

Transmitted by the experts from OICA	Informal document No. <b>FQ-04-03</b> (4 <sup>th</sup> Meeting on FQ, Geneva, on 9 June 2009)
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### **OICA explanation of tabled proposal on Fuel Quality limits (FQ-04-02-Rev.1)**

The current activities at WP29/GRPE relating to market fuel quality are the result of an original request submitted by OICA in a letter dated 20 September 2006. This OICA request aimed at drawing the attention of the various authorities to the need for market fuel quality to "follow more closely the development in engine and exhaust after-treatment technology". At that stage, no clear mandate for any future technical activities could be given yet. Once WP29 gave its consent to the creation of the GRPE Fuel Quality Informal Group, the mandate of the activities was later on gradually defined.

Following the development of discussions, at the last meeting of the GRPE Informal Group on Fuel Quality, held in January 2009, it was agreed to split the work into two steps and the various parameters to be addressed in these two steps were clearly defined. IPIECA and OICA were requested to review the detailed values for the parameters in Step 1, and to come up with a proposal for the next meeting of the GRPE Informal Group in June 2009.

Unfortunately, in spite of several attempts, a joint OICA/IPIECA meeting could not be set up before the June 2009 GRPE session. To enable further discussion and evaluation, OICA is therefore submitting its proposal on the issue (see table on Fuel Quality limits FQ-04-02-Rev.1). This proposal has also been submitted to IPIECA for further discussion, but no detailed technical comments have been received thus far.

The OICA proposal follows the mandate given by GRPE to consider a draft technical specification for the first set of parameters (Step 1) at the June 2009 session. However, while Step 1 is important to enable a correct equipment performance, it does not represent a sufficient achievement to guarantee appropriate air quality emissions. Limiting the specifications to Step 1 parameters only could indeed result in fuel quality being ultimately worse; as an example, a very easy way to boost octane number would be to increase aromatics content, which is obviously far from the desired result.

While recognising the decision of the Informal Group to concentrate first on step one, OICA therefore wishes to point out very strongly that both steps are inherently linked and therefore Step 2 is, and remains, a crucial issue which will need to be addressed as soon as possible. For this reason OICA has also included its proposals for step two, to enable their consideration without undue delay.

OICA looks forward to review its proposal with all GRPE Fuel Quality Informal Group members.