on the climate change problem as waiting for universal agreement is a recipe for stasis Finally the Committee regrets the Treasury s decision to abolish the Operating and Financial Review required from large companies in that it appears to view sustainable reporting as an optional extra It hopes that the proposed new business reviews will continue to require some form of social and environmental disclosure from companies

Climate change and the Stern Review Great Britain: Parliament: House of Commons: Treasury Committee,2008-02-05 Climate change is one of the biggest challenges facing the world today and requires an urgent response from Government industry and the individual This inquiry was triggered by the publication of the Stern Review on The Economics of Climate Change 2006 ISBN 9780102944204 which stressed the need to stabilise carbon emissions sooner rather than later and warned of potentially catastrophic impacts if that was not achieved The Review framed the climate change debate in terms of economic choices and considered the use of economic tools such as environmental taxation and permit trading schemes as economically efficient mechanisms for cutting emissions This Report recommends that the Government give primary consideration to the use of economic tools in combating climate change The Treasury s policies and action in this regard were the main focus of the inquiry The report looks at work on this topic by the Treasury and other select committees It then assesses the economics of the Stern Review and examines the Government s approach to reducing emissions Further

sections cover emissions trading schemes environmental taxes and adaptation designed to counter the negative impacts caused by time lags in global and local ecosystems The Committee calls for a twin track approach involving both adaptation and mitigation

Budget 2010 Great Britain. Treasury,2010-03-24 The Budget sets out the Government's plans for taxation public spending and economic growth for the coming year Details announced include an annual growth rate of 2.5 per cent for 2006-07 with a forecast of 2.75 to 3.25 per cent for 2007-08 an inflation rate of two per cent this year and public sector borrowing on course for a 16 billion surplus over the economic cycle ending in 2010-11 with net borrowing set at 37 billion for this year and 36 billion next year falling to 23 billion in the year to 2010-11

Budget 2011 and environmental taxes Great Britain: Parliament: House of Commons: Environmental Audit Committee,2011-07-07 The Environmental Audit Committee claims the Treasury has undermined public trust in green taxes by appearing to use them as a revenue raising tool rather than a serious attempt to change environmentally damaging behaviour The MPs single out two recent tax changes for particular criticism cutting a penny off Fuel Duty while providing no new incentives to switch to lower carbon alternatives and proposed changes to Air Passenger Duty will do nothing to reduce emissions or make it a more effective environmental tax The Treasury needs to adopt a coherent strategy for environmental taxation setting out its objectives and rationale the basis on which rates are set and how their impact will be evaluated With green taxes there is a strong case for ring fencing some of the revenues for investment in green alternatives for instance using fuel duty to reduce public transport fares in order to build trust and support for environmental taxes Environmental taxes need to be straightforward so that taxpayers understand the behavioural change signal being sent In practice their growing complexity means that many businesses are unaware of the cumulative impact of the environmental taxes affecting them They must also be seen as fair so that political support can be built for environmental taxation Also the Plan for Growth published alongside the Budget does not provide the much needed step change to aid the transition to a low carbon economy The Government should demonstrate greater commitment to putting the green economy at the heart of growth plans

Power Trip Damian McBride,2014-07-28 Hailed as the must read political book of the year by commentators on all sides of the great divide Power Trip is the explosive memoir of one of Westminster's most controversial figures From 1999 to 2009 Damian McBride worked at the heart of the Treasury and No 10 He was a pivotal member of Gordon Brown's inner circle before a notorious scandal propelled him out of Downing Street and onto the front pages Known by friend and foe as Mad Dog or McPoison Brown's right hand man demonstrated a ruthless desire to protect and promote New Labour's No 2 whatever the cost Laying bare his journey from naive civil servant to disgraced spin doctor McBride writes candidly about his experiences at the elbows of Brown Balls and Miliband detailing the feuds plots and media manipulation that lay at New Labour's core Freshly updated with revealing new material Power Trip is an eye watering exposé of British politics and a compelling story of the struggles and scandals that populate the political world

The 2008 Budget Great Britain. Parliament. House of Commons. Treasury Committee,2008

This report examines the forecasts and measures contained in the 2008 Budget HC 455 session 2007 08 ISBN 9780102953336 The Treasury's lower forecasts for economic growth in 2008 and 2009 are above the average of independent forecasters suggesting that the Treasury may have given insufficient weight to the risks of continued financial market turbulence and that some of the UK economy's characteristics that have proven beneficial in past crises rapidly rising residential property prices close links with the US and an increasing reliance on the financial services industry for example might prove to be conduits through which the current problems in global financial markets are transmitted to the UK real economy The further weakening of the forecasts for the public finances is noted and it appears premature for the Treasury to state that it is on course to meet the golden rule in the next economic cycle given the lack of an end date for the previous economic cycle Measures on child poverty are welcomed but there is a need for a clear explanation on deployment of resources to ensure that the target to halve child poverty by 2010 11 will be achieved The abolition of the 10 pence rate of income tax will most affect those under 65 years of age in childless households earning under 18 500 the Committee feels this group is an unreasonable target for raising additional tax revenues The Treasury should commission research into whether the withdrawal of the 10 pence income tax band and high marginal deduction rates are creating disincentives that could frustrate the Government's welfare to work objectives The Committee also calls for a national Saving Gateway targeted at low income households and more consideration of tax changes on the middle and lower income groups of non domiciled taxpayers

Dimensions of Tax Design Institute for Fiscal Studies (IFS), 2010-04-30 The goal of the Mirrlees Review has been to identify what makes a good tax system for an open developed economy in the 21st century and to suggest how the UK tax system could be reformed to move in that direction As an integral part of the Review this volume brings together thirteen studies of different dimensions of tax design plus associated commentaries These were commissioned from IFS researchers and other international experts to be of interest and value in their own right as well as to provide inspiration for the final report of the Review which is published as a separate volume Tax by Design The Commission's work was directed by Tim Besley Richard Blundell Malcolm Gammie James Poterba The Commission's editorial team Stuart Adam Stephen Bond Robert Chote Paul Johnson Gareth Myles

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born in shkodra where he also attended his first lessons at the local jesuit college in 1918 his father send him to study in the jesuit directed cesare arici college in brescia and afterwards in bergamo then at the university of padua and became knowledgeable in albanian folk history he began to write under pseudonyms such as hilushi hilush vilza and borizani in the

1920s and 1930s [koliqi](#) was the founder of leading magazines in albania such as the illyria magazine

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