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**REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND
THE COUNCIL**

**Quality of petrol and diesel fuel used for road transport in the European Union
(Reporting year 2014 and 2015)**

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1. INTRODUCTION

Continuous compliance of petrol and diesel fuel used for road transport with EU quality requirements is of utmost importance for the delivery of substantial health and environmental benefits.

This report is based on the reports submitted by Member States, pursuant to Article 8(3) of Directive 98/70/EC¹ (so-called Fuel Quality Directive), on the quality of petrol and diesel used for road transport in the EU for the year 2014.

The European Environment Agency (EEA) has carried out a quality assurance and quality process of the data submitted by Member States leading to improvements of the data. The compilation and analysis of the data reported by Member States is presented in the EEA Technical report No 26/2015 on 'EU Fuel quality monitoring – 2014' and the Technical report No 36/2016 on 'EU Fuel quality monitoring – 2015'².

2. OVERVIEW OF THE 2014 FUEL QUALITY DATA IN THE EU

The monitoring of fuel quality in 2014 and 2015 continued to show that there were very few deviations from the specifications for petrol and diesel laid down in the Fuel Quality Directive. Furthermore it shows that all Member States apply the fuel specifications that require road fuels to contain less than 10 ppm of sulphur.

One of the key points for monitoring the compliance with the fuel quality requirements is the sampling of fuels. Following the findings of the report for 2013 data³ and subsequent bilateral contacts between the Commission and Member States, the data reported by Member States shows in 2014 an improvement in the way Member States meet their reporting and monitoring obligations through enhanced fuel quality monitoring systems leading to a more complete and robust sampling of fuels.

In 2014, all Member States provided the required minimum information regarding fuel compliance. There was therefore no need for the Commission to launch any new investigation in this area.

In 2015, the large majority of the Member States provided the required minimum information regarding fuel compliance. The Commission has requested further information from those Member States which didn't report the necessary information regarding fuel compliance.

Non-compliance of fuel put on the market in both years is reported to be rare. When this happens Member States generally indicate taking action to remove non-compliant fuel from sale. Furthermore, there is no evidence of any negative repercussions on vehicle emissions or engine functioning due to these instances of non-compliance.

¹ O.J. L 350 of 28.12.1998, p. 58

² <http://www.eea.europa.eu/publications/eu-fuel-quality-monitoring-2014> and <http://www.eea.europa.eu/publications/eu-fuel-quality-monitoring-2015>

³ http://ec.europa.eu/clima/policies/transport/fuel/docs/com_2015_70_en.pdf