



Vitol response to Public Eye, September 2016

The Public Eye document entitled “Dirty Diesel” is a highly effective piece of propaganda. Regrettably, as an objective or meaningful report it falls short. Its use and misuse of selective information to portray the actions of Vitol and a select few of its peers means that the report does not reflect reality and its recommendations are consequently flawed.

Some of the basic facts misrepresented in or omitted from the document include:

- In Africa, governments control and manage the import of fuels and only they are able to determine local fuel standards.
- The supply chain is comingled and it is not possible for a supplying company to determine the quality of fuel sold at the pump.
- Governments and local regulators may have to consider many issues when deciding on the appropriate specification, including the capabilities of local refining capacity.
- It may not be possible for African governments to secure the billions of dollars of funding required to upgrade local refineries so they can produce fuels to a different specification. The alternative, to rely solely on imports and close local refineries, would mean redundancies.
- African countries have already made significant steps in improving product quality. Furthermore, working with UNEP, the African Refiners Association has set up a clear road map to raise fuel quality across Africa by 2030, with an intermediate step in 2020, a target set in conjunction with the World Bank.
- Other leading market participants, including major oil companies, were omitted from the report.
- African countries can be supplied from refineries worldwide. Europe represents less than 20% of global refining capacity, so any restrictions on European or Swiss companies and refineries would not improve fuel quality – governments would simply source product elsewhere.
- To achieve improved air quality, it will also be necessary to improve the performance of the car fleet in Africa. This will require significant investment. In the current economic environment it is not clear that this can be achieved quickly.
- Europe introduced the first limits on sulphur in diesel in 1993, it was for 2,000 PPM, it took Europe almost 20 years to reach current levels of 10PPM; it is unrealistic to suggest Africa could achieve it “from one day to the next”.

There are additional factual errors in respect of Vitol, such as; the attribution of cargoes which are not Vitol cargoes, inaccuracies regarding Vitol’s shareholding in Vivo Energy, misrepresentations regarding Vitol’s business etc.

Vitol takes its HSE responsibilities seriously wherever it works and is investing extensively in upgrading Africa's energy infrastructure, from EU standard terminals in Kenya, Nigeria and South Africa to a large gas to power project in Ghana in partnership with GNPC, ENI and the World Bank, which will provide 15 years of thermal power to their economy. In respect of the quality of fuel sold at the pump however, there is no unilateral action that Vitol, or any other company, could take which would influence quality.