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Working Party on Pollution and Energy

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Geneva, 12-15 January 2010

Item 9 of the provisional agenda

**FUEL QUALITY**

Proposal to review the Terms of Reference of the informal group on Fuel Quality

Submitted by the expert from the International Petroleum Industry Environment Conservation  
Association

The text reproduced below was prepared by the expert from the International Petroleum Industry Environment Conservation Association (IPIECA) to review the Terms of References of the Working Party on Pollution and Energy (GRPE) informal group on Fuel Quality (FQ).

## 1. INTRODUCTION

- 1.1. This document reviews the history of the informal group on Fuel Quality (FQ) and proposes a review of its Terms of Reference (ToR) both in terms of its adequacy for the current task and in the context of proposals for future work by the informal group.

## 2. BACKGROUND

- 2.1. During its first meeting in January 2008, the FQ informal group had agreed on a road map for the development of recommendations for market fuel quality. During the second meeting, as reflected in the meeting minute FQ-02-06, this road map was summarized as follows:

- (a) to develop, in a first step, technical specifications for market fuel quality taking into account the engine emission control technologies;
- (b) on the basis of these specifications, GRPE and WP.29 should, in a second step, investigate the most appropriate administrative procedure for publishing them.

The Terms of Reference for this activity are defined in Annex VI to ECE/TRANS/WP.29/GRPE/55, attached as Annex.

- 2.2. During the second meeting, the expert from the European Commission (EC) suggested considering, in a first step, a reduced number of fuel parameters which have a direct influence on the engine emissions, such as lead and sulphur (see FQ-02-06, paragraph 10). Similarly, the expert from the United States of America (USA) suggested that the fuel quality parameters should be limited to those fuel controls deemed necessary to enable the corresponding emission limits of the motor vehicle engines (e.g. sulphur, lead) (see FQ-02-06, paragraph 11). Many delegations supported (as reflected in the meeting minutes) the positions of the EC and/or the USA during this second meeting.

## 3. CURRENT STATUS

- 3.1. The OICA and IPIECA delegations have continued to work together and have held two technical meetings at which the parameters affecting the efficient functioning of emissions control equipment were agreed. Currently, there are nine gasoline parameters and eleven diesel parameters agreed in respect of emission control equipment. This is many more than originally envisaged. However, when completed, the work should provide a comprehensive guide to the fuel parameters and specifications required to be protective of vehicle emission control equipment and, thereby, contribute to improved ambient air quality.

- 3.2. During the third FQ meeting, discussions were held on the way forward for the FQ informal group. Despite a proposal by IPIECA that the work be limited – as largely agreed in the second meeting - to those parameters directly affecting emissions control equipment, the third FQ meeting agreed on the following two-step approach, reflected in the meeting minutes as follows:
- (a) to develop, in a first step, 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).
- 3.3. IPIECA believes that the expansion of the remit to "all tailpipe emissions" exceeds the intent of the original ToR – certainly as understood and agreed to by IPIECA. Changes in virtually any fuel parameter have the potential to affect tailpipe emissions as the interaction between fuel quality and emissions is a dynamic system. The listing of all "specifications with parameters affecting the tailpipe emissions of vehicles" (see para. 3.2.(b) above) would therefore be pointless, as it would involve listing nearly all fuel parameters, whether they directly affected emissions control equipment or not. In IPIECA's view, the ToR, as written, is also imprecise, and provides insufficient recognition of this fact.
- 3.4. IPIECA, therefore, requests the opportunity to discuss the fitness for purpose of the ToR and the expansion of the remit of the informal group at the upcoming fifty-ninth session of the Working Party on Pollution and Energy.

Annex

Agreed Terms of Reference for the informal group on Fuel Quality

(as reproduced in report ECE/TRANS/WP.29/GRPE/55, Annex VI)

1. The WP.29 Round Table on Fuel Quality, held on 15 November 2007, clearly showed that there is a close link between the market fuel quality and the emissions of pollutants from motor vehicles. It was recognized that a further reduction of emissions through more stringent emission regulations requires more advanced emission control technologies, which drives the crucial need for improved fuel quality.
2. The goal for the establishment of the informal group is to contribute to environmental protection, specifically to the reduction of air pollution.
3. The informal group shall develop recommendations on market fuel quality to enable that vehicles, which were tested in conformity with the UN regulations or other equivalent regulations and using specific reference fuels for the tests, use in their daily service fuels with specific characteristics relating to the vehicle emission levels and technology type.
4. These recommendations should enable that vehicles in use fulfil during their service life the same performance level as during their certification procedure with regard to the emission of gaseous pollutants and particles.
5. The discussion shall be aimed at:
  - (a) agreeing on fuel specifications as a WP.29 guideline and
  - (b) adopting fuel specifications in connection to UN vehicle emissions regulations.
6. The mandate for the informal group shall be limited, in a first step, to until November 2010.

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