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Environmental requirements for liquid fuels, the sustainability criteria for biofuels and the rules for proving these criteria¹

[RT I, 13.12.2010, 4 — entry into force 16.12.2010]

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RT I 2010, 57, 803
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This Regulation is enacted on the basis of Sections 58(2) and 60 of the *Välisõhu kaitse seadus* [Ambient Air Protection Act].

Section 1. Scope of this Regulation

(1) This Regulation lays down the limit values for the content in liquid fuels of substances that are dangerous for the environment, the timetable for applying these limit values and the rules for monitoring and reporting on compliance with quality standards.

(2) The following liquid fuels fall under the scope of this Regulation:

- 1) petrol;
- 2) diesel fuels;
- 3) heavy fuel oils;
- 4) light fuel oils;
- 5) shale-derived fuel oils;
- 6) biofuels;
- 7) marine fuels.

[RTL 2006, 57, 1044 — entry into force 24.07.2006]

Section 2. Definitions

(1) *Petrol* — fuel falling under subheadings 2710 11 41, 2710 11 45 or 2710 11 49 of the Combined Nomenclature (hereinafter ‘CN’) as at 1 January 2002 and as established by Council Regulation (EEC) No 2658/87 on the tariff and statistical nomenclature and on the Common Customs Tariff (OJ L 256, 7.9.1987, p. 1–675).

(2) *Diesel fuel* — fuel, excluding marine fuels, falling under CN subheading 2710 19 29 or 2710 19 41.

(3) *Light fuel oil* — fuel falling under CN subheading 2710 19 45 or 2710 19 49.

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(4) *Heavy fuel oil* — fuel falling under CN subheadings 2710 19 61 to 2710 19 69.

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(5) *Shale-derived fuel oil* — fuel prepared from oil shale and falling under CN subheading 2710 19 61.

(6) *Biofuels* — liquid fuel used in internal combustion engines, produced from biomass and which the following products are deemed to be:

1) *bioethanol* — ethanol produced from biomass or the biodegradable fraction of waste, to be used as biofuel;

2) *biodiesel* — a methyl-ester produced from vegetable or animal oil, of diesel quality;

3) *biomethanol* — methanol produced from biomass, to be used as biofuel;

4) *biodimethylether* — dimethylether produced from biomass, to be used as biofuel;

5) *bio-ETBE (ethyl-tertio-butyl-ether)* — ETBE produced on the basis of bioethanol. The percentage by volume of bio-ETBE that is calculated as biofuel is 47 %;

6) *bio-MTBE (methyl-tertio-butyl-ether)* — a fuel produced on the basis of biomethanol. The percentage by volume of bio-MTBE that is calculated as biofuel is 36 %;

7) *synthetic biofuels* — synthetic hydrocarbons or mixtures of synthetic hydrocarbons, which have been produced from biomass;

8) *pure vegetable oil* — oil produced from oil plants through pressing, extraction or comparable procedures, crude or refined but chemically unmodified, which must be compatible with the type of engines involved and the corresponding emission requirements.

(7) *Marine fuel* — any liquid fuel derived from petroleum, shale oil or other raw materials and intended for use or in use on board a vessel, including those fuels defined in Annex 3 to this Regulation as follows:

1) *marine diesel oil* — marine fuel which has a viscosity or density falling within the ranges of viscosity or density defined for DMB and DMC grades in Annex 3 to this Regulation.

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2) *marine gas oil* — marine fuel which has a viscosity or density falling within the ranges of viscosity or density defined for DMX and DMA grades in Annex 3 to this Regulation.

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3) *marine heavy fuel oil* — marine fuel falling under CN subheading 2710 19 61, 2710 19 63 or 2710 19 65.

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Section 3. Environmental requirements for petrol and diesel fuels and the time periods for applying them

(1) Petrol meeting the requirements laid down in Annex 1 to this Regulation may be sold.

(2) Until 31 December 2012 petrol with a maximum oxygen content of 2.7 % by mass and a maximum ethanol content of 5 % by volume may be sold. From 1 January 2013 petrol with a maximum oxygen content of 3.7 % by mass and a maximum ethanol content of 10 % by volume may be sold.

(3) Petrol with an ethanol content exceeding 5 % by volume and not exceeding 10 % by volume must be marked 'E10' at sales points.

(4) Diesel fuel meeting the requirements laid down in Annex 2 to this Regulation may be sold.

(5) During the period from 1 December to 29 February, filling stations selling diesel fuel must offer for sale fuel corresponding to the requirements for winter diesel fuel.

(6) During the period from 1 December to 29 February, filling stations selling petrol must offer for sale fuel corresponding to the requirements for E/E1 grade petrol.

(7) The time restrictions on the requirements that depend on climatic conditions shall not be applied to the import of fuel or to wholesale trade with fuel.

(8) From 1 January 2011 it is permitted to use fuel with a sulphur content not exceeding 20 mg/kg (0.002 % by mass) in non-road mobile machinery and in agricultural and forestry tractors.

[RT I, 29.12.2010, 78 — entry into force 01.01.2011]

(9) From 1 January 2011 it is also permitted to use fuel with a sulphur content not exceeding 1 000 mg/kg (0.1 % by mass) in railway rolling stock and in agricultural and forestry tractors, on the condition that the user of the fuel ensures the proper functioning of the emissions control system.

[RT I, 29.12.2010, 78 — entry into force 01.01.2011]

(10) From 1 January 2012 it is permitted to use fuel with a sulphur content not exceeding 10 mg/kg (0.001 % by mass) in non-road mobile machinery and in agricultural and forestry tractors.

[RT I, 29.12.2010, 78 — entry into force 01.01.2011]

Section 4. Limit values for the sulphur content of heavy and light fuel oils and the time periods for applying them

(1) It is permitted to import and sell heavy fuel oils, including shale-derived fuel oils, if their sulphur content does not exceed 10 000 mg/kg (1.00 % by mass), with the exception of fuel oil stocks composed on the basis of Section 2(1)(3) of the *Vedelkütusevaru seadus* [Liquid Fuel Stocks Act] (RT I 2005, 13, 66), where the sulphur content of the heavy fuel oil may be up to 30 000 mg/kg (3.00 % by mass).

(2) It is permitted to import and sell light fuel oils:

1)

[Repealed — RT I, 13.12.2010, 4 — entry into force 16.12.2010]

2) from 1 January 2008 if their sulphur content is up to 1 000 mg.

[RT I, 13.12.2010, 4 — entry into force 16.12.2010]

3)

[Repealed — RT I, 29.12.2010, 78 — entry into force 01.01.2011]

Section 4¹. Marine fuels

(1) As of 11 August 2006 it is permitted to use marine fuels with a sulphur content not exceeding 15 000 mg/kg (1.5 % by mass) in the Republic of Estonia's territorial sea, exclusive economic zone and sulphur emission control areas as designated in Annex VI (added by the Protocol of 1997) to the International Maritime Organisation's (hereinafter 'the IMO') International Convention for the Prevention of Pollution from Ships, 1973 (the MARPOL

Convention), as modified by the Protocol of 1978. This requirement shall apply to all vessels of all flags, including vessels whose journey began outside the European Community.

(2) As of 11 August 2006 ships entering port must have an appropriate logbook containing data on fuel-changeover operations.

(3) As of 1 January 2010 marine gas oil with a sulphur content not exceeding 1 000 mg/kg (0.1 % by mass) may be sold and used.

[RT I, 13.12.2010, 4 — entry into force 16.12.2010]

(4) As of 1 January 2011 the sulphur content of light fuel oil used in inland waterway vessels and recreational craft may not exceed 20 mg/kg (0.002 % by mass).

[RT I, 29.12.2010, 78 — entry into force 01.01.2011]

(4¹) As of 1 January 2012 the sulphur content of light fuel oil used in inland waterway vessels and recreational craft may not exceed 10 mg/kg (0.001 % by mass).

[RT I, 29.12.2010, 78 — entry into force 01.01.2011]

(5) Subsection 4 shall not apply to:

1) ships which, according to published timetables, are due to be at berth for less than two hours;

2) inland waterway vessels that carry a certificate proving conformity with the International Convention for the Safety of Life at Sea, 1974, as amended, while those vessels are at sea;

3) ships which switch off all engines and use shore-side electricity while at berth in ports.

(6) As an alternative to using low-sulphur marine fuels meeting the requirements laid down in subsections 1, 3 and 4, the Estonian Maritime Administration may allow ships to use an internationally recognised emission abatement technology, provided that these ships:

1) achieve emission reductions which are at least equivalent to those which would be achieved through the limits on sulphur in fuel specified in this Regulation;

2) are fitted with continuous emission monitoring equipment and document thoroughly that all waste generated in the equipment for the emission abatement technology is treated in accordance with the rules enacted on the basis of Section 12(3) of the *Sadamaseadus* [Ports Act].

(7) The limit values for the sulphur content of marine fuels laid down in subsections 1, 3 and 4 shall not apply to fuels used by warships or other vessels on military service.

[RTL 2006, 57, 1044 — entry into force 24.07.2006]

Section 4². Sampling, analysis and inspection of marine fuels

The Environmental Inspectorate, where necessary with the involvement of an accredited fuel laboratory, shall:

1) in accordance with IMO guidelines, take samples of marine fuel for on-board combustion while it is being delivered to ships, in order to determine whether the fuel meets the environmental requirements;

2) take samples of marine fuel for on-board combustion contained in tanks and, where feasible, in sealed bunkers on board ships to determine whether the fuel meets the environmental requirements;

3) inspect logbooks and fuel delivery notes.

[RTL 2006, 57, 1044 — entry into force 24.07.2006)

Section 5. Biofuels

(1) Fuels may be imported and sold if the mineral oil derivatives containing biofuels meet the EVS-EN 228 and EVS-EN 590 quality standards.

(2) Where the percentage of biodiesel or bioethanol blended in mineral oil derivatives exceeds 5 %, petrol shall be marked 'E' and diesel fuels 'BIO' at sales points, with the addition of the percentage content of the biological component.

(3) It is permitted to sell biodiesel falling under CN subheading 3824 90 99 and meeting the requirements of the EVS-EN 14214 standard.

[RT I, 13.12.2010, 4 — entry into force 16.12.2010]

Section 5¹. Sustainability criteria for biofuels

(1) The sustainability criteria for biofuels are as follows:

1) the reduction of greenhouse gas emissions per unit of energy during the life cycle of the biofuel is at least 35 %;

2) the biofuel is not made from raw material obtained from land of great natural wealth, unless evidence is provided that the production of the raw material in question did not interfere with nature protection purposes in line with indent 2 of subsection 2 of this Section and unless evidence is provided that collecting the raw material in question is necessary to preserve the status of grassland referred to indent 3 of subsection 2;

3) the biofuel is not made from raw material obtained from land with high carbon stock, unless at the time the raw material was obtained the land had the same status as in January 2008;

4) the biofuel is not made from raw material obtained from land that was peatland in January 2008, unless evidence is provided that the cultivation and harvesting of the raw material in question does not involve drainage of previously undrained soil;

5) the agricultural raw material grown in the European Union for the purposes of producing biofuel has been obtained in accordance with the requirements and standards given under the heading 'Environment' (point A) and point 9 of Annex II to Council Regulation (EC) No 73/2009 establishing common rules for direct support schemes for farmers under the common agricultural policy and establishing certain support schemes for farmers (OJ L 30/16, 31.1.2009, p. 16–98) and in accordance with the minimum requirements for good agricultural and environmental condition defined in Article 6(1) of said Regulation.

(2) For the purposes of this Regulation, land of great natural wealth as referred to in indent 2 of subsection 1 of this Section is land that had one of the following statuses in or after January 2008, whether or not the land continues to have such a status:

1) primary forest and other wooded land, that is forest and other wooded land of native species, where there is no clearly visible indication of human activity and the ecological processes are not significantly disturbed;

2) an area of land designated by law by the relevant competent authority for nature protection purposes or for the protection of rare, threatened or endangered ecosystems or species recognised by international agreements or included in lists drawn up by intergovernmental organisations or the International Union for the Conservation of Nature, unless evidence is

provided that the production of that raw material did not interfere with those nature protection purposes;

3) species-rich grassland that would remain grassland in the absence of human intervention and which maintains the natural species composition and ecological characteristics and processes, or non-natural grassland that would cease to be grassland in the absence of human intervention and which is species-rich and not degraded, unless evidence is provided that the harvesting of the raw material is necessary to preserve its grassland status.

(3) For the purposes of this Regulation, land with high carbon stock as referred to in indent 3 of subsection 1 of this Section is land that had one of the following statuses in January 2008 and no longer has that status:

1) wetlands, namely land that is covered with or saturated by water permanently or for a significant part of the year;

2) continuously forested areas, namely land spanning more than one hectare with trees higher than five metres and a canopy cover of more than 30%, or trees able to reach those thresholds;

3) land spanning more than one hectare with trees higher than five metres and a canopy cover of between 10% and 30%, or trees able to reach those thresholds, unless evidence is provided that the carbon stock of the area before and after conversion is such that, when the methodology laid down in Part C of Annex IV to Directive 2009/30/EC amending Directive 98/70/EC as regards the specification of petrol, diesel and gas-oil and introducing a mechanism to monitor and reduce greenhouse gas emissions and amending Council Directive 1999/32/EC as regards the specification of fuel used by inland waterway vessels and repealing Directive 93/12/EEC is applied, the conditions laid down in subsection 2 of this Section would be fulfilled.

(4) In the case of biofuels produced by installations that were in operation on 23 January 2008, the sustainability criterion laid down in indent 1 of subsection 1 of this Section shall apply from 1 April 2013.

(5) The conformity of a biofuel to the sustainability criteria laid down in this Section shall be certified by an expert assessment or analysis drawn up by a competent independent assessor. In the case of a biofuel that is exempt from excise duty, a summary of the expert assessment or analysis referred to in this subsection may be presented to the Tax and Customs Board using the form set out in Annex 4 to this Regulation.

[RT I, 13.12.2010, 4 — entry into force 16.12.2010]

Section 5². Requirements concerning metallic additives in liquid fuels

(1) From 1 January 2011 the content of the metallic additive methylcyclopentadienyl manganese tricarbonyl (MMT) in fuel may not exceed 6 mg of manganese per litre.

(2) The content of the metallic additive referred to in subsection 1 shall not exceed 2 mg of manganese per litre from 1 January 2014.

(3) A label concerning the metallic additive content of fuel shall be displayed at any point where a fuel with metallic additives is made available to consumers.

(4) The label shall contain the following text: '*Sisaldab metallilisandeid*' [Contains metallic additives].

(5) The label shall be attached to the place where information indicating the type of fuel is displayed, in a clearly visible position. The label must be sufficiently large to be clearly visible and use an easily legible font.

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Section 6. Rules for monitoring and reporting on fuel quality

(1) Conformity with the requirements for petrol and diesel fuels laid down in Section 3(1) and (4) of this Regulation shall be monitored using the test methods established in accordance with standard EVS-EN 228 and Articles 3 and 5 of standard EVS-EN 590.

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(2) The rules for monitoring and reporting on the quality and quantities of liquid fuels imported into and sold in Estonia must meet the requirements laid down in Commission Decision 2002/159/EC on a common format for the submission of summaries of national fuel quality data (OJ L 53, 23.2.2002, p. 30–36).

(3) Reports to be drawn up concerning marine fuels must include data on the number of inspections carried out on board ships and the average sulphur content of marine fuels recorded in the territory of the Republic of Estonia which do not fall within the scope of this Regulation as of 11 August 2006.

[RTL 2006, 57, 1044 — entry into force 24.07.2006]

¹Directive 98/70/EC of the European Parliament and of the Council relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998, p. 58–68);

Directive 2003/17/EC of the European Parliament and of the Council amending Directive 98/70/EC relating to the quality of petrol and diesel fuels (OJ L 76, 22.3.2003, p. 10–19);

Council Directive 1999/32/EC relating to a reduction in the sulphur content of certain liquid fuels and amending Directive 93/12/EEC (OJ L 121, 11.5.1999, p. 13–18);

Directive 2003/30/EC of the European Parliament and of the Council on the promotion of the use of biofuels or other renewable fuels for transport (OJ L 123, 17.5.2003, p. 42–46);

Commission Decision 2002/159/EC on a common format for the submission of summaries of national fuel quality data (OJ L 53, 23.2.2002, p. 30–36);

Directive 2005/33/EC of the European Parliament and of the Council amending Directive 1999/32/EC as regards the sulphur content of marine fuels (OJ L 191, 22.7.2005, p. 59–69);

Directive 2009/28/EC of the European Parliament and of the Council on the promotion of the use of energy from renewable sources and amending Directives 2001/77/EC and 2003/30/EC (OJ L 140, 5.6.2009, p. 16–62);

Directive 2009/30/EC of the European Parliament and of the Council amending Directive 98/70/EC as regards the specification of petrol, diesel and gas-oil and introducing a mechanism to monitor and reduce greenhouse gas emissions and amending Council Directive 1999/32/EC as regards the specification of fuel used by inland waterway vessels and repealing Directive 93/12/EEC (OJ L 140, 5.6.2009, p. 88–113).

[RT I, 13.12.2010, 4 — entry into force 16.12.2010]

²Information concerning standards shall be provided by the Ministry of Economic Affairs and Communications. Information concerning the test methods established in accordance with standards shall be provided by OÜ Eesti Keskkonnauuringute Keskus.

Annex 1: Requirements for fuels sold for use in positive-ignition vehicles — Petrol

Regulation No 38 of the Minister for the Environment entitled “Environmental requirements for liquid fuels, the sustainability criteria for biofuels and the rules for proving these criteria”
Annex 1
[RT I, 13.12.2010, 4 – entered into force 16.12.2010]

REQUIREMENTS FOR FUELS SOLD FOR USE IN POSITIVE-IGNITION VEHICLES

Petrol

Indicator	Unit of measure	Requirement ¹	
		min	max
Research octane number (RON)		95.0 ²	
Motor octane number (MON)		85.0 ²	
Lead content	mg/l	--	5.0
Density at 15°C	kg/m ³	720.0	775.0
Sulphur content	mg/kg	--	10.0
Manganese content	mg/l	--	6.0 (2.0) ³
Oxidation stability	min	360	--
Solvent-washed resin content	mg/100 ml	--	5

Corrosivity, determined by copper-plate test (3h at 50°C)	Class	Class 1	
Appearance		Transparent and clear	
Hydrocarbons: - alkenes - aromatic hydrocarbons	vol. %	--	18.0 35.0
Benzene content	vol. %	--	1.00
Oxygen content	mass %	--	2.7 (3.7) ⁴
Oxygenate content: - methanol - ethanol - isopropyl alcohol - isobutyl alcohol - tertiary butyl alcohol - ethers (5 or more C atoms) - other oxygenates	vol. %	-- -- -- -- -- -- --	3.0 5.0 (10.0) ⁴ 10.0 (12.0) ⁵ 10.0 (15.0) ⁵ 7.0 (15.0) ⁵ 15.0 (22.0) ⁵ 10.0 (15.0) ⁵
Volatility classes in summer ⁶		Class B	

Indicator	Unit of measure	Requirement ¹	
		min	max
Vapour pressure (DVPE)	kPa	45.0	70.0
Evaporated at 70°C (E70)	vol. %	20.0	48.0
Evaporated at 100°C (E100)	vol. %	46.0	71.0
Evaporated at 150°C (E150)	vol. %	75.0	-
Final boiling point (FBP)	°C	-	210
Residue	vol. %	-	2
Vapour Lock Index (VLI) (10 VP + 7 E70)	index	-	-

Volatility classes in winter ⁶		class E/E1	
Vapour pressure (DVPE)	kPa	65.0	95.0
Evaporated at 70°C (E70)	vol. %	22.0	50.0
Evaporated at 100°C (E100)	vol. %	46.0	71.0
Evaporated at 150°C (E150)	vol. %	75.0	-
Final boiling point (FBP)	°C	-	210
Residue	vol. %	-	2
Vapour Lock Index (VLI) (10 VP + 7 E70)	index	-	E -
Vapour Lock Index (VLI) (10 VP + 7 E70)	index	-	E1 1200

¹ When monitoring compliance with requirements and resolving disagreements, the test methods and conditions set out in the current EVS-EN 228 standard should be used.

² Normal unleaded petrol may be marketed with a minimum motor octane number (MON) of 81 and a minimum research octane number (RON) of 91.

³ From 1 January 2011 the level of methylcyclopentadienyl manganese tricarbonyl (MMT) content in fuel may not exceed 6 mg of manganese per litre. The limit shall be 2 mg of manganese per litre from 1 January 2014.

⁴ Until 31 December 2012 petrol with a maximum oxygen content of 2.7% by mass and a maximum ethanol content of 5% by volume may be sold. From 1 January 2013 petrol with a maximum oxygen content of 3.7% by mass and a maximum ethanol content of 10% by volume may be sold with an E10 mark.

⁵ In brackets are the requirements for maximum allowed oxygenate levels in benzenes as of 1 January 2013.

⁶ Summer and winter periods in accordance with the Annex to the EVS-EN 228 standard dealing with Estonia.

Annex 2: Requirements for fuels sold for use in compression-ignition vehicles — Diesel fuel

Regulation No 38 of the Minister for the Environment entitled “Environmental requirements for liquid fuels, the sustainability criteria for biofuels and the rules for proving these criteria”

Annex 2

[RT I, 13.12.2010, 4 – entered into force 16.12.2010]

REQUIREMENTS FOR FUELS SOLD FOR USE IN COMPRESSION-IGNITION VEHICLES

Diesel

Indicator	Unit of measure	Requirement ¹	
		min	max
Cetene number		51.0	-
Cetene index		46.0	-
Density at 15°C	kg/m ³	820.0	845.0
Polycyclic aromatic hydrocarbon content	mass %	-	11
Sulphur content	mg/kg	-	10.0
Flash point	°C	üle 55	-
10% distillation residue carbon residue	mass %	-	0.30
Ash content	mass %	-	0.01
Water content	mg/kg	-	200
Particulate content	mg/kg	-	24
Corrosivity, determined by copper-plate test (3h at 50°C)	Class	Class 1	

Fatty-acid methyl ester (FAME) content	vol. %	-	7.0
Oxidation stability	g/m ³	-	25
	h	20	-
Lubricity, corrected wear scar diameter 1.4 at 60°C	µm		460
Viscosity at 40°C	mm ² /s	2.00	4.50
Distillation characteristics	vol. %	-	< 65
Distils at 250°C			
Distils at 350°C	vol. %	85	-
95% by volume distils at	°C		360
Climate-dependent requirements in summer ²		Class C	
CFPP	°C	-	-5
Climate-dependent requirements in winter ²		Class 1	
CFPP	°C, max	-	-26
Cloud point	°C, max		-16
Density at 15°C	kg/m ³	800.0	845.0
Viscosity at 40°C	mm ² /s	1.50	4.00
Cetene number		49.0	-

Cetene index		46.0	-
Distillation characteristics	vol. %	-	10
Distils at 180°C			
Distils at 340°C	vol. %	95	-

¹ When monitoring compliance with requirements and resolving disagreements, the test methods and conditions set out in the EVS-EN 590 standard should be used.

² Summer and winter periods in accordance with the Annex to the EVS-EN 590 standard dealing with Estonia.

Annex 3: Environmental requirements for fuels sold for use as marine fuels

Regulation No 38 of the Minister for the
Environment entitled “Environmental
requirements for liquid fuels, the sustainability
criteria for biofuels and the rules for proving
these criteria”
Annex 3

ENVIRONMENTAL REQUIREMENTS FOR FUELS SOLD FOR USE AS MARINE FUELS

Petroleum products – fuels (Class F) – marine fuel specifications						
Requirements for marine gas oil (DMX, DMA) and marine diesel fuel (DMB, DMC)						
Indicator	Test method	Req.	DMX	DMA	DMB	DMC
Appearance			Visual	Visual	-	-
Density at 15°C, kg/m ³ (1)	ISO 3675 or ISO 12185	min	-	890	900	920

Viscosity at 40°C, mm ² /s (2)	ISO 3104	min	1.4	1.5	-	-
		max	5.5	6	11	14
Flash point, °C	ISO 2719	min	43	60	60	60
Pour point (upper), °C (3)	ISO 3016	max	-	-6	0	0
Winter requirements		max	-	0	6	6
Summer requirements						
Cloud point, °C	ISO 3015	max	-16(4)	-	-	-
Sulphur content, % ¹ (m/m)	ISO 8754	max	1	1.5	2	2
Cetene number	ISO 5165	min	45	40	35	-
10% distillation residue carbon residue (micro) % (m/m)	ISO 10370	max	0.3	0.3	-	-
Distillation residue carbon residue (micro) % (m/m)	ISO 10370	max	-	-	0.3	2.5
Ash content, % (m/m)	ISO 6245	max	0.01	0.01	0.01	0.05
Sediment, % (m/m)	ISO 3735	max	-	-	0.07	-
Total sediment, % (m/m)	ISO 10307-1	max	-	-	-	0.1
Water content, % (V/V)	ISO 3733	max	-	-	0.3	0.3
Vanadium content, mg/kg	ISO 14597	max	-	-	-	100
Aluminium with silicon, mg/kg	ISO 10478	max	-	-	-	25

¹ Sulphur content must meet the requirements laid down in Section 41(1), (3) and (4) of the Regulation.

Annex 4: Certification of compliance with biofuel sustainability criteria

Regulation No 38 of the Minister for the Environment entitled “Environmental requirements for liquid fuels, the sustainability criteria for biofuels and the rules for proving these criteria”

Annex 4

[RT I, 13.12.2010, 4 – entered into force 16.12.2010]

CERTIFICATION OF COMPLIANCE WITH BIOFUEL SUSTAINABILITY CRITERIA

No	Certification of compliance with biofuel sustainability criteria	Complies? (Yes)
1	Reduction of greenhouse gas emissions per unit of energy during the life cycle of the biofuel is at least 35%.	
2	The biofuel is not made from raw material coming from an area of great natural wealth, unless evidence is provided that the production of the raw material in question did not interfere with nature protection purposes and unless evidence is provided that collecting the raw material in question is necessary to preserve the condition of species-rich grassland.	
3	The biofuel is not made from raw material coming from land with high carbon stocks, unless at the time the raw material was obtained the land was in the same condition as in January 2008.	
4	The biofuel is not made from raw material coming from land that was peatland in January 2008, unless evidence is provided that the cultivation and harvesting of the raw material in question does not involve drainage of previously undrained soil.	
5	The agricultural raw material grown in the European Union for the purposes of producing biofuel has been obtained in accordance with the requirements and standards given under the heading “Environment” (point A) and point 9 of Annex II to Council Regulation (EC) No 73/2009 and in accordance with the minimum requirements for good agricultural and environmental condition defined in Article 6(1) of said Regulation.	