



Implementation of Article 7a of the Fuel Quality Directive

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Fuel Quality Directive

A long standing piece of legislation setting:

- **Technical specifications for fuels used in road and non-road mobile machinery**
- **A target for reducing life-cycle greenhouse gas emissions**



Article 7a GHG emission reductions

Who is affected?

- **Suppliers of fuel (entities responsible for passing fuel through the excise duty point) as designated by the Member States**
- **Electricity suppliers can choose to contribute to the reduction obligation if they can adequately measure and monitor electricity supplied for vehicle use**



Article 7a GHG emission reductions

What is to be reported by suppliers to Member State authorities?

- **Total volume of each type of fuel supplied**
- **Total volume of electricity supplied**
- **Place of purchase of the fuel**
- **Origin of the fuel**
- **Life-cycle GHG emissions per unit of energy**



Article 7a GHG emission reductions

Reduction obligation comprises:

- **A 6% reduction by 2020 from a 2010 baseline**
- **Two indicative additional 2% steps based on:**
 - Use of electricity in vehicles and carbon capture and storage
 - Clean development mechanism credits



Article 7a GHG emission reductions

Other aspects:

- **GHG emissions from biofuels are calculated following the methodology contained in the FQD**
- **On-going ILUC co-decision process proposes reporting indirect biofuel emissions**
- **Suppliers may choose to meet the reduction target jointly**

Article 7a – implementation

Through "comitology acts":

- **A methodology for calculating life-cycle GHG emissions from:**
 - Fossil fuels
 - Electricity compatible with Article 3(4) of the RED
- **A 2010 baseline**
- **Rules to permit suppliers to meet the reduction target jointly**



Thank you

http://ec.europa.eu/clima/policies/transport/fuel/index_en.htm