



AECC POSITION ON ISSUES RAISED BY THE 2005 REVIEW OF DIRECTIVE 98/70/EC (AS AMENDED BY 2003/17/EC) RELATING TO THE QUALITY OF PETROL AND DIESEL FUELS

AECC* is pleased to provide input to the Commission on the issues arising from the 2005 review of Directive 98/70/EC (as amended by Directive 2003/17/EC) relating to the quality of petrol and diesel fuels. AECC supports the motor industry's view that good quality fuels are essential to ensure the correct operation and durability of automotive engines and emission control systems, and supports the motor industry's World-Wide Fuel Charter. The views of our members on the topics raised in the recent Stakeholder Consultation Meeting are summarised below.

▪ Fuel Sulfur

AECC believes that the use of fuels containing no more than 10ppm Sulfur is essential to both enable developing emission control technologies and to minimise the deleterious effects of Sulfur on existing ones. To this end the date of 1 January 2009 for the completion of the change to this quality of fuel should be maintained and preferably brought forward. Similarly, the standards for fuels for Non-Road Mobile Machinery should be developed so as to match those for on-road use.

▪ Metallic Additives

AECC is concerned over reports that some metallic fuel additives can have detrimental effects on the emission control technologies used in motor vehicles. AECC believes that the producers of additives should take the responsibility for proving that their products are not harmful to catalyst, trap or filter based emission control systems. To this end AECC supported and worked with other stakeholder industries in the development of protocols suitable for the evaluation of all (not only metallic) fuel additives. AECC is continuing to work with DG-JRC to help understand and assess the basis of the proposed evaluation methodologies and to reach a protocol which will ensure the proper protection of vehicles and their emission control systems under the variety of typical driving regimes found in normal vehicle use.

▪ Bio-fuels

The catalyst industry believes that the source of the hydrocarbon content of fuels should not have any significant effect on the operation of catalysts, traps and filters provided that the fuel is stable, meets the requirements of the appropriate EN standard and is used in an engine and fuel system which has been designed to accept that specific grade or blend ratio. However, the concentrations of certain elements present in biofuels needs to be properly controlled to the same levels as in conventional mineral oil fuels. In particular, phosphorus is a known catalyst poison and its presence should not be permitted. Sulfur also has a deleterious effect on catalyst, trap and filter technologies and the concentration should be controlled to the same level (10ppm) as conventional fuels. Total ash content of biodiesel should be limited to the same level as conventional diesel fuel to avoid additional ash accumulation in particulate filters.

▪ Detergents

AECC agrees that detergent additives are beneficial in maintaining engines and hence emission control equipment in optimum operating condition. AECC therefore supports the ACEA request for detergency standards to be included in future requirements.

**AECC is an international association of European companies engaged in the development, production and testing of catalyst and filter based technologies for vehicle emissions control. This includes the development, testing and manufacture of autocatalysts, ceramic and metallic substrates and speciality materials incorporated into the catalytic converter and filter and catalyst based technologies to control diesel engine emissions (especially particulates and nitrogen oxides). Members' technology is incorporated in the exhaust emission control systems on all new cars and an increasing number of commercial vehicles, buses and motorcycles in Europe.*

AECC's members are: Argillon GmbH, Germany; Corning GmbH, Germany; Delphi Automotive Systems SA, Luxembourg; Emitec Gesellschaft für Emissionstechnologie mbH, Germany; Engelhard Technologies GmbH, Germany; Ibiden Deutschland GmbH, Germany; Johnson Matthey PLC, United Kingdom; NGK Europe GmbH, Germany; Rhodia Electronics & Catalysis, France and Umicore AG & Co. KG, Germany.