

Cleaner Fuels and Vehicles Conference, October 27-28, Szentendre, Hungary Lead Phaseout Work Group

Participants: Representatives from Macedonia, Albania, Slovenia, Serbia & Montenegro, Turkey

Members agreed that lead removal from gasoline is a priority and should be accomplished as soon as possible.

Discussion of Key Challenges & Country Experience

Macedonia –

- ban planned for mid-2006 (no date set);
- dependent on new standards and the rulebook;
- plans additional public awareness campaign

Serbia & Montenegro –

- refinery still has a quantity of lead to expend, will then add MMT (6 month transition period needed);
- no date for ban set yet, and no official government decision on lead ban in gasoline;
- no awareness campaign planned, possible need for information campaign to clarify unleaded gasoline effects on vehicles and catalytic technology;
- plan for upgrade of refinery for gasoline quality without additives, investment needed

Turkey –

- ban planned for January, 2006;
- public awareness campaign planned

Albania –

- leaded imports banned as of July 2005

Slovenia –

- price of unleaded cheaper in transitional period to unleaded
- awareness campaign used for very old cars

Solutions/Needs Identified

Ban needed on lead additives (in bottles) sold at the petrol station and in stores.

Need to inform public prior to ban; information campaign.

Discussions should be held at all levels of government and industry prior to ban (Ministry of Finance, Chamber of Commerce, Consumer Agencies, Ministry of Economy, Importers – both fuels and vehicles).

Information on valve seat recession needed– available from the Partnership for Clean Fuels and Vehicles at <http://www.unep.org/pcfv/Documents/VSR-FinalDraft.pdf>

Introduction of legislation on catalytic converters and enforcement needed - import requirements for catalytic converters on top of age requirement for vehicles if not already in place, followed by regular controls. For example, Albania lacks plans for catalytic converter and vehicle age import restrictions.

Controls of vehicle emissions for verification of catalytic converter efficiency needed, especially at import.

Need for improved fuel quality control at the pump, along with inspection of fuels from refinery/border to pump.

Clean up of TEL equipment and tanks needed to minimize contamination.

Action Items Identified

National regulation to ban leaded gasoline to be implemented where lacking.

Strategies for improved monitoring and control of fuel quality and vehicle emissions to be developed.

Information campaigns for better understanding of leaded gasoline phaseout (public, fuel stations, possible blood lead level monitoring).

Vehicle renewal programs and strategies to be developed at the national level, for example scrappage programs.

Improvement of vehicle import regulations (vehicle age limits and catalytic converters requirements to be strengthened).

Improved interaction on all levels of governance to be encouraged.