

# The Fuel Quality Directive

- Entered into force in 2000
- Updated specifications entered into force in 2004 & 2010
- Designed to minimise pollutant emissions from transport
- Specification for a number of parameters (**new for 2011**):

## **Petrol**

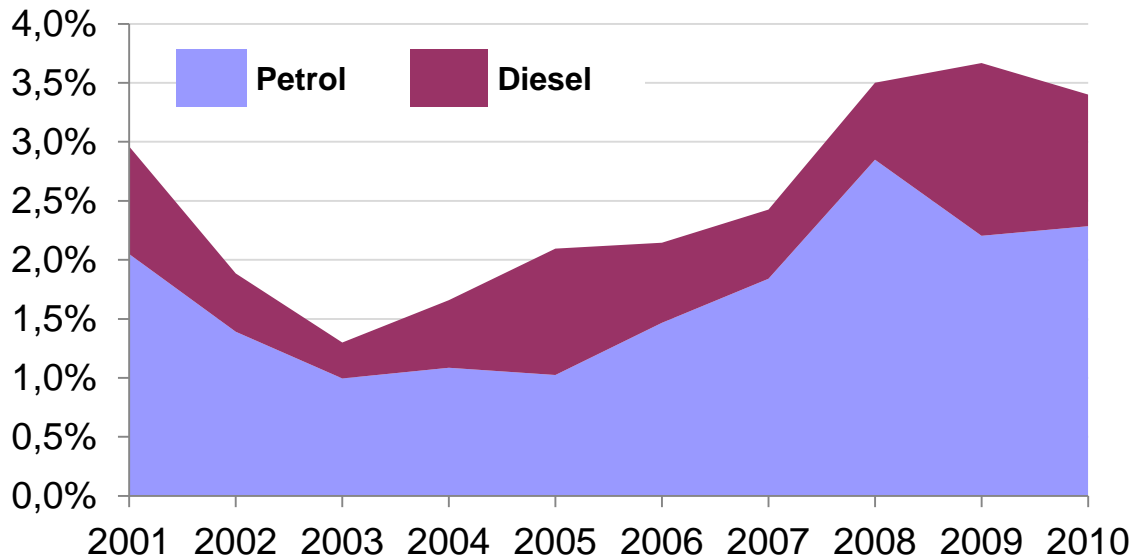
- RON/MON
- Vapour pressure
- Distillation
- Hydrocarbon analysis
- Oxygen & oxygenate content
- Sulphur content
- Lead & **MMT content**

## **Diesel**

- Cetane
- Density
- Distillation
- Polycyclic aromatic hydrocarbons
- Sulphur content
- **FAME content**

# General trends in non-compliance

Total EU non-compliances, % of samples

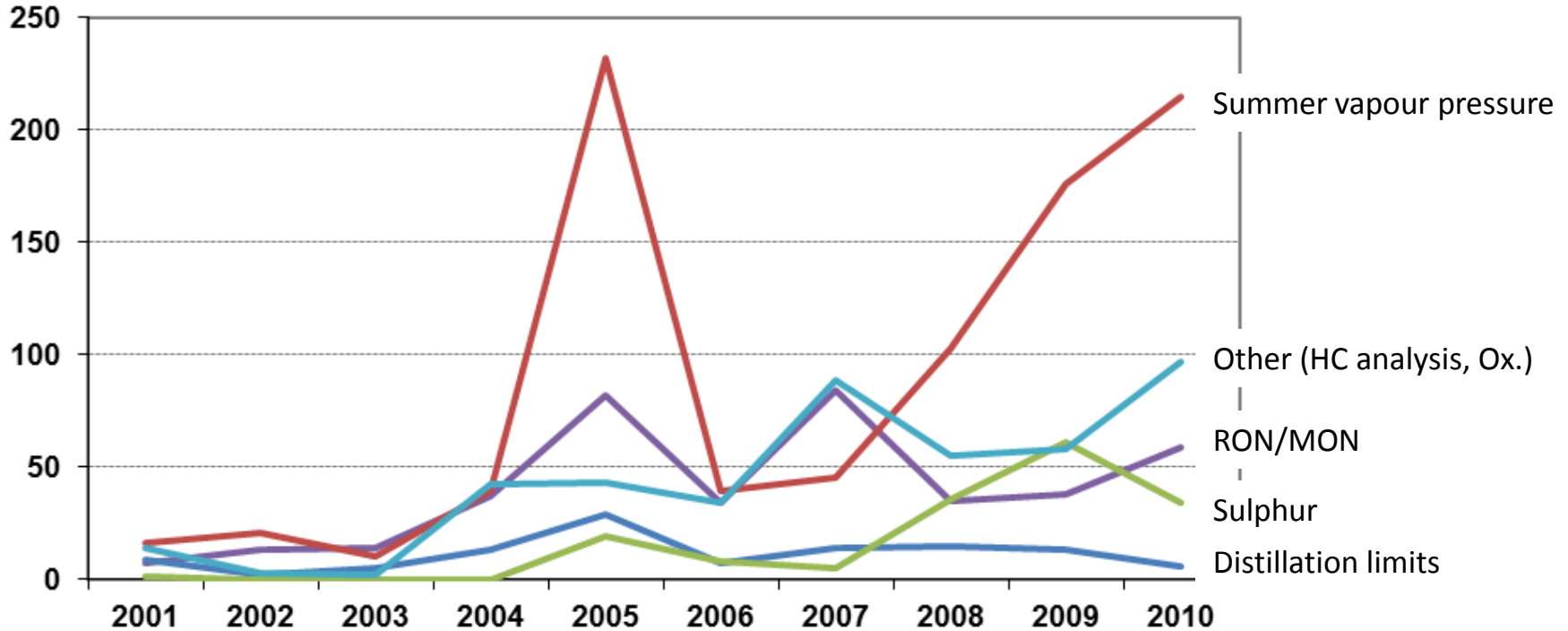


- Generally high compliance
- More non-compliances in petrol, but more parameters measured

- Increasing trend influenced by:
  - Accession of new MS to EU (2004, 2006)
  - Increase in sampling and more fuel grades introduced
  - New fuel specifications 'bedding in' (including using old reserves?)
  - Greater accuracy of reporting!

# EU non-compliance: petrol

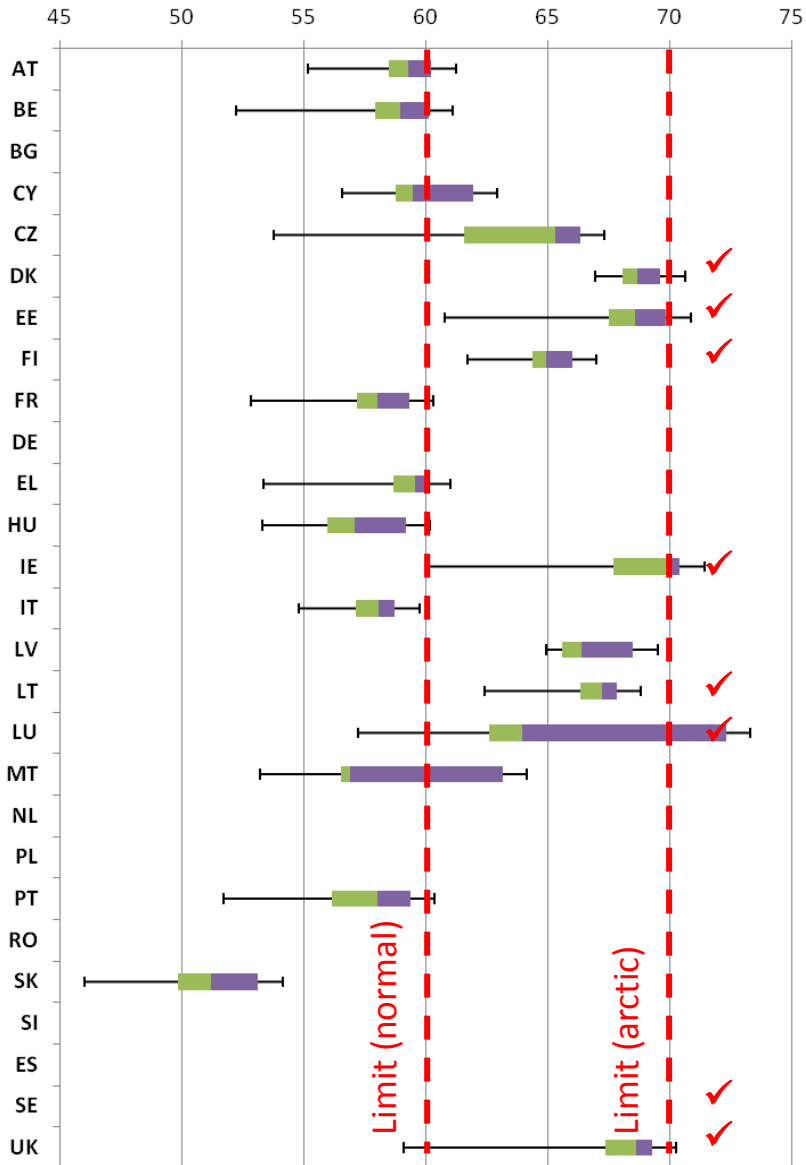
Samples exceeding limit values across the EU



- Notes:

- Accession of new MS to EU (2004, 2006)
- Vapour pressure: always difficult to meet but most exceedences are due to transitional period between Summer/Winter (inconsistent reporting)
- Majority of vapour pressure exceedences are from new MS

# Statistical analysis – vapour pressure



- Wide spread of data
- Discrepancies in reporting of transition period samples
- Nearly all MS with 'arctic' derogation reported non-compliant samples
- Higher ethanol blends set to cause further difficulties in controlling vapour pressure (though derogation is available)