

EUROPEAN PARLIAMENT

Working Documents

1983-1984

6 September 1983

DOCUMENT 1-651/83

MOTION FOR A RESOLUTION

tabled by Mr SELIGMAN and Mr SHERLOCK
pursuant to Rule 47 of the Rules of Procedure

on the need for both low and higher octane
lead-free petrol

The European Parliament,

- A. mindful of the motion for a resolution in the report by Mr Ceravolo, Doc. 1-279/83 calling for lead-free petrol to be available from 1985 onwards for environmental reasons ¹,
- B. aware that low octane (92) lead-free petrol is now widely available in the USA and Japan, which enables exhaust catalyst to be used thus reducing all noxious emissions,
- C. noting however that European vehicle users, unlike their counterparts in the USA, are accustomed to small, high compression, high performance engines, higher speed limits and shorter journeys which result in 75% of the petrol engined vehicle population operating on high octane (96 or 97) fuel,
- D. bearing in mind that in Brazil up to 20% of motor fuel consists of ethyl alcohol which both economizes on imported petroleum and provides improved anti-knock performance,
- E. aware of the 'Programme Carburol' launched by the French Government to enable alcohol of agricultural origin to be used for motor fuels,
- F. considering that low octane (92) lead-free petrol involves a 5% increase in fuel consumption and reduces the processed crude oil requirement by an estimated 8%,
- G. aware of the importance of joint action by the Community and governments of Member States in the interests of the common market and free movement of people,
- H. believing that Parliament, Council and Commission should take timely decisions on the possible options for motor fuel policy in the light of the trend towards lead-free petrol and its implications for consumers, vehicle and fuel producers, and the environment,
- 1. Believes that in the Community there will be a continuing market for both low and higher octane motor fuel;

¹ OJ No. C 184, 11.7.1983, p. 11

2. Considers that the adoption of exclusively low octane (92) lead-free petrol would require a complete redesign of many car engines which would not be acceptable to many motorists and motor manufacturers;
3. Is aware that high octane lead-free petrol can be produced either by increased processing or by the addition of alcohol or other oxygenates or by a combination of both, and therefore calls on the Commission to present a study to Parliament and Council of the economics of each option;
4. Considers that the addition of ethyl or methyl alcohol to motor fuel will provide an excellent outlet for alcohol derived from surplus wine, surplus sugar or indigenous wood and coal, if it can be achieved at a competitive price;
5. Calls on the Commission, as a result of the study of various options, to submit a draft directive which will ensure that high octane lead-free petrol as well as low octane (92) lead-free petrol are available from 1985 onwards;
6. Calls on its President to transmit this motion for a resolution to the Commission, Council and governments of the Member States.