

Status of Fuel Quality and Vehicle Emission Standards: East Europe, the Caucasus, Central Asia



Updated May 2012

Country	Lead		Sulphur max allowable by law				Vehicle Emission Standards, Light Duty Passenger
	Current Status	Comments	Diesel	Petrol	Target date set for 50ppm and below diesel nationwide	Comments	
Albania	Unleaded	Imports of leaded petrol banned July 2005	10	10	10ppm legislated as of 21 March 2007 with Decision nr. 147 of the Prime Minister.	EN 228 and EN 590 adopted but the small Ballsh and Fier refineries have yet to produce Europe-grade fuels. Investments of \$250 million are planned through 2017 to bring fuel production to 10 ppm.	No existing Euro-level vehicle emission standards for light duty vehicles in place. Albania imports only and there are no vehicle importation restrictions, but taxes and fees discourage older cars. Nationwide vehicle inspection centers are planned, in accordance with Directive 2009/40/EC.
Armenia	Unleaded	Unleaded from October 2001.	10	10	As of 1 January 2010, 10 ppm imported only.		No existing Euro-level vehicle emission standards for light duty vehicles in place. Diesel engines must comply with ECE Regulation 49-01 governing CO, NOx and HC emissions.
Azerbaijan	Unleaded	Has not produced leaded petrol since 1995.	1000	500	2015	It was announced in June 2011 by the state standardization committee that the country will move to 50 ppm in fuels from 2015.	Euro II vehicle emission standard in place for imports and 5-year age limit. Azerbaijan also follows GOST 17.2.2.03-87 standards on HC and CO emissions.
Belarus	Unleaded	Ban since 1998.	50	50	unknown	According to the standard of Belarus STB 1656-2011 "Fuels for internal combustion engines/	Cars imported in Belarus by official dealers must meet Euro IV emission standards from 1/1/2011. Cars produced in Belarus must meet Euro V standards for export markets.

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						<p>Unleaded petrol/ Technical conditions” adopted 1 July 2011 the maximum allowable sulfur level in petrol is 10ppm for fuel type I and 50ppm for fuel type II. The standard STB 1658/PR “Fuels for internal combustion engines/Euro Diesel Fuel/Technical conditions” is currently under revision, expected to come into force 01.01.13, and will divide diesel fuels into two types. Type I would meet requirements for EN 590:2009+A1:2010 (10 ppm sulphur), type II requirements of the old technical regulation TP 2008/011/BY.</p>	<p>Custom duties increase on cars older than 10 years. Registration tax is based on engine size.</p>

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Bosnia and Herzegovina	Unleaded	Production of leaded fuel ended March 2010, full phase-out completed in 2011.	350	150	2015	70% of fuel is imported from neighboring countries, mainly from Croatia. New draft decision on fuel quality pending with target of end 2012 for 50 ppm fuels. Brod refinery can produce 10 ppm fuel for both diesel and petrol, but in limited quantities. Technology upgrade is ongoing to enable production of ultra low sulfur fuels by first half of 2015.	Euro III vehicle import requirement. No imports older than 12 years.
Bulgaria	Unleaded	Ban since 2004.	10	10	2007	Follows EU Fuel and Vehicle Directives	Euro V
Croatia	Unleaded	Ban since 2006.	10	10	2006	New regulation adopted May 2006 transposing 98/70/EC and 1999/32/EC. Rijeka and Sisak refinery upgrades cost EUR 750	Euro V

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						million.	
Cyprus	Unleaded	Ban since May 2004.	10	10	2004	Follows EU Fuel and Vehicle Directives	Euro V
Czech Republic	Unleaded	Ban since 2001.	10	10	2004	Follows EU Fuel and Vehicle Directives	Euro V
Estonia	Unleaded	Ban since May 2001.	10	10	2004	Follows EU Fuel and Vehicle Directives	Euro V
Georgia	Unleaded – limit .005 g/l	Ban since 2000.	300	250	None.	Imports fuel. Plans for 150 ppm petrol, 200 ppm diesel as of 1 January 2014.	No existing Euro-level vehicle emission standard for light duty vehicles in place. Inspection of light duty vehicles in private ownership is voluntary and optional prior to January 1, 2013.
Hungary	Unleaded	Ban since 1999.	10	10	2004	Follows EU Fuel and Vehicle Directives	Euro V
Kazakhstan	Unleaded		2,000	500	2015	In 2008, 'Euro II' fuel standard introduced but not really implemented, as the oil refineries do not presently have enough	Introduction of Euro 3 standard for vehicles (for imports and local production) is now postponed to 01.01.13.

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						capacity and are in a bad state of repair. The Customs Union is planning to introduce 'Euro V' fuels by 2015; in response, the oil industry has announced it will comply in order to expand production and get the necessary modernization financed.	
Kyrgyzstan	Unleaded	Ban since 2002.	2,000	1,000	None.	In 2008 Gazprom introduced 150 ppm for petrol, 350 ppm for diesel. The country imports fuel from Russia, Kazakhstan, Turkmenistan and Azerbaijan.	Unknown
Latvia	Unleaded	Ban since 2001.	10	10	2004	Follows EU Fuel and Vehicle Directives	Euro V
Lithuania	Unleaded	Ban since 2001.	10	10	2004	Follows EU Fuel and Vehicle Directives	Euro V

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Montenegro	Unleaded	Imports from neighboring countries.	10	10	10 ppm imports only since 1/1/2011	The market of fuels in Montenegro is divided between Jugopetrol-Kotor, which covers about 90% of the imported and distributed fuels, Montenegro Bonus, which participates with less than 5%, while the other 5% is divided between 40 smaller importers/distributors. 10 ppm standard passed in January 2011.	Euro V imports (no national production) from January 2011.
Poland	Unleaded	Ban since 2003.	10	10	2004	Follows EU Fuel and Vehicle Directives	Euro V
Moldova	Unleaded	Ban since 2002.	2,000	500	Unknown	All major fuel distributors (Lukoil, Petrom, Rompetrol) sell Euro-grade diesel and petrol fuel (50 ppm or lower).	Vehicle imports only - no local production. Increased taxes are applied for vehicles older than 3 years. Import duties and toll fees are applied based on engine volume.
Romania	Unleaded	Ban since 2004.	10	10	2007	Follows EU Fuel and Vehicle Directives	Euro V

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Russia	Unleaded	Ban since 2003.	500	500	2015	Various fuel grades available: 50 ppm, 10 ppm fuels available but due to low demand majority is exported. 'Euro III' fuels required from 1/1/2013, 'Euro IV' from 1/1/2015. Significant levels of refinery upgrade investments are currently underway due to crude and refined product taxation changes in 2011.	Euro III currently in place. Euro IV standard petrol and diesel engines required from 1/1/2013, Euro V from 1/1/2015. An age-based taxation system is in place for imported vehicles: 30% tax increase on imported cars older than 1 year; 35% tax increase for imported vehicles from 3 to 5 years old; for vehicles older than 5 year the tax is within 2.5 and 5.8 Euro per cm ³ of engine volume.
Serbia	Unleaded	A new Rulebook on Oil Derived Liquid Fuels, which prohibits the marketing of leaded petrol, has	10,000	1,000	2013	Domestic refineries produce 10,000 ppm diesel and a 350 ppm 'EKO' diesel grade, with very small quantities of 50 ppm diesel produced at Pancevo refinery. Lower sulphur diesel is imported in limited quantities. A new Rulebook on fuel quality is under development, while	Imported new/used vehicles must be Euro III.

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		entered into force on January 1, 2011.				negotiations with the refinery are underway to raise fuel quality to 50 ppm with a transitional compliance period for the refinery (end 2012).	
Slovakia	Unleaded	Ban since 1995.	10	10	2004	Follows EU Fuel and Vehicle Directives	Euro V
Slovenia	Unleaded	Ban since 2001.	10	10	2004	Follows EU Fuel and Vehicle Directives	Euro V
Tajikistan	Unleaded	Unleaded 2010	2,000	1,000	Unknown	Follows GOST standard	Unknown
The former Yugoslav Republic of Macedonia	Unleaded	Leaded petrol import and production banned in July 2009	10	10	mid-2009	5% bio diesel allowed in diesel Д-Е III grade. OKTA Macedonia produces 10 ppm fuel.	Vehicles imported only. Import restrictions on vehicles (formerly Euro III) lifted due to economic crisis.
Turkey	Unleaded	Ban since 2006. Phase-out	10	10	1/1/2011		Euro IV for all vehicles from 2013, January 2012 for new models. Importation of used vehicles is banned.

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		began in 2002.					
Turkmenistan	Unleaded	Ban since 2003	2,000	1,000	Unknown	Follows GOST standards.	Unknown
Ukraine	Unleaded	Ban since 01/01/2003.	350	150	Unknown		Significantly higher registration fees for older vehicles. Restriction on import of older vehicles (formerly 8 years old) was lifted due to WTO membership requirements. From 2006 registration of light duty vehicles below Euro II is forbidden. Excise taxes are lower for vehicles with smaller engine volume and lower CO2 emissions. Significant delays in introduction of advanced vehicle emission standards expected.
Uzbekistan	Dual	Full unleaded 2010.	5,000	1,000	Unknown		Unknown

Sources of Information

UNEP National Questionnaires, National Ministries, Fuel distributor and producer websites

Trade publications, Delphi 2010/2011 Vehicle Standards Booklet

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