



Why Fuel Quality Standards are important for the Energy Community Contracting Parties

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Objectives of the Fuel Quality Directive

- *Environmental and health protection in relation to fuel used in road transport and non-road mobile machinery*
- *Air quality*
- *Functioning of the internal market for transport fuels and vehicles*
- *Reduction of life cycle greenhouse gas emissions from transport fuels*

Key provisions [1/2]

- *Fuel specifications for petrol, diesel, and blended bio-components used on-road*
- *Intended to limit air pollutants, including:*
 - **Sulphur oxide (SO_x)**
 - **Metallic emissions (in particular lead)**
 - **Particulate matter**
 - **Hydrocarbons**
 - **Polycyclic aromatic hydrocarbons (PAH), benzene**
- *Reduced requirements for gasoil used in non-road mobile machinery (sulphur, some metallic additives)*

Key provisions [2/2]

- *Compatibility of fuels with engines and after-treatments*
- *Fuel parameters regulated:*
 - **18 for petrol**
 - **6 for diesel**
- *Blending limits for certain biofuels:*
 - **Fatty Acid Methyl Ester (FAME) generally limited to 7% in diesel**
 - **Ethanol limited to 10% in petrol**
- *Fuel quality monitoring by the Member States*

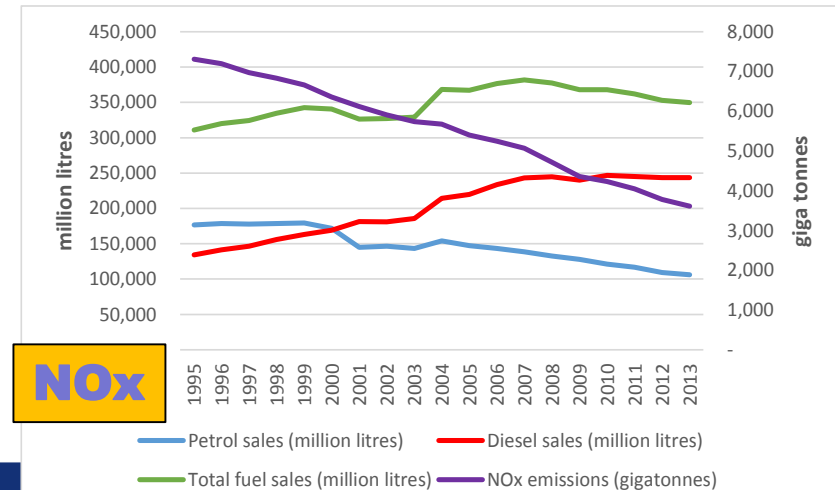
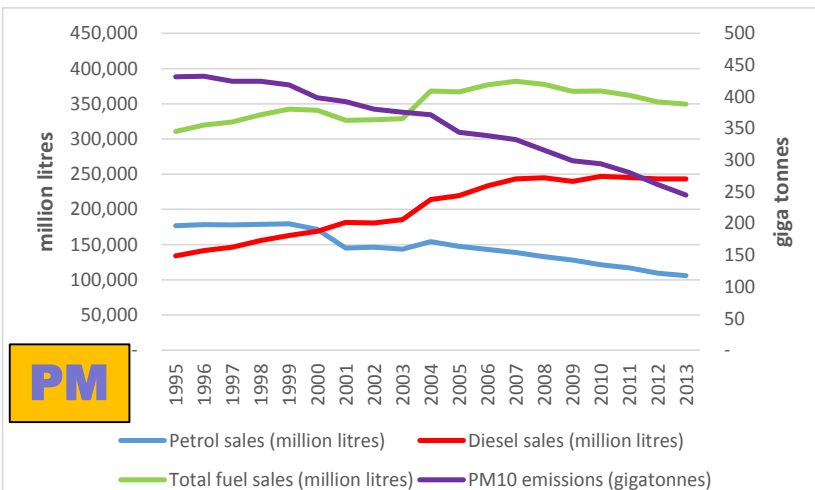
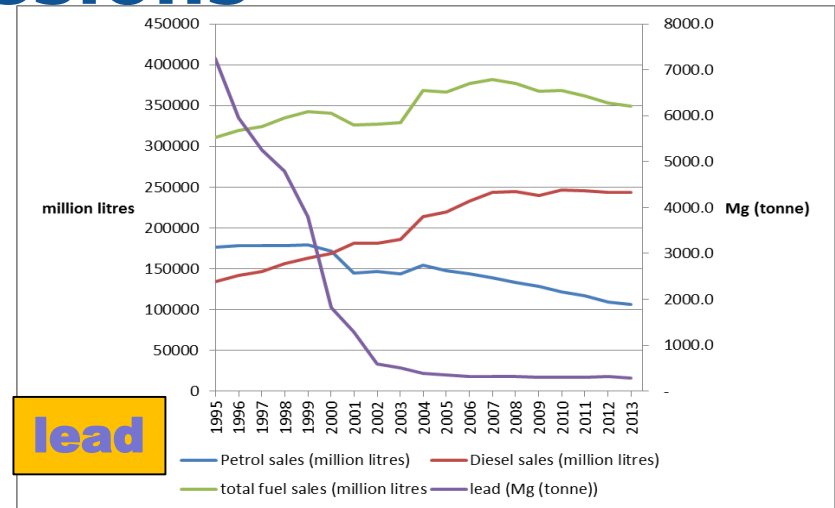
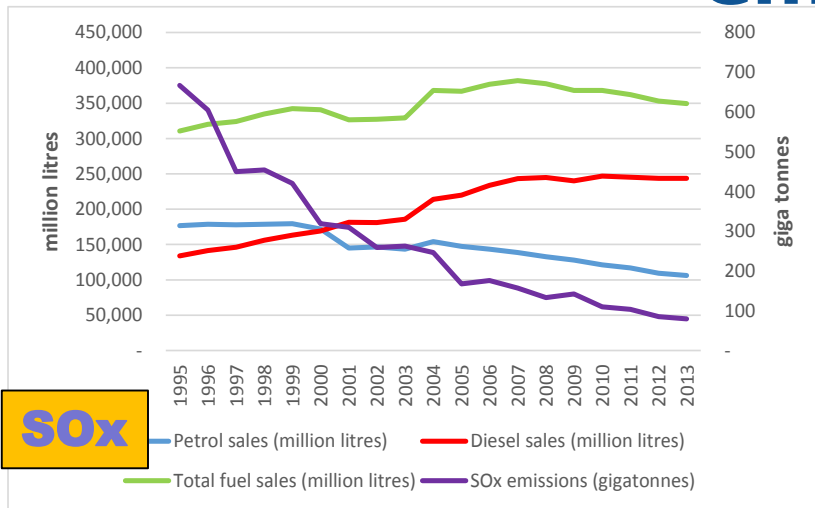
Greenhouse gas reduction target

- *Obligation on fuel suppliers to reduce the GHG intensity of fuels by 6% by 2020 against a common baseline (2010)*
- *No extension of the target beyond 2020*
- *Decarbonisation of transport fuels after 2020 will be addressed by the Renewable Energy Directive*

REFIT evaluation of the FQD

- *Published 31 May 2017*
- *SWD (2017) 178 final and 179 final*
- *Assessed effectiveness, efficiency, coherence, relevance, and EU added value*
- *Greenhouse gas reduction target and biofuel sustainability were excluded from the evaluation*

The FQD contributed to lowering emissions



The FQD is effective in ensuring compatibility of fuels with vehicles

- *Vast majority of fuels on the EU market is in line with the FQD fuel specifications*
- *No reports of engine damage in road transport due to fuel quality issues*
- *Industry standards (EN 228 for petrol, EN 590 for diesel) are voluntary and cannot be legally enforced*

Is the FQD cost-effective?

- *Full cost-benefit evaluation is not possible*
- *Available data indicate that estimated economic benefits obtained from avoided damage to the environment and human health significantly outweigh costs*
- *Main costs result from standards on sulphur and vapour pressure*

Conclusions

EU internal review

- *The FQD is fit for purpose and should remain in place*
- *No legislative change at the present time*

Recommendation to Contracting Parties

- *Prepare legal and institutional preconditions for the implementation of the core elements of the FQD*
- *Identification of suitable provisions for incorporation into the acquis of the Energy Community*