

Review & Impact of Current & Emerging Legislation for Automotive Fuels in the Near Future

The key issues for the refining industry

Jean-Bernard SIGAUD

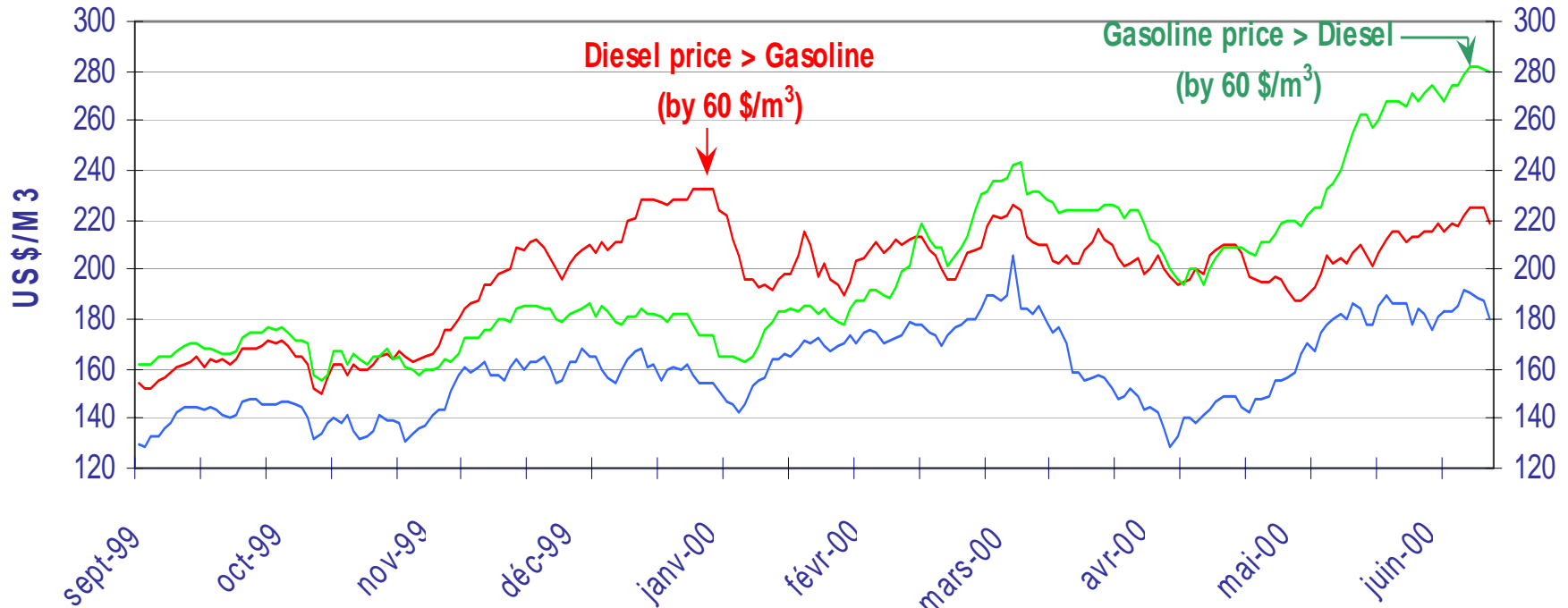
IFP-School

Director Refining, Petrochemicals & Gas



Market prices of oil products depend on supply/demand balance and may vary widely

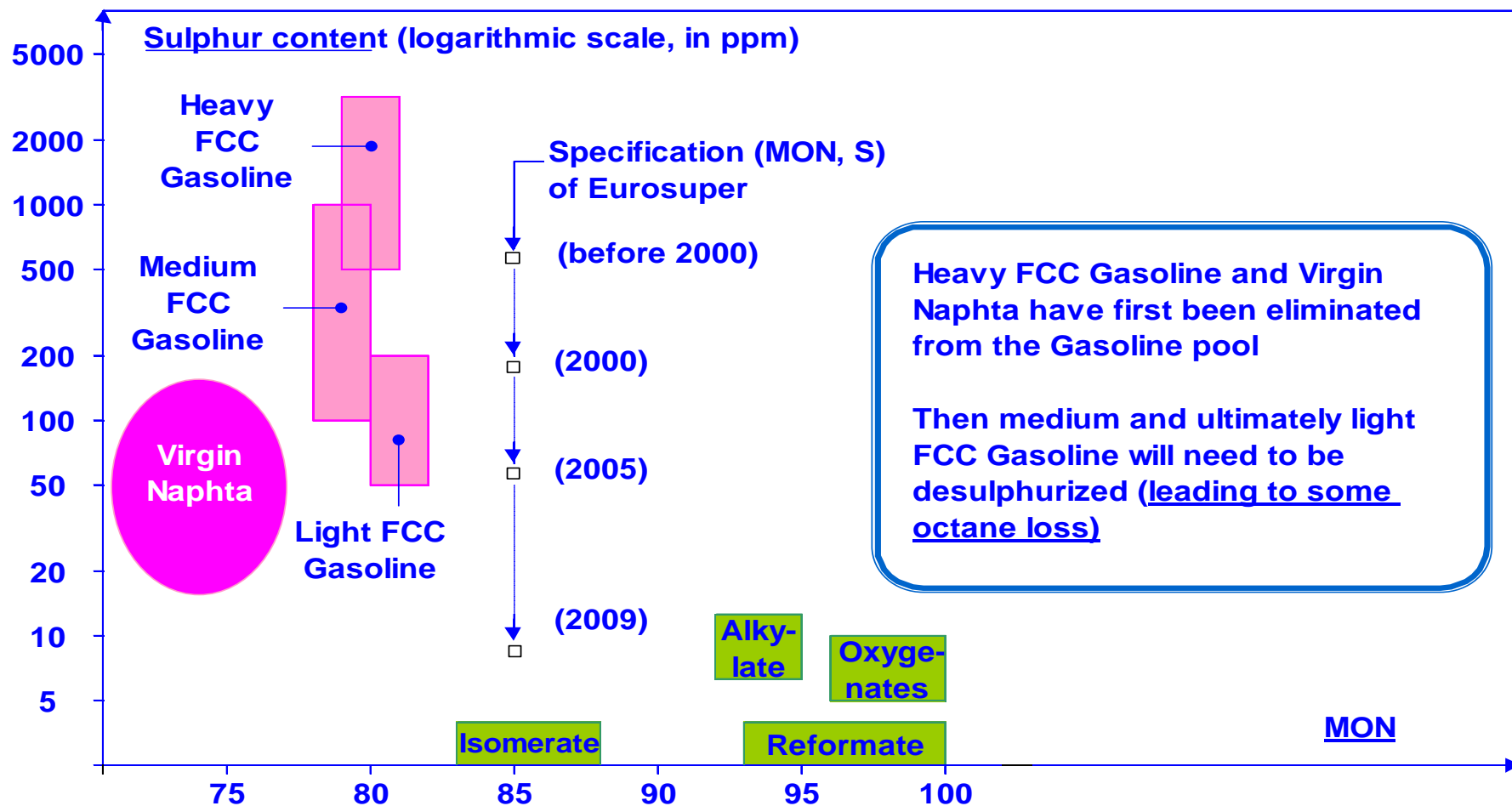
PLATT'S COTATIONS — Diesel (EN590) — Euro Super — Brent Dated



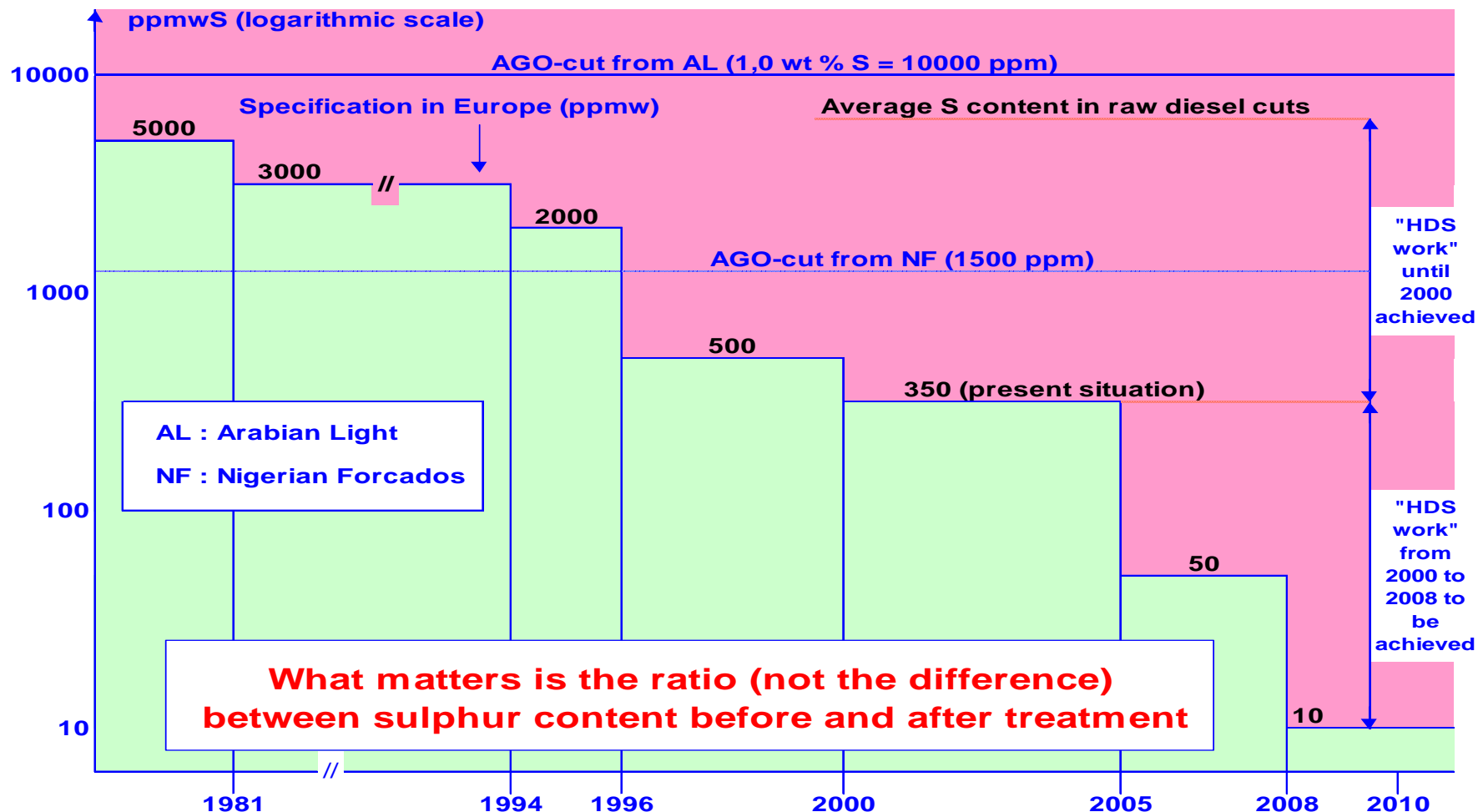
- Sharp increase of diesel price at the turn of 1999, due to shortage in Europe.
- Same for gasoline six months later, due to low inventories in US and Europe.

Price differentials fluctuations may be an order of magnitude higher than refining costs

For gasoline components, high sulphur content goes along with poor octane level

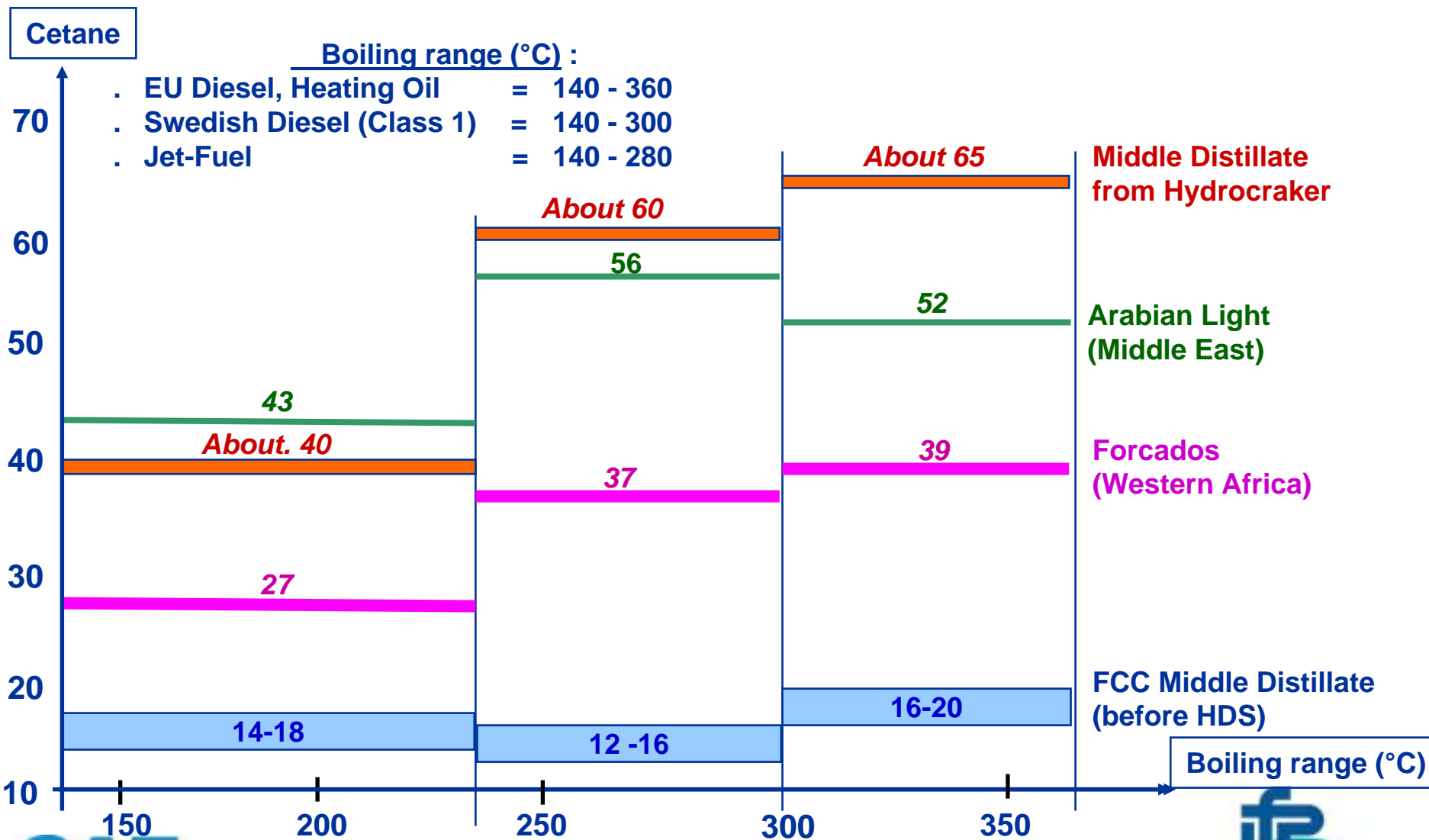


350 ppm sulphur level is less than half way when going from raw diesel sulphur content down to 10 ppm



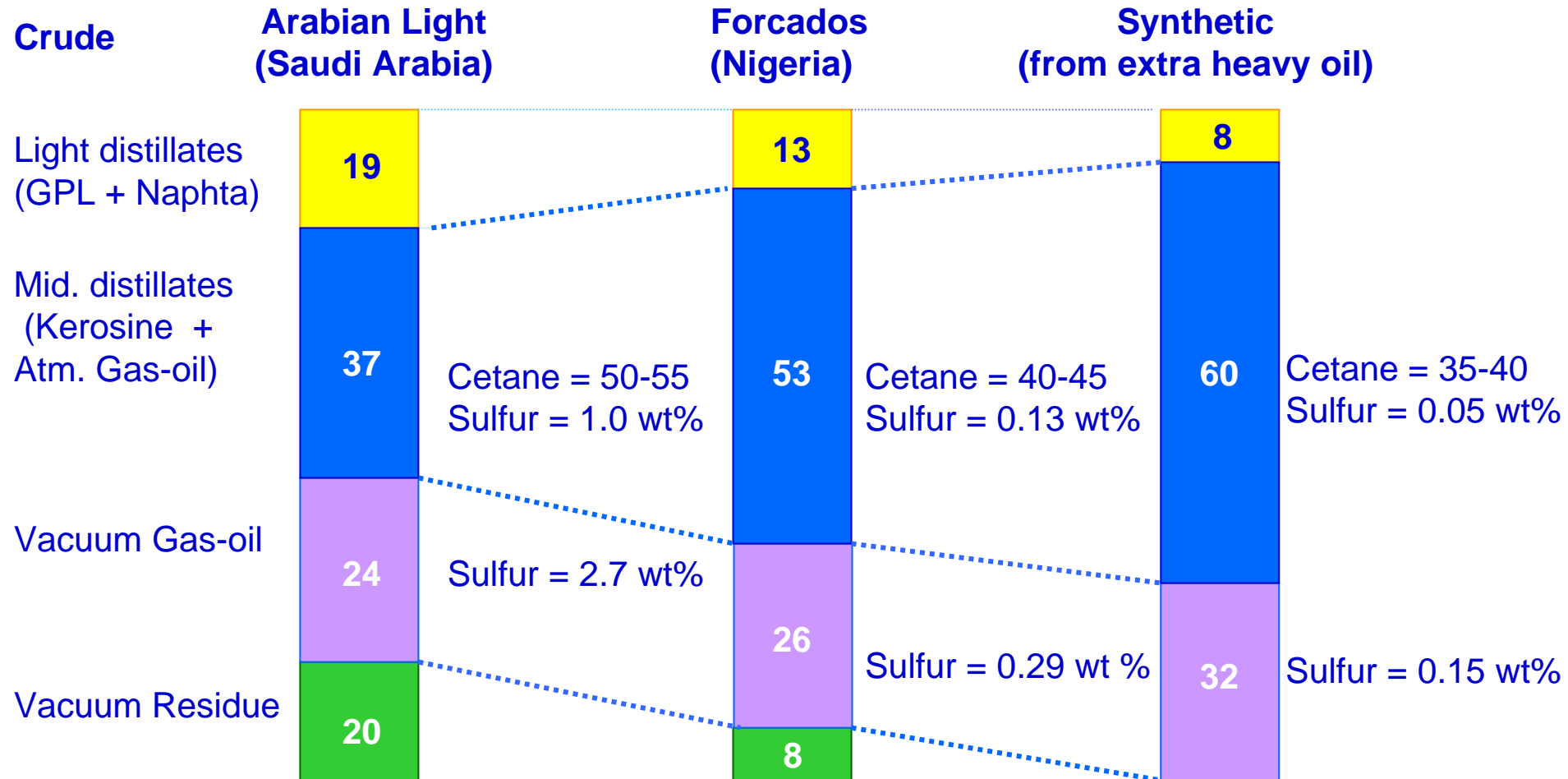
Cetane level of "raw" middle distillate cuts :

Typical profiles according to crude type and boiling range



Diesel resources and Cetane strongly on crude oil

(Middle distillates are used to make Jet-Fuel, Heating-Oil & Diesel)



High Diesel Yield goes along with Low Cetane Level



Figure 5