Timeline elements:

Oct 2005 – A greenhouse gas reduction target for transport fuels:
The Commission idea to regulate GHG emissions of transport fuels under the FQD is presented at a stakeholder meeting.

Jan 2007 - The Commission proposes a 10% decarbonisation target by 2020:
A Commission proposal to revise the FQD is released and includes a mandatory target to reduce the carbon intensity of transport fuels by 10% by 2020.

April 2009 – A 6% decarbonisation target becomes law:
Parliament and Council adopts the revised directive with a 6% reduction target and implementing measures for biofuels.

Jan 2011 - First delay:
The Commission misses the initial deadline for publishing the implementing measures for fossil fuels.

Oct 2011 - Implementing measures are released:
The Commission finally publishes the proposed implementing rules for enforcing the law (including different carbon intensity values for all sources of unconventional oil, like tar sands and oil shale).

Feb 2012 - Second delay:
A vote in a committee of national experts ends with no decision. The Commission must re-submit the proposal "without delay" to the Council of EU Ministers.

April 2012 - Third delay:
Instead of submitting the proposal to the Council, the Commission decides to do a new study to assess the impact of its proposal.

May 2012 – The Parliament backs the 2011 FQD proposal:
The European Parliament insists that suppliers should apply a separate default value for tar sands when implementing the FQD.
August 2013 – The study is approved but not published:
Impact assessment study is concluded and approved by the impact assessment board.

http://www.euractiv.com/energy/eu-tar-sands-law-cost-oil-firms-news-530835
or intervention by Philip Owen/EP?