

FQD FREQUENTLY AND QUIETLY DELAYED

The Fuel Quality Directive (known in the Brussels bubble by the acronym FQD) is the missing link in the Barroso Commission's 2020 climate and energy package. This law aims to reduce the carbon intensity of Europe's transport fuels by 6% by 2020. But its real impact depends on its 'implementing measures'.

These measures rank different types of biofuels and fossil fuels based on their greenhouse gas emissions. They also set up rules requiring oil companies to report the carbon intensity of the fuel they supply. Because of fierce lobbying by oil companies and the Canadian government, the FQD remains unimplemented to this day. This timeline shows the delayed progress of the FQD.

Oct 2005 – A greenhouse gas reduction target for transport fuels

→ The Commission presents the idea to regulate greenhouse gas emissions of transport fuels under the FQD at a meeting of interested parties.

Jan 2007 - The Commission proposes a 10% decarbonisation target by 2020

→ The Commission releases a proposal to revise the FQD and includes a mandatory target to reduce the carbon intensity of transport fuels by 10% by 2020.

April 2009 – A 6% decarbonisation target becomes law

→ Parliament and Council adopts the revised directive with a 6% reduction target and implementing measures for biofuels.



FIRST DELAY

Jan 2011 - First delay

→ The Commission misses the initial deadline for publishing the implementing measures for fossil fuels.

Oct 2011 - Implementing measures are released

→ The Commission finally publishes the proposed implementing rules for enforcing the law (including different carbon intensity values for all sources of unconventional oil, like tar sands and oil shale).



SECOND DELAY

Feb 2012 - Second delay

→ A vote in a committee of national experts ends with no decision. The Commission must re-submit the proposal "without delay" to the Council of EU Ministers.

May 2012 – The Parliament backs the 2011 FQD proposal

→ The European Parliament insists that "suppliers should apply a separate default value for tar sands" when implementing the FQD.



THIRD DELAY

April 2012 - Third delay

→ Instead of submitting the proposal to the Council, the Commission decides to do a new study to assess the impact of its proposal.

August 2013 – The study is approved but not published

→ Impact assessment study is concluded and approved by the impact assessment board.



As of 19 August 2014
1326 DAYS
OF WAITING
and still counting...

January 2011 → Now
STILL WAITING FOR THE FQD...