Taxing Energy Use 2019
Using Taxes for Climate Action
DOI: https://doi.org/10.1787/058ca239-en
ISBN 978-92-64-64845-6 (print)
ISBN 978-92-64-62744-4 (pdf)

Corrigendum

Due to spreadsheet errors, tax rates on gasoline and diesel in Russia and for energy used in Combined Heat and Power Plants in Finland had been underestimated in the original release. In addition, the sectoral modelling of Dutch natural gas rates has been refined, resulting in higher rates for residential and commercial gas use and lower industry rates, which roughly cancel each other out in the calculation of the country-level and non-road averages. All relevant data have been updated and the StatLinks now provide access to the correct figures and data.

These changes concern the following figures:

- Figure 2.1-Figure 2.12
- Figure 3.1-Figure 3.6, Figure 3.8-Figure 3.10
- Annex Figure 1.C.1.- Annex Figure 1.C.3.
- Annex Figure 2.A.13, Annex Figure 2.A.30, Annex Figure 2.A.35
- Annex Figure 3.A.14, Annex Figure 3.A.30, Annex Figure 3.A.35

These changes have the following implications for the body of the report:

Page	Original wording	Correct wording
Page 11, Bullet 5, Line 4 [and online summary notes]	The only three countries that do not tax road emissions at EUR 30 per tonne of CO_2 or more are Brazil, Indonesia and Russia.	The only two countries that do not tax road emissions at EUR 30 per tonne of CO_2 or more are Brazil and Indonesia.
Page 20, Paragraph 2, Line 3	OECD 2018[8]	OECD 2018[~~1~~3]
Page 30, Line 1	The selected partner economies, on the other hand, and Russia in particular, …	The selected partner economies, on the other hand …
Page 37, Paragraph 2, Line 4	Further, the United Kingdom and Russia tax diesel and gasoline at the same rate per litre.	Further, the United Kingdom taxes diesel and gasoline at the same rate per litre.
Page 70, Line 2	In relative terms, increases were largest in Russia (albeit starting from a very low base)	In relative terms, increases were largest in Russia