

## Annex 28: Information Service and AMF Website

<b>Project Duration</b>	January 28, 2004–Continuous
<b>Participants</b> <b>Task Sharing</b> <b>Cost Sharing</b>	None All contracting parties: Austria, Canada, Chile, China, Denmark, Finland, Germany, India, Israel, Japan, South Korea, Spain, Sweden, Switzerland, Thailand, United States
<b>Total Budget</b>	€50,000 (\$56,125 US) for 2018 €65,000 (\$72,963 US) for 2019
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### ***Purpose, Objectives, and Key Question***

The purpose of Annex 28 is to collate information in the field of advanced motor fuels and make it available to a targeted audience of experts in a concise manner.

### ***Activities***

- Review relevant sources of news on advanced motor fuels, vehicles, and energy and environmental issues in general. News articles are provided by experts in the Americas, Asia, and Europe.
- Publish three electronic newsletters per year (on average) on the AMF TCP website, and use an email alert system to disseminate information about the latest issues.
- Prepare an Alternative Fuels Information System that provides concise information on alternative fuels and their use for transport. The system covers information on the performance of cars, effects of fuels on exhaust emissions, and compatibility of fuels with the needs of the transportation infrastructure.
- Update the AMF TCP website to provide information on issues related to transportation fuels, especially those associated with the work being done under the AMF TCP. The website, in addition to providing public information, has a special password-protected area that is used for storing and distributing internal information for delegates, alternates, and operating agents on various topics (e.g., strategies, proposals, decisions, and Executive Committee meetings of the AMF TCP).

- In 2018, an additional activity included the preparation of a section for the IEA publication, “Renewables 2018,” on air quality implications of transport biofuel consumption. The content is based on the findings of several AMF Annexes. Tables 1 and 2 show the effect that the combination of fuel and vehicle technology has on local emissions of vehicles.

Table 1 Air pollutant emissions by fuel from modern and older cars

Fuel	Modern cars			Older cars		
	NO <sub>x</sub>	PM	VOCs	NO <sub>x</sub>	PM	VOCs
Gasoline	Green	Yellow	Yellow	Green	Green	Orange
Ethanol (E85)	Green	Green	Yellow	Green	Green	Orange
Biomethane	Green	Green	Green	Green	Green	Yellow
Diesel	Orange	Green	Green	Red	Red	Orange
FAME Biodiesel	Orange	Green	Green	Red	Orange	Yellow
HVO	Orange	Green	Green	Orange	Orange	Yellow

Emissions from lowest to highest (left to right): ■ ■ ■ ■

Notes: Older = Euro 3 or equivalent (e.g., model year 2000 in Europe); modern = vehicles that meet Euro 6 emissions standards or equivalent. Assessing the relative performance of biofuels compared with fossil fuels in terms of air pollutant emissions, and therefore health impact, is complex. Consequently, ranking different fuels according to health impact can be subject to debate because biofuels can decrease some air pollutant emissions compared with fossil fuels while increasing others. Consideration must also be given to the fossil fuel substituted, how the biofuel is consumed, e.g., blended (at a low or high share) or unblended, and the level of sophistication of the vehicle’s engine and after-treatment technology. In addition, the relative health risks of different air pollutants must also be taken into account. Particulate matter (PM) categorisation for modern cars is made on the basis that direct injection gasoline engines have higher PM emissions than particulate filter-equipped diesel cars.

Table 2 Air pollutant emissions by fuel from modern and older heavy-duty vehicles

Fuel	Modern heavy-duty			Older heavy-duty		
	NO <sub>x</sub>	PM	VOCs	NO <sub>x</sub>	PM	VOCs
Diesel	Yellow	Green	Green	Red	Red	Orange
FAME Biodiesel	Yellow	Green	Green	Red	Orange	Yellow
HVO	Yellow	Green	Green	Orange	Orange	Yellow
Biomethane	Yellow	Green	Green	Yellow	Green	Yellow

Emissions from lowest to highest (left to right): ■ ■ ■ ■

Note: Please see notes below Table 1.

### **Key Findings**

The AMF website and newsletters provide a wealth of information on transportation fuels to experts and interested laypersons.

The website covers background information on the AMF TCP and its participants, access to all AMF publications, details on AMF projects (annexes), and information on fuels and their use in vehicles.

- Delegates to the AMF Executive Committee and operating agents of AMF annexes are listed on the website with full contact details and portraits.
- AMF projects are briefly described and — where available — final reports and brief key messages are presented. Project descriptions and reports date back to the beginning of AMF in 1984.
- Other publications include AMF annual reports, country reports, newsletters, and brochures.
- Information on specific fuel topics can be found either by searching in the Fuel Information System or by identifying a relevant project (annex) and checking the related report. Knowledge gained through AMF projects is frequently added to the Fuel Information System, which thus serves as a reference book for experts and laypersons alike.

Newsletters typically are around 12 pages and are provided electronically (subscription is possible via the website). Topics covered are:

- Demonstration/Implementation/Markets
- Policy/Legislation/Mandates/Standards
- Spotlights on Aviation, Shipping, and Asia
- IEA and IEA-AMF News
- Publications
- Events

### **Publications**

In 2018, three electronic newsletters were published on the AMF TCP website: one each in June, October, and December.

The Alternative Fuels Information System is available on the AMF TCP website. The AMF TCP website is updated frequently with information from Annexes and Executive Committee meetings.

The Special Report, “Air Quality Implications of Transport Biofuel Consumption,” is available on the website.