

Minutes of the 3rd meeting of the GRPE informal group on Fuel Quality

1. The GRPE informal group on Fuel Quality (FQ) held its third meeting in Geneva, on 13 January 2009, under the chairmanship of Mr. B. Gauvin (France). Experts from the following countries, international organizations and non-governmental organizations participated in the work: Czech Republic; France; Germany; India; Japan; Netherlands; People's Republic of China; Republic of South Africa; European Commission (EC); The United Nations Environment Programme (UNEP); Association for Emission Control by Catalyst (AECC); European Association of Automobile Suppliers (CLEPA); Foundation for the Automobile and Society (FIA Foundation); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); European Association of Internal Combustion Engine Manufacturers (EUROMOT); European Liquefied Petroleum Gas Association (AEGPL); International Petroleum Industry Environment Conservation Association (IPIECA); Technical Committee of Petroleum Additive Manufacturers in Europe (ATC); The Oil Companies European Organization for Environment, Health and Safety (CONCAWE).

2. The list of working papers considered by the group is reproduced in Annex 1. All working papers of the informal group are publicly available at the GRPE website at:

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/fq03.html>

I. (A) WELCOME AND ADOPTION OF THE AGENDA

Documentation: Working paper FQ-03-01

3. The Chairman opened the third meeting of the informal group and welcomed all participants. The FQ group adopted the provisional agenda (FQ-03-01).

(B) MINUTES OF THE PREVIOUS MEETING

Documentation: Working paper FQ-02-06

4. The Secretary informed the FQ expert group that the minutes of the second meeting were available at the FQ informal group's website as working paper FQ-02-06.

II. SELECTION OF FUEL PARAMETERS

(A) IPIECA VIEW ON THE ASSIGNMENT

Documentation: Working papers FQ-03-02 and FQ-03-03

5. Referring to FQ-03-02, the expert from IPIECA informed the FQ informal group about the results of a bilateral discussion which took place in Chicago (USA) on 6 October 2008 between his organization and OICA regarding the worldwide harmonization of fuel quality.

He reported on the detailed consideration of extended lists of specifications for gasoline and diesel. He stated that, during that meeting, IPIECA and OICA could not find an agreement on a number of fuel quality parameters, due to a different understanding of the mandate of the informal group.

6. He introduced FQ-03-03 presenting the position of IPIECA and underlined that the position of his organization was to limit the development of market fuel quality specifications only to those parameters which could degrade the vehicles' emissions control equipment. He referred to the ongoing campaign to phase out leaded gasoline, which is now almost completed and in which IPIECA has been very active as part of the UNEP Partnership for Clean Fuels and Vehicles (PCFV). He expressed the need to urgently develop such a limited set of requirements to prevent damage of emissions control equipment especially in those countries where lead is still used and those where Sulphur levels are high, and to ensure a better air quality in these vehicle importing countries. Thus, he recommended to limit the fuel quality specifications to the following parameters: (i) in case of gasoline to: lead, sulphur, metallic additives and oxygen/oxygenates; (ii) in case of diesel to: sulphur and ash.

(B) OICA VIEW ON THE ASSIGNMENT

Documentation: Working paper FQ-03-04

7. The expert from OICA introduced FQ-03-04 and recalled the term of reference of the informal group. He agreed with the position of IPIECA regarding the need and urgency to develop a set of quality requirements for market fuels. However, he reminded the Informal Group members of their approved terms of reference and requested that, accordingly, the market fuel quality specifications to be developed should enable vehicles in-use to fulfil, during their service life, the same performance level as during the certification procedure with regard to the emissions of gaseous pollutants and particles.

8. The expert from OICA expressed the preference of his organization to elaborate not only specifications for parameters that could affect the vehicles' emissions control equipment, but also specifications for any parameter that can affect the tailpipe emissions. For that reason, he preferred to extend the above mentioned list of parameters proposed by IPIECA with the parameters as reproduced in the Appendix 2 of FQ-03-02.

(C) DISCUSSION AND DECISION ON THE SCOPE OF THE ASSIGNMENT

9. The expert from India underlined the current alarming health situation of the population in a number of larger cities due to a dramatic increase of air pollution and he stressed the crucial need to reduce emissions of pollutants. He announced the intention of his government to implement in their national legislation the Euro 4 emission requirements next year. Thus, he supported the position of OICA.

10. The expert from Japan urged to develop technical specifications for market fuel quality and suggested going forward with a two step approach: (i) firstly, to develop fuel quality specifications concerning the technical properties affecting the engine emissions control

equipment and; (ii) secondly, to complete these specifications with regard to health concerns, i.e. parameters affecting the tailpipe emissions of vehicles.

11. The experts the EC and Germany supported that position and confirmed that this proposal would be the most realistic approach to go forward. Referring to the ongoing discussions on sustainable energies, the expert from South Africa reminded to insert biofuels into the list of parameters as biofuels have a high potential for the future reduction of CO₂ emissions in the transport sector.

12. Following the discussion, the FQ experts agreed on the following two-step approach:

- (a) to start, in a first step, with the development of specifications for parameters affecting the engine emissions control equipment (technical issues);
- (b) to complete, in a further step, that list of specifications with parameters affecting the tailpipe emissions of vehicles (health issues).

13. The informal group also agreed to consider, at the second step, specifications for biofuels (liquid and gaseous biofuels).

(D) DIRECTION TO IPIECA AND OICA FOR FURTHER WORK, IF NECESSARY

14. The FQ group considered in depth the list of parameters for gasoline and diesel, reproduced in Appendix 2 of FQ-03-02. The expert from IPIECA preferred to drop the parameters related to performance levels, such as the density as well as RON/MON for gasoline and the cetane number/index for diesel. With regard to the specifications for metallic additives in gasoline, he preferred to wait for the final results of an ongoing study on this subject. The expert from AECC stated that some parameter (e.g. oxygen/oxygenates) influence others and he raised the need to insert for such parameters a range of values. The expert from the EC underlined the importance for consumers of fuel performance levels e.g. RON/MON. Thus, he requested to introduce for such parameters not limit values, but to indicate the value for consumer purposes as well as to clearly specify the test method.

15. The FQ informal group agreed with the Chairman's suggestion to consider, at the next FQ meeting in June 2009, a draft of technical specifications, jointly prepared by the experts from IPIECA and OICA, for the first set of parameters:

- (i) for gasoline: lead, sulphur, metallic additives, oxygen/oxygenates and vapour pressure (with the indication of limit values or a range of validity) as well as the density and RON/MON (specifications for publication, definitions and test methods only);
- (ii) for diesel: sulphur, ash and total contamination (with the indication of limit values or a range of validity) as well as the cetane number/index, density, viscosity and flash point (specifications for publication, definitions and test methods only);

16. The experts from IPIECA and OICA were invited to include also general guidelines for enforcement purposes by governments of the recommendations on market fuel quality.

III. NEXT STEPS

17. The FQ informal group agreed to consider, after conclusion of the first set of recommendations mentioned at paragraph 15 above, additional specifications for a second set of parameters:

- (i) for gasoline: benzene, aromatics, olefins, VLI, FBP, E70, E100, E150, E180 and residue;
- (ii) for diesel: T50, T85, T95, PAH, CCR, CFPP, cloud point, water and lubricity.

IV. OTHER BUSINESS

(A) NEXT MEETING

18. The informal group agreed to convene again in Geneva prior to the 58th session of GRPE, on Tuesday afternoon, 9 June 2009, subject to the consent of GRPE and provided that OICA and IPIECA will be in a position to present a proposal for discussion in the Informal Group. (see GRPE report ECE/TRANS/WP.29/GRPE/57, paras. 48-50 and 53). Regarding this last point, OICA and IPIECA undertook to inform the Secretary of their progress and the prospect of a proposal, by the end of April 2009.

(B) TRIBUTES

19. Learning that Mr. Stu Showler (OICA) would no longer attend the sessions, the FQ experts acknowledged his fruitful and professional contributions to WP.29's work during all the years of his participation. The group expressed its appreciation with a long applause.

20. The Chairman thanked all the experts for their active participation and announced to inform GRPE about the outcome of the third informal meeting.

Annex 1

List of working papers (FQ-03-...) of the 3rd Informal group meeting on Fuel Quality

No.	Transmitted by	Agenda item	Title	Follow-up
01	Secretariat	-	Agenda for the 3rd meeting of the GRPE informal group on Fuel Quality (FQ)	(a)
02	IPIECA & OICA	2	Harmonization of fuel quality: report back on discussions between IPIECA and OICA on behalf of the informal group on Fuel Quality	(a)
03	IPIECA	2	Presentation to GRPE informal group FQ - 03	(a)
04	OICA	2	Harmonization of market fuel quality: parameters to be addressed	(a)

Notes:

- (a) Consideration completed or to be superseded
