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 (SOx)
  - 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