

Subject: Decision by the Swedish Government, Ministry of the Environment

Date: 11<sup>th</sup> June 2009

Addressee: Swedish Transport Agency

### Commission on environmental class for unleaded aviation gasoline

#### **Governmental decision**

The Government assigns to the Swedish Transport Agency to investigate the conditions for introduction of a Swedish environmental class for unleaded aviation gasoline. Specifications of requirements in the new environmental class shall contribute to a less negative impact of aviation on health and environment than present commercial aviation fuels. If required, proposals filed shall be followed by draft regulations.

The assignment shall be accomplished in cooperation with the Swedish Road Administration and be accounted for not later than 31<sup>st</sup> December 2009.

#### **Motives for the decision**

The Swedish exempt for tax-free private flying fuel, as indicated in the so-called Directive on energy taxation (2003/96/EG), expired on 1<sup>st</sup> January 2007. Since 1<sup>st</sup> July 2008 a tax is levied on aviation gasoline used for private purposes. Aviation kerosene and gasoline for commercial purposes remain exempt from tax.

In Sweden, aviation gasoline for private purposes is taxed in accordance with environmental class "Other gasoline" at a tax rate of SEK 6.28 per litre. Aviation gasoline containing not more than 5 milligrams of lead per litre, so-called unleaded aviation gasoline, meeting the other requirements in environmental class 2 (the European class for motor gasoline), is taxed with SEK 5.55 per litre. The Swedish environmental class system is regulated by the law 2001:1080 on motor vehicle's exhaust emission control and fuels. In addition, the ordinance 1985:838 on motor fuels states that the lead content in aviation gasoline must not exceed 0.8 grams at 15 degrees Celsius.

However, environmental class 2 is adapted to operation of vehicles on the ground and not operation of aircraft. As aviation gasoline must have other properties than /car/ motor gasoline, in practise it is impossible for unleaded aviation gasoline to meet the requirements for environmental class 2. Consequently, leaded as well as unleaded aviation gasoline will be assigned to the environmental class "Other gasoline".

Private flying's share of total emission is very small and accordingly, a Swedish environmental class for unleaded aviation gasoline is expected to have only a marginal positive effect on the environment and human health. Nevertheless, a Swedish environmental class for unleaded aviation gasoline may serve as a model to the aviation gasoline market and possibly expedite a transition to unleaded aviation gasoline within the EU and the rest of the world. In addition to Sweden, unleaded aviation gasoline is presently produced also in France and Poland.

On behalf of the Government

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