

Review of Directive 98/70

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Revision of Directive 98/70/EC

- **Existing requirements in relation to NRMM fuel**
 - Only element specified for non-road gas oil is maximum sulphur content:
 - Currently 2000ppm (0.2%)
 - 1000 ppm from 1 January 2008
 - Comparison for road diesel:
 - Currently 50ppm
 - Provisionally 10ppm from 1 January 2009

Proposal COM 2007(18)

- **Land based non-road fuel**
 - One-step reduction to 10 ppm proposed at the latest for 31 December 2009
- **Inland waterway fuel**
 - Two-step reduction:
 - 300ppm by 31 December 2009
 - 10ppm by 31 December 2011

Why the land/IW difference

- Issues assessed in the Impact Assessment.
- While there is some reduction in pollutant emissions, the major justification for very low levels of sulphur in diesel is to enable introduction of lower emission engine technology.
- Current levels of permitted emissions in inland waterway sector do not justify tightening sulphur content to land NRMM level.
- Tightening to 10ppm is only justifiable if tighter engine emission limits are brought into force around the same time.

Impacts of tighter sulphur content

- Increase in refinery investment
- Increase in fuel cost
- Increase in refinery greenhouse gas emissions
- Small reduction in engine PM emissions
- Reduction in engine maintenance costs
- Effects on supply infrastructure

Scale of impacts

- Lowering S from 300 to 50 ppm
 - PM reduction approx 2%
 - GHG increase approx 0.02TCO₂/TOE
 - Cost increase approx 1 cent per litre
- Costs increase more than benefits.
- Unless engine emission limits tightened
- Tighter fuel specification removes barrier to engine emission reductions.

Next steps

- Proposal adopted on 31 January by the Commission
- Proposal transmitted to Council and Parliament
- Parliament rapporteur appointed
- So far two Council Working Groups have discussed the proposal. Next meeting 8 May