

# ANNUAL REPORT

2024



CZECH ASSOCIATION  
OF PETROLEUM  
INDUSTRY AND TRADE

# ANNUAL REPORT

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**2024**

PRAGUE

June 2025

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## CHAIRMAN'S MESSAGE

Ladies and Gentlemen,

*It is an honour for me to address you on behalf of the Board of Directors and to share with you a few words on the past period, the challenges we face and the perspectives that open up before us.*

*For our industry, the year 2024 was a year of intensive changes, adaptations and pressure due to the legislation. I am all the more appreciative that we, as an association, have played an active and respected role in key negotiations and commenting processes that will fundamentally affect the future of our industry.*

***Specifically, I would like to highlight the activity of ČAPPO in the area of implementation of the European directives RED III and EU ETS 2.*** *Both of these legislative initiatives are fundamentally changing the framework for doing business in our sector. In the case of RED III, the adjustment of the national target to an achievable level of 11% emissions saving has been successfully met using expert analyses and argumentation, in spite of the fact that the European directive determines the value of 14.5%. I consider this result successful example of professional and factual work carried out by our Association in a long-time perspective in co-operation with the responsible ministries and professional institutions.*

*In the case of the emission allowances trading system EU ETS 2, we have highlighted from the beginning the risks of its application to road transport, particularly in the area of unpredictable allowance pricing development and the potential for significant consequences for end users. ČAPPO actively contributed to the factual debates concerning this issue, participated in the preparation of interpretative opinions and repeatedly called for transparency and predictability of future legislative actions.*

*However, this work does not end – it will be necessary to continue to follow carefully the developments of the European legislation, to respond to new proposals and actively promote a rational and technologically neutral approach to achieving the targets in the field of climate protection.*

*In addition to these principal activities, ČAPPO continued its work in other traditional areas of its activity – it supported the high quality of motor fuels on the Czech market, participated in the exchange of information with the member companies and the state administration and contributed to the information of the public and professional sphere about the development in our industry. I also appreciate the promotional, explanatory and marketing activities of the Association, thanks to which ČAPPO is assessed highly by the professional as well as lay public.*

*Let me thank all of the members of our Association for their active approach and co-operation. My thanks also belong to the Specialised Sections and Working Groups and the Secretariat, which are involved in the day-to-day operation of CAPPO.*

Yours faithfully,

Mgr. Jan Duspěva  
Council Chairman

Prague, June 2025

## CHARACTERISTICS OF THE DEVELOPMENT OF PETROLEUM INDUSTRY AND TRADE IN THE CZECH REPUBLIC

### BASIC INFORMATION

In 2024, the situation in Czech refinery industry and trade was stable in comparison with the previous years, although it was affected by a long shutdown in the ORLEN Unipetrol refinery at Litvínov.

In 2024, petroleum imports to the CR were effectuated according to the needs of the refineries as well as sales opportunities for refinery products; in comparison with the previous years, it was lower in consequence of the shutdown of the refinery at Litvínov. Total oil imports to the CR in 2024 reached 6,503 thousand tons, which is 12% less than in 2023. In this, imports from the Russian Federation were decisive (42% from total imports, in 2023 it was 58%); further, oil was imported from Azerbaijan (40%) and Kazakhstan (16%). In 2024, a small quantity of local oil was exported, in particular to Moldavia.

In 2024, MERO a.s. successfully completed a decisive part of work aimed at increasing the capacity of the TAL oil pipeline to allow covering total need of crude oil for the Czech refineries from this pipeline from the sources outside Russia. After successful technological tests, ORLEN Unipetrol RPA s.r.o. is prepared to process crude oil from the sources outside Russia in the Litvínov refinery.

Total deliveries of selected petroleum products onto the market in the CR in 2024 are shown in Table 1. It indicates more significant increase in the sales of petrol in comparison with the increase in the sales of diesel fuel.

**Table 1**

<b>Product</b>	<b>Thousand tons</b>	<b>Index 2024/2023</b>
Unleaded petrol, incl. biocomponent	1,799	107.1
Jet fuel	454	130.8
Diesel fuel, incl. biocomponent	5,384	103.4
Heating and other gas oils	16	100.0
Heating oils up to 1% sulphur m/m	7	58.3
Heating oils with more than 1% sulphur m/m	51	150.0
Total LPG	411	101.2
Lubricating oils and other oils in total	140	95.2
Bitumen and bitumen products	490	102.1
Biocomponents for transport	449	115.7

Source: ČSÚ (Czech Statistical Office)

The octane structure of the range of sold petrol is shown in Table 2.

**Table 2**

<b>Product</b>	<b>Share (%)</b>
Petrol with octane number 95 (SUPER)	94.9
Petrol with octane number min. 98 and more (SUPER PLUS)	5.1

Source: ČSÚ/MPO (Czech Statistical Office / Ministry of Industry and Trade)

In the Czech Republic, a part of diesel fuel consumption is covered by imports; specifically in 2024 it was 44% of consumption. According to the data from the Czech Statistical Office (data including biocomponents), 3,016 thousand tons of diesel fuel were imported (mainly from Germany and Slovakia), and 633 thousand tons of it were exported (mainly to Slovakia) in 2024. As for petrol, including biocomponents, 710 thousand tons were imported (mainly from Germany and Slovakia), and 513 thousand tons were exported (mainly to Germany and Slovakia).

In 2024, ČAPPO member companies achieved outstanding results in the area of quality of sold motor fuels: none of the samples checked deviated in quality as defined by the European and Czech standards. In 2024, the inspectors of the Czech Trade Inspection (ČOI) collected 2,545 samples of all kinds of motor fuels at the public service stations in the Czech Republic. At service stations operated by ČAPPO members, 1049 samples, i.e. 41%, were collected. In other parts of the market, 1,496 samples, i.e. 59%, were collected. Overall defect rate of the market was 0.8%, which means 21 samples.

The results of the checks are indicated in Table 3.

**Table 3**

<b>Product</b>	<b>Total of samples collected</b>	<b>Number of samples that did not comply with ČSN standards</b>	<b>%</b>	<b>Not complied  At ČAPPO member companies</b>
Petrol	1,005	13	1.3	0
Diesel fuel	1,202	5	0.4	0
Paraffinic oil	3	0	0.0	0
LPG and CNG	335	3	0.9	0
<b>Total</b>	<b>2,545</b>	<b>21</b>	<b>0.8</b>	<b>0</b>

Source: ČOI (Czech Trade Inspection)

In the long-term perspective, it is true that the motor fuels quality in the Czech Republic is very good, also in comparison with other EU countries. We believe that the consistent, long-time and enduring efforts of ČAPPO member companies, as well as

ČAPPO's endeavours to maintain the high quality of motor fuels, play a significant role in this result.

In recent years, number of service stations in the Czech Republic remains practically unchanged. Based on the data from the Ministry of Industry and Trade (*Report on Update and Status of the Records of Service Stations in the Czech Republic at 12 April 2024*), the total of 7,722 service stations and fuels delivery points, including 3,970 public and the remaining number of service stations selling to specified entities and non-public facilities, were operated on the market of the Czech Republic. In comparison with the number reported in the previous statistical check, total number of service stations increased by 33. Based on their number and importance, the decisive segment on the market are service stations selling more types of motor fuels and, usually, offering also other services. Their number now achieves 2,857 and remains more or less the same for many years (in late 2015, 2,807 service stations of this type were operated). In the course of 2024, ČEPRO a.s. took over 76 RobinOil service stations. The share of ČAPPO member companies in this segment makes almost 48%.

LPG is available at 955 service stations, CNG at 236 and LNG at 9 stations. Currently, there are 3 hydrogen filling stations. The number of electromobile charging stations grows rapidly: their number achieved 2,994 (with 5,283 charging points). However, the share of charging stations with a higher output remains low (there are 165 charging stations with an output over 200 kW and 230 charging stations with an output between 100 and 199 kW).

In 2024, the following important events were recorded in the area of petroleum industry and trade:

- Total consumption of motor fuels (including biocomponent) made 8.754 billion litres (7,183 thousand tons), which is more than in 2023 by 4.3%. The decisive share has diesel fuel (74.9% of the volume).
- According to the Czech Statistical Office, the gross consumption of biocomponents made 154 thousand tons in petrol and 295 thousand tons in diesel fuel.
- Diesel fuel with hydrotreated vegetable oil (HVO) was sold on the market in significant quantities, some service stations start to sell 100% HVO.
- Petrol with octane number 95 is mainly sold in the E10 quality, with regard to emissions savings, petrol with octane number 98 in the E10 quality (with the addition of ETBE) is already longer on the market.
- The member companies complied with the requirements for the reduction of greenhouse gases emissions originating from motor fuels combustion.
- The consumption of LPG for motor drive made up 84.7 thousand tons; i.e. 4.4% less in comparison with its consumption in the previous year.
- At the service stations of ČAPPO member companies, sales in shops and catering sections continued to grow.
- In the Czech Republic, the petroleum products market has been constantly negatively affected by the frequently changing regulatory environmental measures, which fact reduces its competitiveness.

## ACTIVITIES OF THE CZECH ASSOCIATION OF PETROLEUM INDUSTRY AND TRADE

### Long-term priorities of ČAPPO

- To be constantly the responsible entity (a guarantee) and referential point for motor fuels quality, including alternative fuels

*The quality of motor fuels sold in the distribution network of ČAPPO members is constantly very good, and the same as in the previous years, in 2024, too, it was better than the average on the market in the CR and significantly better than the average in EU countries, also thanks to the consistent care of the member companies concerning quality and use value of the motor fuels, certification of the producers, distributors and transporters, implementation of own quality control systems or the involvement of some of the member companies in the SGS “Seal of Quality” programme.*

- To strive constantly for the transparent and fair legislation and competition on the motor fuels market (in co-operation with both governmental agencies and non-governmental institutions)

*ČAPPO fulfils this task through its activities in the field of legislation, co-operation with the governmental agencies, engagement of its representatives in the working groups of various ministries and industry-related unions and associations, and through its contacts with the members of the Chamber of Deputies of the Parliament of the CR and with the senators. It continues to inform the governmental agencies about the shortcomings and fraud risks in petroleum industry business.*

- To maintain constantly high safety standards in motor fuels distribution and service stations operations for the employees and customers

*This priority has been constantly fulfilled through ČAPPO Working Group Safety and Specialised Section Motor Fuels Transport. They regularly debate emergency events and safety incidents with the aim of the exchange of experience. The Working Group Safety will start dealing with a relatively new area of safety risks of the co-existence of the classic and alternative fuels and their technology at service stations.*

- To ensure the fulfilment of the plan to reduce greenhouse gases emissions by 6% from the year 2021

*In 2024, the ČAPPO members who are obliged entities according to the Act on Air Protection fulfilled the plan to reduce greenhouse gases emissions in spite of considerable costs.*

- To maintain and constantly improve positive image of ČAPPO in the media as professional industry institution in the field of petroleum industry and trade

*The Chairman and members of the Council, the Executive Director and, in particular, the technical spokesman supplied a number of articles, interviews and expert positions concerning the issues of the motor fuels, their quality and range, problems of biofuels and alternative fuels, and the situation on the service stations market to*

*the media (for example MF Dnes, Lidové noviny, E15, Svět motorů, ČT1, ČT24, TV Nova and TV Prima, Český rozhlas, Seznam.cz).*

*On 31 October 2024, traditional conference Petrolsummit 2024, focused mainly on current activities in the area of motor fuels was organised. ČAPPO representatives held 9 of 14 lectures. MERO obtained the award “Project of the Year” and Mr. Z. Dundr from the same company was awarded as the “Personality of the Year”.*

## **PRINCIPAL ISSUES DEBATED IN 2024**

### **Green Deal, Fit for 55**

In general, it is necessary to note again that the vast majority of proposals within the Green Deal in the field of transport do not respect the principle of technological neutrality and strongly prefer electromobility. Moreover, many proposals amend the directives and regulations within a short period of time after their adoption, thus making the investment and technology decisions more uncertain, and the proposals also do not take into account regional differences: most of them are mainly intended for the EU. It can be summarised that ČAPPO members, as providers of the basic form of energy for transport, are deeply interested in discussing a stable, unifying and realistic policy for the development of alternative fuels, which will accentuate the likely technical development of car drives, respect the state of the vehicle fleet and its development trends in the Czech Republic as well as the possibilities of infrastructure development. ČAPPO is interested in the preparation of a stable and achievable plan for the deployment of alternative fuels to meet legislative targets at acceptable cost both to petroleum industry and the end consumer in co-operation with all responsible authorities.

During the whole year 2024, meetings focused on implementation of the RED III directive were organised. Finally, also on the basis of the outputs of the TAČR MOSUMO project (Model Support for Clean and Sustainable Mobility in the Czech Republic) as well as own calculations of ČAPPO, their participants agreed that the basic target in the Czech Republic for the year 2030 should be formulated as the achievement of 11% saving of emissions, while the RED III target is 14.5%. The lowering of the target is achieved through the capping of the 1<sup>st</sup> generation biofuels at 5.6% and including the emission savings from renewable electricity in the road and railway transports, while the emissions target is not directly determined for the suppliers of electricity. As regards the advanced biofuels (IX a) and RFNBO, in accordance with the RED III Directive, a share of 5.5% e/e is envisaged (including 1% RFNBO). The achievement of the RFNBO target seems the most problematic – its achievement by using hydrogen-powered vehicles is not realistic; therefore, the contribution by the use of renewable hydrogen in fuel production will be necessary.

From today's perspective, achieving the fuel savings target in 2030 is connected with a number of uncertainties, because the rate of growth of alternative fuel vehicles falls far short of what was envisaged by various policies and support programmes, including increasing the share of CNG and LNG and their alternative components in



transport. In fact, the achievement of the target will depend on the improvement of the emissions footprint of liquid alternative fuels and also the availability (also in terms of price) of other alternative components (typically hydrotreated vegetable oil – HVO), or the possibility of increasing the share of the alternative component in particular in diesel fuel. Another way may be offered by synthetic liquid fuels (“eFuels”) manufactured either from various “wastes” (plastic, used tyres...), or directly from the green hydrogen and carbon dioxide (CO<sub>2</sub>). The basic advantage of their use would be the maintenance of the existing fleet as well as the necessary infrastructure (logistics chain up to the service stations). The limiting disadvantage will be the high price, based on the costs of the high quantity of power that is necessary for their manufacturing (depending on the energy content of the raw material used).

The RED III implementation process itself was fragmented: the issues connected with NM, BA, LPG and LNG are under the responsibility of the Ministry of Environment, and the issues connected with CNG, hydrogen and electric power fall under the responsibility of the Ministry of Industry and Trade. Thus, the anchoring in the legislation was achieved in the amendment of two Acts, i.e. the Act on Air Protection and the Act on Energy. Both amendments were published in the Collection of Laws in 2025. A number of meetings focused on the draft legislation were organised by both Ministries, the amendments were discussed on the floor of the Economic Committee and the Environment Committee of the Chamber of Deputies of the Parliament, and a number of bilateral meetings within working groups were held, too.

The RED III Directive also foresees the introduction of a Union database that will allow following of liquid and gaseous renewable fuels and carbon-based recycled fuels (further only “UDB”). This database should have been operational by 21 November 2024, but at that date it was not in a state (and still is not) that would allow its normal use. ČAPPO and its member companies warned the responsible ministries with a growing intensity about the situation in the course of 2024. Closely before the advised term of the database start, an EU announcement has been made that there will be no sanction for non-use of UDB for the time being and the European Commission plans to agree with EU member states on a date after which its use will be mandatory. A realistic estimate of when the UDB will be launched is now unclear, even though its deployment is highly desirable to reduce the risks of multiple counting of alternative ingredients. The functionality of the UDB is foreseen, among others, in the amended Act on Air Protection and this situation had to be addressed in 2025 by an interpretative opinion.

Another issue that received high attention from ČAPPO in 2024 was the implementation of EU Directive 2023/959 (amendment to the trade greenhouse gas emission allowances – ETS2), which, among other things, is to introduce a system of allowances for road transport. The ČAPPO member companies are affected by the draft in particular in the area of liquid fuels (which are subject to the consumption tax and released into the free tax circulation on the tax territory of the Czech Republic). They are the fuels burnt in the road transport, buildings heating and other industrial sectors and energy sectors not covered by EU ETS 1, but does not apply, inter alia, to

biofuels meeting the RED II sustainability criteria. The reason for the introduction of emission allowances should be the pressure to decarbonise transport through price disadvantages for conventional fuels (mainly diesel fuel and petrol, but also LPG, CNG), which have a significant fossil component.

While the full deployment of EU ETS 2 is envisaged from 2027 at the earliest, the deadline for implementation of a number of provisions was determined in mid-2024. Finally, the Czech Republic decided to implement the directive partially using the amendment of the Act on the Conditions for Greenhouse Gas Emission Allowances Trading that is effective from 1 January 2025 (the Implementing Decree to it became effective as late as on 16 April 2025). The amendment makes it mandatory for fuel suppliers to apply for a permit to sell fuels, to prepare a monitoring plan and a report on emissions for the first time for the year 2024.

Right from the beginning, ČAPPO followed the effort for implementation of EU ETS 2 with great concern, pointing out in particular to the uncontrollable risks of the price development of allowances and, thus, significant impact on the overall economy. While it is clear that, at least until 2030, the way to reduce greenhouse gases emissions from transport means reducing emissions footprints of “conventional” fuels, emission allowances are ineffective in this area.

ČAPPO believes that it is necessary to consider very carefully whether it is useful to introduce the system of emission allowances into transport because it is, in fact, a duplicative emissions reduction instrument alongside the Act on Air Protection, which implements the RED III Directive and creates a much more effective pressure to saving emissions in transport, also by targeting the performance of individual fuels. In the event that for whatever reasons emission allowances are introduced into transport, the proposed system will need to be revised by both postponing the purchase and phasing-out of allowances indefinitely or for several years, i.e. not making energy more expensive until we can replace it efficiently. In addition, given the necessary predictability of the system's behaviour, it will be necessary to fix the price of an emission allowance firmly, moreover significantly below EUR 40 (with possible increases due to inflation), to slow down the gradual reduction of the number of allowances issued in each year and to reconsider the horizon of their planned full phase-out in 2043.

### **Legislation, Czech technical standards and non-legislation acts**

ČAPPO, through its Council, Executive Director, Working Groups, Specialised Sections, members, and the Secretariat, developed and drafted a number of the legislative initiatives and counselled the draft laws and implementation regulations, above all from the field of petroleum, petroleum products and the environment.

From 2023, discussions concerning the amendment of the Act on Packaging prepared by the Ministry of Environment that, among other, envisages the introduction of the mandatory packaging deposits and mandatory take-back of PET bottles and aluminium cans. Right from the beginning, the draft includes the sales floor exceeding 50 sqm as the limit for the mandatory entry into the system of the take back, also for

the service stations. ČAPPO does not agree with the mandatory inclusion of the service stations and prepared very extensive comments to the draft legislation. Also in the future, ČAPPO will continue to strive for the increase in the sales floor of the service stations with mandatory entry into the system over 100/200 sqm in case of continued discussions of the amendment of this Act.

Attention is also paid to other legislation standards that could significantly affect the activities of the member companies. The Secretariat regularly prepares their overview and sends it to the member companies. For the member companies, the Secretariat also prepares monthly summary of changes in technical standards based on the texts published in the Bulletin of the Office for Technical Standardization, Metrology and State Testing.

Regarding the non-legislation acts, it is necessary to note the co-operation with the General Financial Directorate in the area of VAT application to the cards used for fuels purchase (the case of VEGA). Discussions concerning this issue already started in 2019 and after a long pause also due to the Covid 19 pandemics, a number of detailed debates were organised early in 2024. In September 2025, the debates were successfully completed by the issuing of the “Information of the General Financial Directorate Concerning VAT Application in the Area of the Cards Used for Fuels Purchase”.

## **ORGANIZATION OF ČAPPO**

### **Membership**

As of 31 December 2024, the Association had 10 regular members. In 2024, five Specialised Sections worked within ČAPPO:

- Alternative Fuels
- LPG
- Operation of Service Stations
- Motor Fuels Transportation
- Oil Processing, Production of Fuels and Lubricants

As of 31 December 2024, total number of Specialised Sections members made 13. The lists of the regular members and members of Specialised Sections are attached.

### **The General Meetings**

The Annual General Meeting was held on 26 June 2024. It debated and adopted the Annual Report of ČAPPO for the year 2023, closing of books and the economic result for the year 2023, the Report of the Council about the Activities of ČAPPO in the period after the regular meeting in December 2023.

The regular General Meeting was held on 11 December 2024. The General Meeting debated and adopted the Report of the Council about the Activities of the Association since the Annual General Meeting in June 2024 and further information of the members of the Council from the individual areas of ČAPPO activities under their powers. It also debated the Report on the Keeping of the Budget as at 31 October

2024, draft of the budget and the amount of the membership fees and fees of the specialised sections for the year 2025 and adopted them. Further, members of the Working Group focused on the audit of accounting in 2024 were approved.

### **The Council**

In the year 2024, the Council held seven regular meetings during which it debated the development of proposals from the Fit for 55 package, current problems of the legislation, the activities of the Working Groups, Specialised Sections and the Secretariat. Much attention was also paid to information from the FuelsEurope Association and to the activities of ČAPPO in the media.

### **The Working Groups**

The Working Group Safety met on 27 March 2024. The main issue was, in particular, safety at service stations and the discussion concerning past emergencies. Further, the members of the Working Group discussed the legislation and standards, especially standard No. 010/2024 (Safety Requirements and Processes Applied in the Maintenance of Service Stations).

The Working Group Taxes and Finances met on 11 April 2024 and dealt, in particular, with the issue of the technical amendment of the Act on Consumption Tax, the draft of the amendment of the Act on Packaging (in particular, the part concerning the deposits for disposable PET and ALU packaging of drinks), transposition of RED III and ETS2. Another meeting of the Working Group was held on 5 November 2024 and its attendants discussed current issues from the legislation processes debated during the April meeting. Further, the group dealt with the system of the EU biofuels database (UDB).

At its meeting on 30 October 2024, the Working Group Legislation and Ethics occupied itself with the monitoring of the legislation and selected decisions of the courts, as well as current topics which were the amendment of the Act on Packaging, the Act on Resilience of Critical Infrastructure Entities, the draft of amendment to the Act on Building.

### **Specialised Sections**

The Specialised Section Alternative Fuels met on 8 March 2024 and 15 May 2024 and dealt with the topic of reducing emissions in transport, targets and share of the individual alternative fuels in savings.

### **The Secretariat**

The Secretariat properly dealt with daily clerical work, organised all the Association's events and prepared materials for them. Further, it prepared or co-ordinated the preparation of opinions concerning a number of both legislative and non-legislative proposals. The Executive Director participated in many negotiations with governmental bodies and other institutions and was active in the specialised working groups of the Ministry of Transport (MD), the Ministry of Finance (MF), the Ministry of Industry and Trade (MPO), the Ministry of Agriculture (MZe), the Ministry of Environment (MŽP), the Administration of State Material Reserves (SSHR), the

General Customs Directorate (GŘC), and the Czech Statistical Office (ČSÚ). He is also a member of the committee of the National Emergency Sharing Organisation (NESO).

The Secretariat prepares various information materials for the member companies, including the monthly overview of ČAPPO's activities and the regular overview of the development in the field of the legislation. Usually with a monthly periodicity it also prepares and distributes among the member companies a number of data source documents, in particular the survey of the sales at the service stations of ČAPPO member companies, the development of the motor fuels market according to the data of the Czech Statistical Office and the General Customs Directorate, the summary of the results of the checks of motor fuels quality (the Czech Trade Inspection), the comparison of the prices of petrol and diesel oil at the service stations in the Czech Republic and neighbouring countries, or of the development of the vehicle fleet in the Czech Republic.

In addition, the Secretariat collects and distributes to the member companies and working groups various technical and legislative information issued by the international petroleum industry association FuelsEurope and processes other information from Czech and foreign sources.

The Association also supplied, mainly on request, information and data to the state authorities, institutions, foreign petroleum industry associations, and specialists' community, as well as interns and students.

## **CO-OPERATION AND CONTACTS OF ČAPPO**

### **Governmental Bodies**

Through the Council and its members, the Secretariat and the Working Groups, ČAPPO maintained close contacts and co-operated, in particular, with the following governmental bodies:

- The Ministry of Industry and Trade (MPO), the division / department of gas industry and liquid fuels: Intensive co-operation in the preparation of the implementation of the RED II Directive; further, the co-operation also focused on the preparation of the National Plan of the Czech Republic in the field of energy and climate and the update of the National Action Plan Clean Mobility. The questions of tolerance of potential deviations in motor fuels quality and the details of some investigations were also debated. ČAPPO also participated in the activity of the working groups of the Ministry of Industry and Trade for the synthetic fuels and for the motor fuels standardization.

Within the project of the Technological Agency of the CR (TAČR) and the University of Chemistry and Technology (VŠCHT) "Optimum Use of Renewable Energy Sources in Transport", ČAPPO closely co-operated with the division of the strategy and international co-operation in the field of energetics. Further, ČAPPO expressed its positions concerning some of the legislative drafts through the ministry.

- The Ministry of Finance (MF) – the General Customs Directorate (GŘC), and the General Financial Directorate (GŘF): In particular, the Working Group for Taxes and

Finances co-operated with these institutions, mainly in the solution of current technical and legislative issues connected with the problems of the Excise Tax Act, the Value Added Tax and their amendments.

- The Ministry of Environment (MŽP) – the division of air protection: Throughout the year, a number of discussions took place in connection with the preparation for the implementation of the RED III Directive. Nevertheless, the parties did not always agree. Co-operation in the legislative area is ongoing, especially in amendments to the Act on Air Protection and the governmental Decree on Sustainability Criteria for Biofuels.
- The Administration of State Material Reserves (SSHR): Some of the member companies and the Executive Director of ČAPPO are members of the committee of the National Emergency Sharing Organization (NESO).
- The Czech Statistical Office (ČSÚ): ČAPPO uses monthly statement Petroleum and Petroleum Products. Unusual differences in various market development statistics are consulted as necessary.
- The Czech Office for Standards, Metrology, and Testing: The representatives of some of the member companies took part in the meetings of the technical standards commission Petroleum and Petroleum Products (TNK 118).

## **OTHER CONTACTS AND DOMESTIC CO-OPERATION**

ČAPPO co-operates as necessary and with variable intensity in relation to a number of professional or legislative issues with a number of institutions, companies, associations and unions, including, but not limited to the Economic Chamber of the Czech Republic, the Association of Chemical Industry of the CR, the Confederation of Industry and Transport of the CR, the Czech Gas Association, the Association of Car Importers, the Association of the Automotive Industry, the Association of Automobile Carriers ČESMAD BOHEMIA, the Association of Biodiesel Producers, CZ Biom, the University of Chemistry and Technology Prague (VŠCHT), the Research Institute of Agricultural Technology, ŠKODA AUTO, ČEZ, the Transport Research Centre.

## **INTERNATIONAL CO-OPERATION**

Also in the year 2024, there was very intensive and mutual exchange of information with the organization FuelsEurope, in particular concerning the issues of the future of the fuels industry till the horizon of 2050. A representative of ČAPPO regularly and actively took part in a number of the meetings, and regularly informed ČAPPO Council and the Working Group for public relations about them. Some of the documents of FuelsEurope were translated into Czech and published on ČAPPO website. ČAPPO also joined the media campaign of FuelsEurope “Clean Fuels for All”.

## **LIST OF ATTACHMENTS**

ČAPPO Council as at 31 December 2024

List of ČAPPO members as at 31 December 2024

ČAPPO Working Groups, Specialised Sections and Secretariat as at 31 December 2024

## COUNCIL OF THE CZECH ASSOCIATION OF PETROLEUM INDUSTRY AND TRADE (ČAPPO) AT DECEMBER 31, 2024

### Chairman:

**ČEPRO, a.s.**

Mgr. Jan Duspěva

### Vice-chairman:

**Shell Czech republic, a.s.**

Ing. Daniel Vagaský

### Members:

**AGROFERT, a.s.**

Ing. Martin Kubů

**MOL Česká republika, s.r.o.**

Ľuboš Dinka

**ORLEN Unipetrol RPA s.r.o.**

Mgr. Jakub Iwanowski, Ing. Jiří Winkelhöfer

## MEMBERS OF THE ČAPPO AT DECEMBER 31, 2024

**AGROFERT, a.s.**<sup>1, 3</sup>

Pyšelská 2327/2

149 00 Praha 4

**ČEPRO, a.s.**<sup>1, 3, 4, 5</sup>

Dělnická 213/12

170 04 Praha 7

**MERO ČR, a.s.**

Veltruská 748

278 01 Kralupy nad Vltavou

**MOL Česká republika, s.r.o.**<sup>1, 2, 3, 4, 5</sup>

Purkyňova 2121/3

110 00 Praha 1

**OMV Česká republika, s.r.o.**<sup>1, 3, 4, 5</sup>

Štětкова 1638/18

140 00 Praha 4

**ORLEN Unipetrol RPA s.r.o.**<sup>1, 2, 3, 5</sup>

Záluží 1

436 70 Litvínov

**Shell Czech Republic a.s.**<sup>1, 2, 3, 4</sup>

Antala Staška 2027/77

140 00 Praha 4

**TotalEnergies Marketing**

**Česká republika s.r.o.**<sup>1, 3</sup>

Rohanské nábřeží 678/29

186 00 Praha 8

**UNICODE SYSTEMS, s.r.o.**

Průmyslová zóna 161

674 01 Třebíč

**W.A.G. payment solutions, a.s.**<sup>1, 2, 3, 4, 5</sup>

Na Vítězné pláni 1719/4

140 00 Praha 4

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<sup>1</sup> Simultaneously, a member of the Alternative Fuels (Alternativní paliva) Section

<sup>2</sup> Simultaneously, a member of the LPG Section

<sup>3</sup> Simultaneously, a member of the Service Stations Operation (Provozování čerpacích stanic) Section

<sup>4</sup> Simultaneously, a member of the Motor Fuels Transport (Přeprava pohonných hmot) Section

<sup>5</sup> Simultaneously, a member of the Oil Processing, Motor Fuels and Lubricants Production (Zpracování ropy, výroba paliv a maziv) Section



## PERMANENT WORKING GROUPS OF THE CZECH ASSOCIATION OF PETROLEUM INDUSTRY AND TRADE (ČAPPO) AT DECEMBER 31, 2024

### Safety (Bezpečnost)

Head: Ing. Zdeněk Stejskal (ČEPRO, a.s.)

### Taxes (Daně)

Head: Ing. Jitka Danielová (MOL Česká republika, s.r.o.)

### Legislation and Ethics (Legislativa a etika)

Head: Mgr. Pavel Císař (ČEPRO, a.s.)

### Motor Fuels (Paliva)

Head: Ing. Jan Mikulec, CSc./Ing. Václav Loula (ČAPPO)

### PR (Public Relation)

Head: Ing. Martin Kubů (AGROFERT, a.s.)

## SPECIALIZED SECTIONS AT DECEMBER 31, 2024

### ABS Bonifer Czech, s.r.o. <sup>4</sup>

K Hájem 946/10  
155 00 Praha 5

### AXIGON a.s. <sup>3</sup>

Výtvarná 1023/4  
161 00 Praha 6

### CCS Česká společnost pro platební karty s.r.o. <sup>3</sup>

Voctářova 2500/20a  
180 00 Praha 8

### Enilive Austria GmbH, odštěpný závod Praha <sup>5</sup>

Klimentská 1216/46

### HUNSGAS s.r.o. <sup>2</sup>

Franzova 830/125  
614 00 Brno

### Klaccka s.r.o. <sup>4</sup>

Kozomín 503  
277 45 Úžice

### KM-PRONA, a.s. <sup>1, 3</sup>

463 55 Rynoltice 215

### KRALUPOL a.s. <sup>1, 2, 4</sup>

Jandova 10/3  
190 00 Praha 9

### PARAMO, a.s. <sup>5</sup>

Přerovská 560  
530 06 Pardubice

### PETROTRANS, s.r.o. <sup>4</sup>

Střelničná 2221/50  
182 00 Praha 8

### SGS Czech Republic s.r.o. <sup>3</sup>

K Hájem 2671/8  
155 00 Praha 5

### TOMEGAS s.r.o. <sup>2</sup>

Táborská 260  
399 01 Milevsko

### TSG, s.r.o. <sup>3</sup>

Nad Vršovskou horou 88/4  
101 00 Praha 10

<sup>1</sup> member of the section Alternative fuels (Alternativní paliva)

<sup>2</sup> member of the section LPG

<sup>3</sup> member of the section Service stations operations (Provozování čerpacích stanic)

<sup>4</sup> member of the section Motor fuels transportation (Přeprava pohonných hmot)

<sup>5</sup> member of the section Oil processing, motor fuels and lubricants production (Zpracování ropy, výroba paliv a maziv)



## **SECRETARIAT OF THE ČAPPO**

### **Executive Director**

Phone:

E-mail:

### **Technical Spokesman**

Phone:

E-mail:

### **Assistant**

Phone:

E-mail:

Web:

Address:

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[www.cappo.cz](http://www.cappo.cz)

Rubeška 393/7, 190 00 Praha 9 – Vysočany

## ABBREVIATIONS

AdBlue .....	High-purity aqueous solution of synthetic urea, used as an additive for selective catalytic reduction technology to achieve emission savings of diesel engines according to EURO IV standards and higher
CNG .....	Compressed natural gas
ČOI .....	Česká obchodní inspekce (Czech Trade Inspection)
ČS .....	Service station
ČSN .....	Česká technická norma (Czech Technical Standard)
ČSÚ .....	Český statistický úřad (Czech Statistical Office)
ČPS .....	Český plynárenský svaz (Czech Gas Association)
ETBE .....	Ethyl tertiary butyl ether
FAME .....	Fatty acids methyl esters
FAÚ .....	Finančně analytický úřad (Financial Analytical Office)
FuelsEurope	an interest organization of petroleum companies, representing their interests in relation to the EU institutions
GFR .....	Generální finanční ředitelství (General Financial Directorate)
GŘC .....	Generální ředitelství cel (General Customs Directorate)
HVO .....	Hydrotreated vegetable oil (paraffinic diesel fuel)
Intrastat .....	Statistical system of data collection and processing, monitoring the trade in goods among the members of the European Union
LNG .....	Liquefied natural gas
LPG .....	Liquefied petroleum gas
LUV .....	Light commercial vehicles
MD .....	Ministerstvo dopravy (Ministry of Transport)
MEŘO .....	Rape seed oil methylesters
MF .....	Ministerstvo financí (Ministry of Finance)
MPO .....	Ministerstvo průmyslu a obchodu (Ministry of Industry and Trade)
MZe .....	Ministerstvo zemědělství (Ministry of Agriculture)
MŽP .....	Ministerstvo životního prostředí (Ministry of Environment)
NAP .....	Národní akční plán (National Action Plan)
NESO .....	Národní organizace pro společný postup ve stavu ropné nouze (National Emergency Sharing Organisation)
OA .....	Passenger cars
OTE .....	Market operator
OS .....	Specialised sections
OZE .....	Renewable energy sources
PHM .....	Motor fuels
POZE .....	Supported energy sources

PS.....Working group

PSP ČR .....Poslanecká sněmovna Parlamentu ČR (Chamber of Deputies of the Parliament of the Czech Republic)

RED III.....Renewable Energy Directive (directive to support the use of energy from the renewable sources)

ŘSD.....Ředitelství silnic a dálnic ČR (Roads and Highways Directorate of the CR)

SSHR .....Správa státních hmotných rezerv (Administration of State Material Reserves)

TAČR.....Technologická agentura ČR (Technological Agency of the CR)

TNK .....Technická normalizační komise (Technical Standardization Commission)

VŠCHT .....Vysoká škola chemicko-technologická v Praze (University of Chemistry and Technology Prague)