

TCP on Advanced Motor Fuels (AMF TCP)

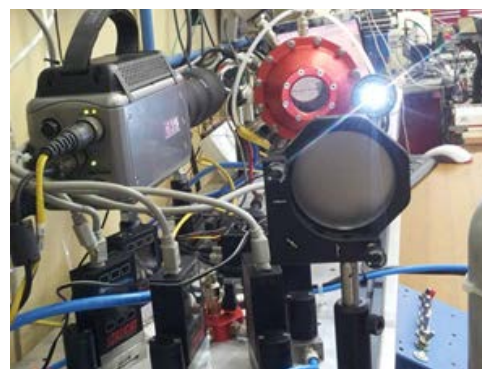
The mission of the AMF TCP is to advance the understanding and appreciation of the potential of advanced motor fuels towards transport sustainability. This is achieved by providing sound information and technology assessments designed to facilitate informed and science-based decisions regarding advanced motor fuels at all levels of decision-making.

Main areas of work

- o [Assessment of the applicability of new fuels](#)
- o [Evaluation of fuel efficiency, regulated and unregulated pollutant emissions from specific fuel/engine/vehicle combinations](#)
- o [Assessment of best matching fuel/vehicle technologies for specific applications](#)

Key activities and accomplishments (2017-2018)

- Driving cycle for buses adopted by the Chilean government in Santiago
- Fuel efficiency and tailpipe emissions results contributed to international emissions model
- Using natural gas and biogas and their derivatives in road transport
- AMF fuels/vehicles evaluated and benchmarked against others



Laser measurement equipment.
Source: AMF Report "Fuels for Efficiency". © Technion, Israel Institute of Technology

Fuel	Modern cars			Older cars		
	NO _x	PM	VOCs	NO _x	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): Green, Yellow, Orange, Red

The positive effect of biofuels on vehicle exhaust emissions is more pronounced for older cars than for modern cars, Source and copyright: AMF Special Report "[Air quality implications of transport biofuel consumption](#)".

Priorities and projects (2019 – 2020)

- [Lessons learned from Alternative Fuels Experience](#)
- [The contribution of Advanced Renewable Transport Fuels to Transport Decarbonisation in 2030 and beyond](#)
- [Heavy duty vehicle evaluation](#)
- [Methanol as motor fuel](#)
- [Real driving emissions & fuel consumption](#)
- [GDI engines and alcohol fuels](#)
- [Sustainable bus systems – phase 2](#)
- [Methane emission control](#)

Multilateral collaborations

- Joint project with the Bioenergy TCP; co-operation with TCPs on Combustion and Hybrid and Electric Vehicles
- Interests and priorities for further collaboration include:
 - o Efficiency and emissions (Combustion TCP)
 - o Emerging fuels (Hydrogen TCP)
 - o Fuels for HEVs and FCVs: (HEV and AFC TCPs)
 - o Lessons learned and deployment of new technologies (several TCPs)
 - o Systems analysis (several TCPs)

Membership



Austria



Canada



Chile



China



Denmark



Finland



Germany



India



Israel



Japan



Korea



Spain



Sweden



Switzerland



United States

Why should your organisation become a member of the AMF TCP?

Advanced motor fuels, applicable to all modes of transport, significantly contribute to a sustainable society around the globe. The AMF TCP provides an international platform for co-operation and exchange of best practices, enabling stakeholders from different continents to pool and leverage knowledge and research capabilities in the field of advanced and sustainable transport fuels.

TCP Chair: Magnus Lindgren, Sweden (magnus.lindgren@trafikverket.se)

TCP Secretary and primary contact: Dina Bacovsky (dina.bacovsky@bioenergy2020.eu)

IEA contact: Jacopo Tattini (jacopo.tattini@iea.org)

www.iea-amf.org

The AMF TCP is organised under the auspices of the International Energy Agency (IEA) but is functionally and legally autonomous. Views, findings and publications of the AMF TCP do not necessarily represent the views or policies of the IEA Secretariat or its individual member countries.