NEWS FROM THE IEA

IEA Information Centres meeting

On May 3rd, a meeting was organised between the IEA Information Centres of seven Implementing Agreements: AIVC (Air Infiltration and Ventilation Centre), Clean Coal Centre, EETIC (Energy and Environment Technologies Information Centre), ETDE (Energy Technology Data Exchange), Heat Pump Centre, ICCTI (International centre for Gas technology Information) and IEA AMF/AFIS.

The reason for this meeting was twofold: getting to know each others activities to avoid duplication in activities and to gain insight in possibilities for future co-operation. The second reason is that participation in Information Centres is declining. The meeting was held to share experiences and to discuss possibilities to halt this decline in interest.

Each participant agreed to formulate and make a SWOT analysis for its information centre, after which operating strategies can be formulated. The Information Centres will keep each other informed about relevant developments and will meet on a regular basis, for example every other year.


3rd Workshop Deployments Strategies for Hybrid, Electric & Alternative Fuel Vehicles

June 10, 2002 the 3rd workshop of the annex 'Deployment Strategies for Hybrid, Electric & Alternative Fuel Vehicles' was held. This workshop enables getting a wider horizon by inviting experts from outside the Annex. Moreover special topics arising from the work on the evaluation of promotion measures are discussed among the experts in an informal and frank exchange of points of view.

Among the presentations and studies discussed were:
- The OECD Task Force on Low Emission Issues: Implementation issues, by Mr. Antonio Matucci of ENEA, Italy.
- Do Governments Learn? The Example of the Action Program Energy 2000, Switzerland, by Stefan Rieder, INTERFACE, Switzerland.
- Can Local Initiatives Influence National Policy? The Austrian Car-free Tourism resorts Project as an Example, by Willy Raimund, E.V.A. Austria.
- Demonstration projects; The road to success, by Mikael Fjällström, Stem, Sweden.

For more information, please contact the presenters directly or contact Ms. Sigrid Kleindienst Mustawder, e-mail: smustawder@ioeacentre.ch, phone: +41-31-9153561

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September 2002
Volume 5, number 3

Fuels Update

IEA report: enormous pressure on global environment

57% raise in fuel demand expected by 2002

“We are not on a sustainable energy path unless we make considerable changes,” said Robert Pridlle, Executive Director of the IEA at the presentation of the document Towards Solutions: Sustainable Development in the Energy Sector on May 28. The IEA Member countries endorsed the document and its 25 specific recommendations as a contribution to the World Summit on Sustainable Development of 26 August - 4 September in Johannesburg.

The IEA notes that a projected 57% increase in mainly fossil fuel based energy demand over the next 20 years will exert enormous pressure on the global environment. Huge investment demands, continued distortions in energy markets, growing problems caused by the instable demand for transportation, and barriers to deployment of renewable energy technologies, all point to a need for countries to do more.

World oil demand

In Towards Solutions: Sustainable Development in the Energy Sector, the IEA shows how the principles of sustainable development can be applied in the energy sector and looks at eight different areas, one of them being sustainable transportation. By 2020, transport is likely to account for more than half of the world oil demand and roughly one quarter of global energy-related CO2 emissions, and result in considerable local air pollution. Transport will grow faster than any other end-use sector, and the growth of demand in non-OECD countries is expected to be three times higher than in the OECD region. However, the world oil demand in OECD countries will remain the greatest energy users in transport.

Therefore, the IEA member countries affirm that: improvements in fuel economy should be promoted, including through technological advancements and policies such as infrastructure pricing, innovative toll systems, priced parking and management of freight deliveries; appropriate institutional structures should be promoted to develop and communicate local, regional and national transport policies; international funding organisations should place a high priority on supporting the expansion of effective transportation in developing countries. Renewable energy should also play an increasing role.

The world has made little progress on its energy consumption in the last decade, with people still relying mostly on fossil fuels for power. Renewable energy accounts for 1% of the world’s supply, while fossil fuels provide about 85%.

The longstanding barrier of cost remains a continuing problem for greater use of renewables. Although prices for solar and wind power have fallen, their prices remain high relative to fossil fuels, whose prices have stayed low. And technological advances have helped to
lower costs both for renewables and fossil fuels. Industrialized nations con- sume most of the world’s fuel. The United States con- 
sumes 354 mm Btu and Western Europe uses 170 
mm Btu, while India con- 
sumes 12 mm. By 2050, the world may use 15 times as much 
ergy as it did in 1950, said Shell Chairman Phil Watts. Developing 
countries will account for 
majority of that increased 
consumption.
Sources: Environment and Energy Daily www.eenews.net; IEA Pub- 
lic Information Office; tel: +31(0) 405 765 0001, fax: +31(0)405 765 
5, Press contact: Fiona Davies, 
phone: +31(0) 405 765 50; 
fiona.davies@iea.org. The brochure 
and a flyer of the World Summit 
can be downloaded from the IEA 

**HYDROGEN**

**Japanese filling station**

The Japanese Showa Shell is 
building the world’s first 
hydrogen filling station for 
passenger cars in the city of 
Tokyo, in 2003. The station 
is one of the 5 stations that 
will be built in the next year 
for a hydrogen and fuel cell 
demonstration project. At 
the service station, several 
prototypes of buses and fuel 
cell passenger cars can be 
filled up with liquid or com- 
pressed hydrogen. Toyota 
will be one of the auto mak- 
ers in the project to intro- 
duce prototype vehicles on 
the Japanese market. 

**Toyota**

Toyota began testing the 
FCHV-4 on public roads in 
Japan in June 2001 and 
a month later in the US. 
This is a passenger car 
powered by hydrogen stored in 
high-pressure tanks and 
featuring the Fuel Cell Stack 
developed by Toyota. 

The company believes such tests will help establish the infrastruc- ture needed for the public 
acceptance of fuel cell cars 
and the use of hydrogen as a 
fuel. Another Toyota model 
however, the FCHV-5, uses 
a new low-sulfur fuel called 
hydrocarbon fuel (CHF) and 
an on-board reformer to 
produce hydrogen from it. 

The key benefit of CHF, 
which is produced from 
coal, natural gas or coal 
and can be used in current 
internal combustion en- 
gines, is that it can be sup- 
plied through the existing 
public service station infrastruc- 
ture. CHF would then be 
used for fueling fuel-cell 
vehicles, as well as current 
gasoline-powered cars.

**LPG**

**Dutch LPG cars diminishing**

The number of passenger 
cars running on LPG is 
decreasing. In 1991, 584.000 
cars were using an LPG tank, in 
2001, the number decreased 
322.000. Diesel cars 
are getting more popular 
because of better 
measurability. Unlike diesel 
cars, cars running on LPG 
cannot lose their negative 
image. LPG cars are still 
believed (wrongly) to have bad engine performance.

**Sources:** Stromen, 30 August 2002.

**GASOLINE**

**Reducing leded fuel in southern Africa**

The efforts to reduce leded 
fuels and harmful emissions 
in southern and South Afri- 
a is getting more successful, 
according to a BP spokes- 
man. A combination of gov- 
ernment commitment, oil 
industry initiative, technolo- 
gy and public awareness 
programs has greatly increased 
the usage of replacement-fuel and lead- 
free petrol to keep the coun- 
try on track for the January 
2006 phase out of leded fuels.

BP’s initial effort centred 
on unleaded fuel, a project 
that started out successfully 
but eventually petered out 
due to wide spread confu- 
sion and the limited viability 
of unleaded fuel. On the 
other hand, the level of usage 
of lead-replacement petrol 
has risen by 10% in 
the last 7 months alone 
and continues to grow.

**Sources:** Stromen, 9 August 
2002, Automotive Engineer 
July/August 2002.

**AMF MEMBERS**

VTT research lab

Late March 2002, VTT, Tech- 

canical Research Centre of 
Finland, opened a new research 
laboratory for research on 

heavy duty vehicles. It 

focuses on truck and bus 
energy and emissions 

research. The laboratory 

enables advanced engine exhaust 

emission measurements in 

accordance with the latest 

UE HD emission directive. 
The new laboratory’s main 

devices are a heavy chassis 
dynamometer for vehicle 

measurements and a tran- 

sient engine dynamometer 

for engine measurements, 

including exhaust emission 
measurement equipment for 

both devices.

**transient type**

With the new equipment, it 
will be possible to conduct 
transient type engine and 
vehicle measurements, i.e. 
tests which simulate engine 

load changes similar to situa- 
tions in normal traffic. It 

will also be possible to mea- 

sure the particle emissions.