

**IEA TCP AMT  
MULTIYEAR OPERATING PLAN**

**IMPLEMENTING AGREEMENT  
FOR A CO-OPERATIVE PROGRAMME ON  
ADVANCED MATERIALS FOR TRANSPORTATION APPLICATIONS**

Prepared in November, 2009, approved by ExCo meeting on Dec 4, 2009

Final passage March 14, 2010

Updated January 1, 2012

Updated Jan 1, 2015

Updated July 1, 2017

Updated Aug 2, 2020

An addendum to the AMT Implementing Agreement

## The Implementing Agreement on Advanced Materials for Transportation (IA-AMT, hence forth referred to as AMT) Multiyear Operating Plan

### **Introduction**

This Multiyear Operating Plan (MOP) has two purposes: to clarify the AMT's operating procedures; and to create an official record of the process and procedures so that future changes can be made from. This plan includes short summaries of all the active annexes and their work plan at the time. Updates will be issued when needed.

### **Financial operation of AMT**

AMT operates on a task-shared basis. Each Annex defines the technical objective and work plan with participants through consensus. The tasks are assigned to the participants and participants are responsible to carry out the task. Each participant is responsible for funding of the task. There is no common fund or dues collected from countries or entities. In the rare instance that if a Task or an Annex was proposed and approved by the Executive Committee in unanimity to operate on a cost-shared basis, (i.e. every participant provides a yearly sum to create a common fund, and awards a contract to an institute or research organization or a university to carry out the specific project), participation will be entirely voluntary. The new Annex Leader shall contract or designate an operating agent as described in the Implement Agreement text. Under this situation, reports, accounting, hiring, staff, termination, liability will be governed by the implementing agreement language (IA text article 5 and 7).

### **Participation in annexes and information dissemination protocols**

When a country joins AMT, participation of at least one Annex is required. The participation in the annex or annexes is submitted in the agreement by the new member country to the IEA Executive Director. Every time the country joins a new annex or withdraws from an Annex, official notice will be sent to the IEA Secretariat to update the official record.

An Annex is the basic working unit of the AMT. Each Annex has considerable leeway to set its own goals and rules of engagement with unanimous consensus of all participants, according to the language of the Implementing Agreement. This shall be written into the annex document and approved by the Executive Committee. Information such as sample identity, test method procedures, and resulting data are available only to the contributing members of the annex. The final report of the project, after approval by the Exco is available to all members of the Implementing Agreement. Proprietary data from industrial companies are protected from release unless so authorized by the company in writing.

### **AMT website**

AMT uses a website for communication to the general public interested in the goals and

activities of the Implementing agreement. A section of the webpages also serves as a communication focal point among the participants.

The website [www.amt-tcp.org](http://www.amt-tcp.org) is open to the public to communicate the AMT activities. It also has a password protected members-only webpage in which the executive committee meeting minutes, Annex reports, current issues and future plans, are described. There is a three-year delay on the webpages on all technical presentations (unless consented and released by the presenter). After three years, the technical presentation files will be placed under the public domain webpages.

Each Annex has its own webpage. In addition, a password-protected webpage can be used by the Annex participants if the Annex decides to use the webpage for communication. The private webpage is open only to the annex participants, the Chairman, the Vice-Chair, and the Operating Agent of the IA (if one is duly appointed).

### **AMT Strategic plan**

**Scope:** AMT focuses on selected material technologies to promote fuel economy, emission reduction, global warming mitigation, and facilitate the insertion of environmentally friendly and sustainable materials.

**Mission:** The mission of AMT is to conduct materials research and to facilitate and accelerate the transitioning of new materials into vehicles and their components to achieve fuel economy improvement. This includes the development of standard test methods, standards, testing, and demonstrations, and design guidelines and materials technology selection guides.

**The Strategy Plan for 2020-2030** for the Implementing Agreement for *A Program of Research and Development on Advanced Materials for Transportation Applications* (AMT) is available to serve as a guide/roadmap for the AMT activities for the duration with the aim to develop critical materials technology for energy efficiency improvement.

*See AMT strategy plan for 2020-2030*

The Strategic direction for AMT-TCP focuses on energy efficiency improvement related to transportation sector via lightweighting, friction reduction, and thermal management, automotive glazing, and tailored engineered surfaces. We have achieved significant progress in all areas. The friction reduction surface has achieved 2% fuel economy gain using standard engine tests, this means reduction of 700Mb/yr of oil and 0.7Mton carbon emission in the US alone.

### **Summary**

AMT has developed a strategy to make progress towards the goals specified in this report to enable new material technologies for significant fuel economy improvements through weight reduction, friction control, and improved efficiency via novel materials.

The majority of our efforts for the upcoming term will focus on how to achieve the specific goals set out in the attached annexes.

Publication acknowledgment:

“The report (paper) describes the work being conducted is part of the Implementing Agreement on Advanced materials for Transportation under the auspices of IEA” or “The activity described in this paper is part of Implementing Agreement on Advanced Materials for Transportation under the auspices of the International Energy Agency Technology Network”.

The Implementing Agreement for a Co-operative Programme of Research and Development on Advanced Materials for Transportation Applications, AMT IA, functions within a framework created by the International Energy Agency (IEA). The views, findings, and publications of the AMT IA do not necessarily represent the views or policies of the IEA or of all of its individual member countries.