

**Question for written answer E-005342/2016
to the Commission**

Rule 130

Wim van de Camp (PPE)

Subject: Higher octane levels in transport fuels to reduce carbon footprint

According to the Commission's 2030 Climate and Energy package, CO₂ emissions of non-ETS (Emission Trading Scheme) sectors such as transport must decrease by 30 % by 2030 relative to 2005 levels. At the same time, recent studies suggest that liquid fuels will remain the largest source of energy for passenger cars for the foreseeable future.

As such, existing technological solutions – such as higher-quality petrol – provide a proven means to increase the efficiency of internal combustion engines, and could potentially decrease fuel consumption by 4-30 %, depending on driving conditions. Increasing the octane level of petrol lowers the emission of greenhouse gases (GHG) and volatile organic compounds (VOC).

What consideration has the Commission given to the potential of using higher-quality fuels to contribute to decarbonisation in a cost-effective way?

How will the potential impact on CO₂ emissions of passenger cars using a higher octane level of petrol be taken into account in the Commission's ongoing work on decarbonising transport?

To ensure that such existing and proven technology reaches the mass market, how will the Commission give recognition to the benefits of higher octane fuel, and higher compression ratio engines, in its 2030 work on the future of CO₂ for passenger cars (Regulation EC/443/2009) and the fuel quality directive (Directive 98/70/EC)?