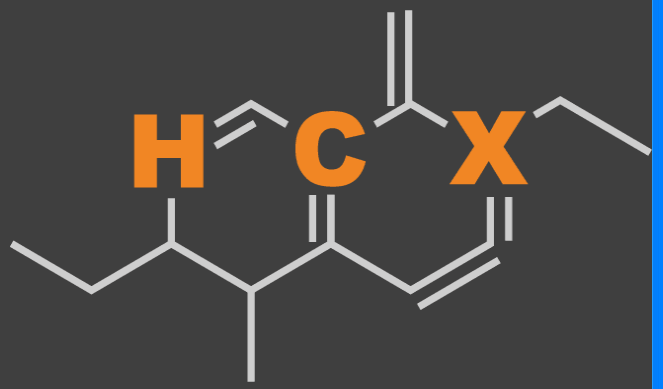


FARO90

Ethanol Blending in Gasoline - Jamaica

June, 2023

Ethanol Blending in Latin America

There are important fuel quality and environmental impact of vehicle emission challanges in the Region.

- The use of ethanol improves gasoline quality and creates flexibility in gasoline production.
- Ethanol use is a cost-effective way to increase gasoline octane and to replace more expensive gasoline components.
- Ethanol contributes to transport decarbonization and air quality improvement.
- There are opportunities across Latin America to increase the ethanol blend level and implement new policies on the use of gasoline-ethanol blends.

Sixteen countries with potential and additional use of ethanol were studied: 1) gasoline market profiles; 2) Optimization of gasoline blends with ethanol and 3) Environmental impact of gasolines blended with ethanol.

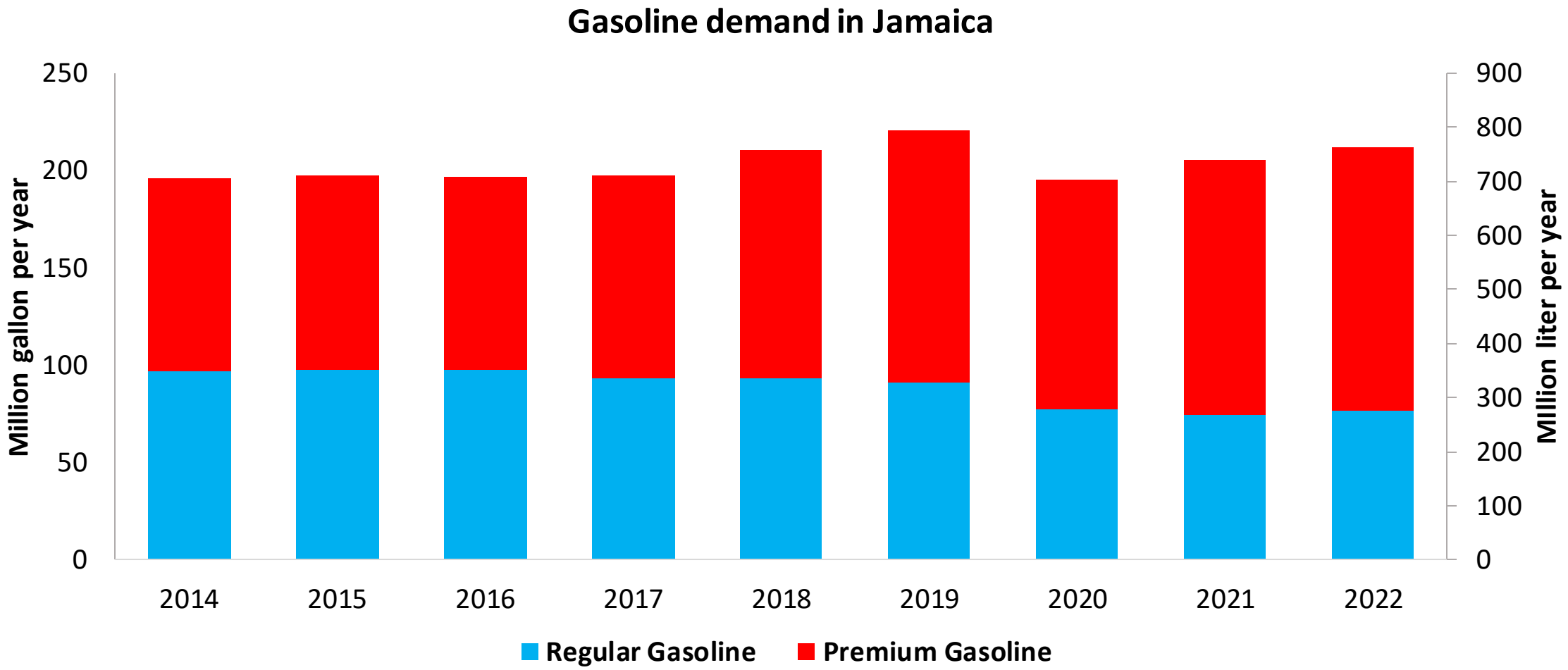
Ethanol Blending in Gasoline - Jamaica

In 2022, gasoline production was 476 million liters and gasoline imports 190 million liters, mainly from United States. Regular grade (AKI 87) had a market share of 36% and Premium grade (AKI 90) 64%. Since 2010, only E10 has been consumed in Jamaica.

E10 is mandate in Jamaica since 2010. Previously, ethanol was supplied with local production Petrojam, however, in recent years ethanol is mainly imported from the United States.

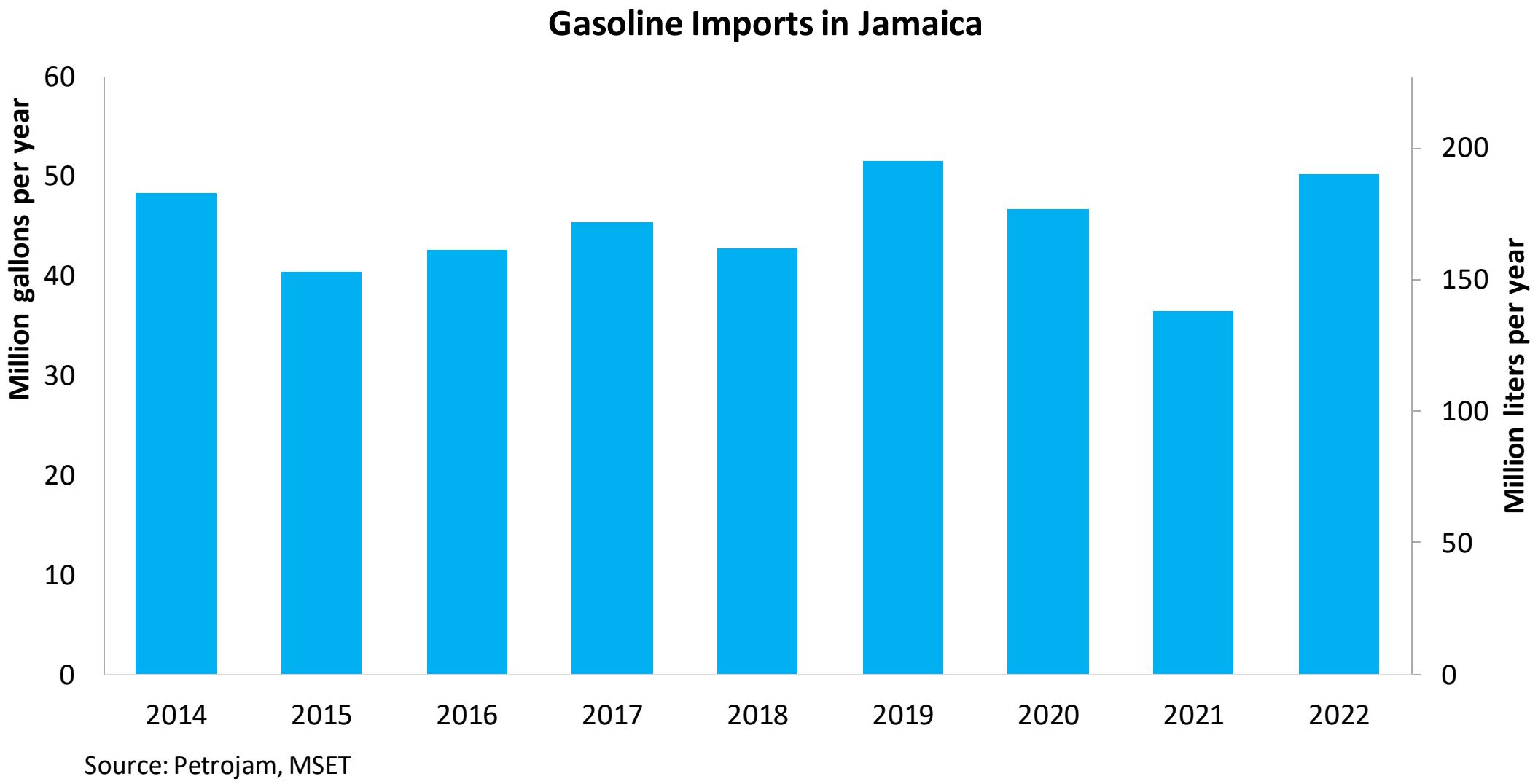
Source: Petrojam, MSET

Gasoline Demand in Jamaica



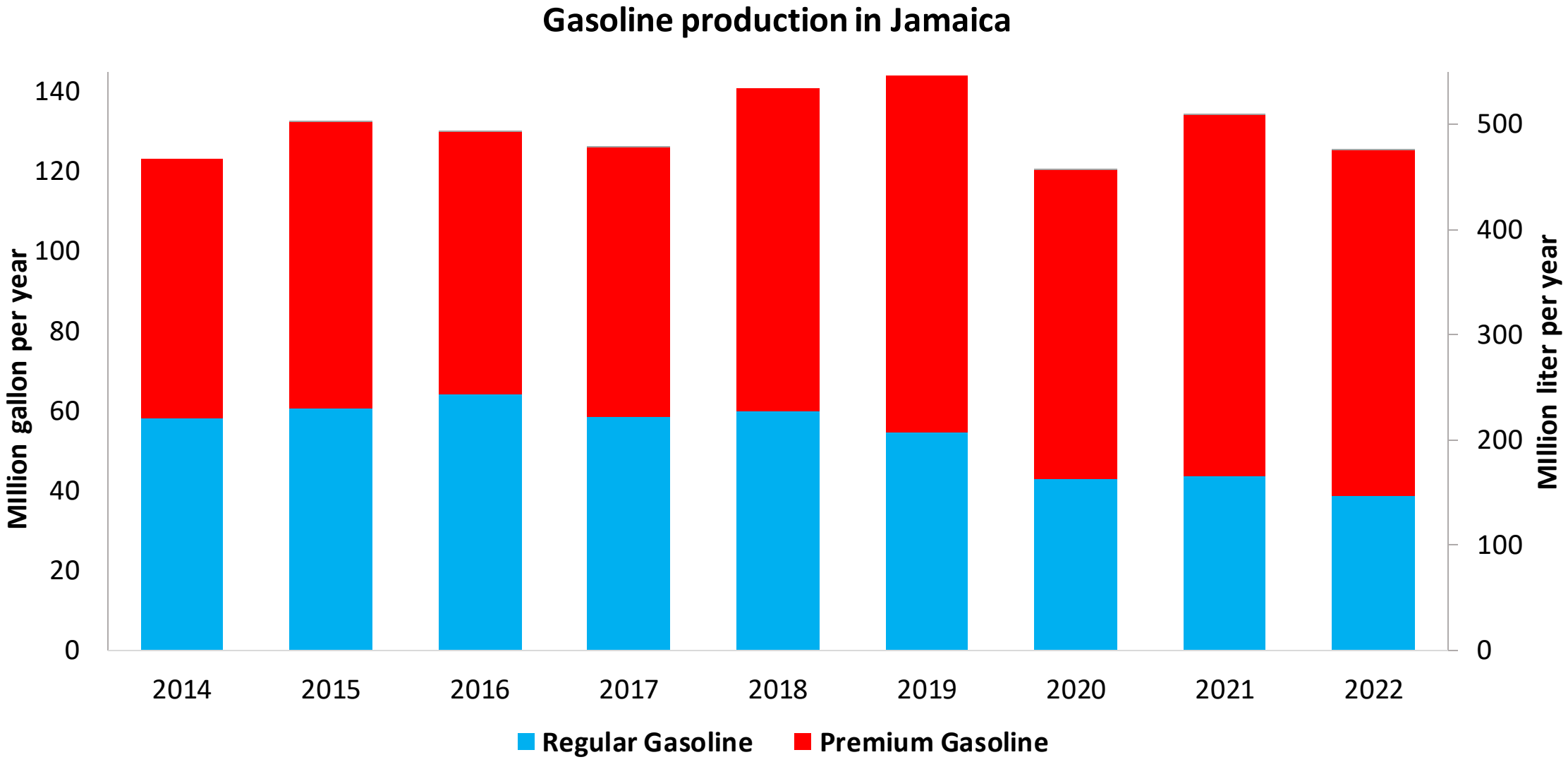
Source: Petrojam, MSET

Gasoline Imports in Jamaica



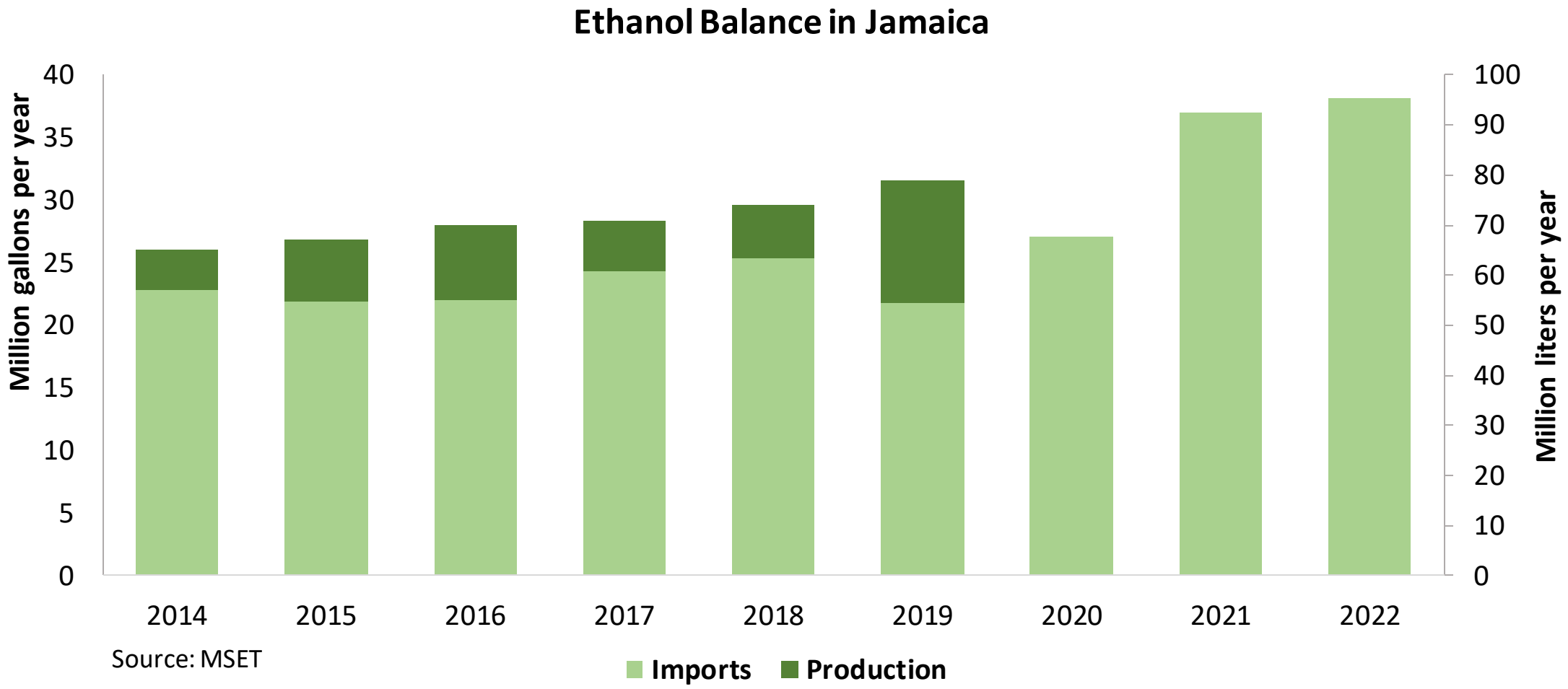
Source: Petrojam, MSET

Gasoline Production in Jamaica



Source: Petrojam, MSET

Ethanol Balance in Jamaica



Source: MSET

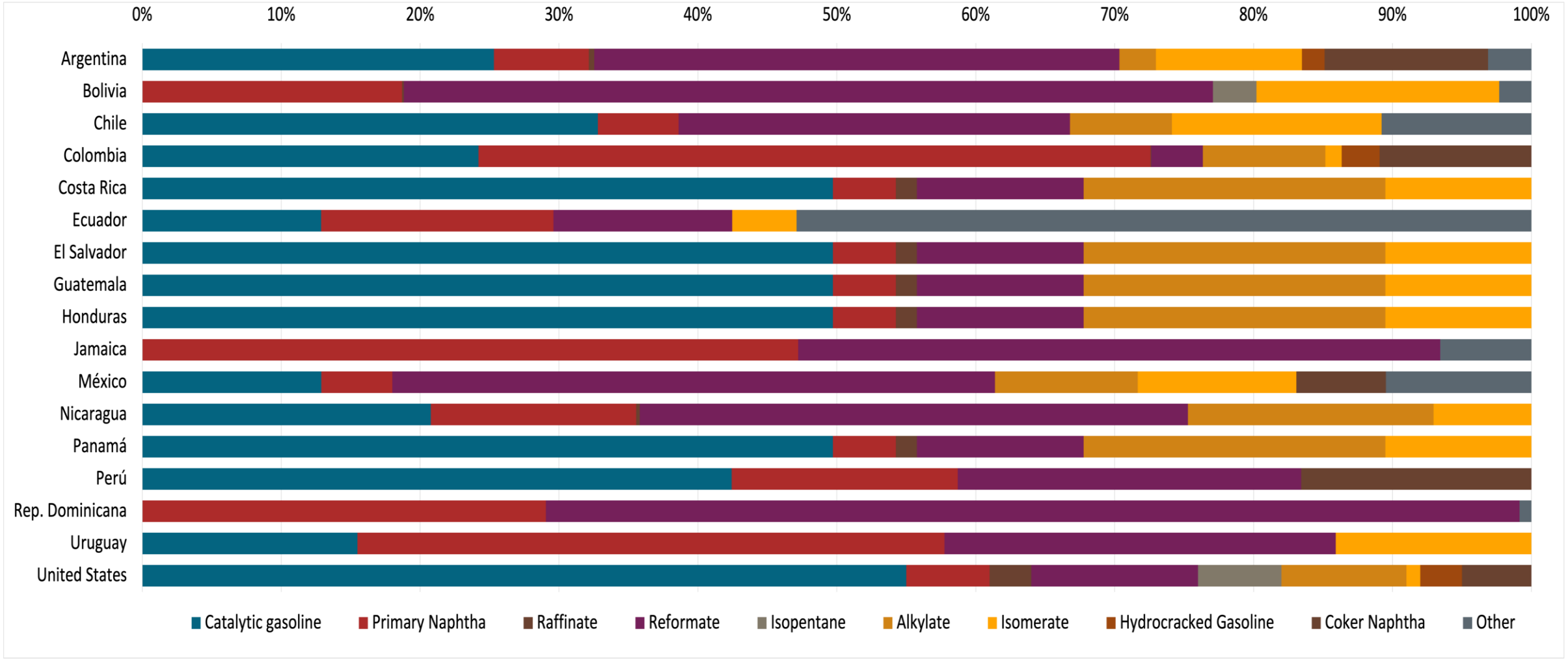
Gasoline Quality in Jamaica

Name	JS 341:2017		EN 228:2012 + A1:2017 (Euro 6 enabling)			
Implementation Date	2017		2017			
Applicability	Whole country	Whole country	All countries			
Selected Grade	Unleaded Petrol AKI 87 E10	Unleaded Petrol AKI 90 E10	RON 95 E5	RON 95 E10	RON 98 E5	RON 98 E10
Benzene Content	< 5 %v/v	< 5 %v/v	< 1 %v/v	< 1 %v/v	< 1 %v/v	< 1 %v/v
Aromatics	< 45 %v/v	< 45 %v/v	< 35 %v/v	< 35 %v/v	< 35 %v/v	< 35 %v/v
Olefins	-	-	< 18 %v/v	< 18 %v/v	< 18 %v/v	< 18 %v/v
Lead Content	< 0,013 g/l	< 0,013 g/l	< 5 mg/l	< 5 mg/l	< 5 mg/l	< 5 mg/l
Manganese	< 18 mg/l	< 18 mg/l	< 2,0 mg/l	< 2,0 mg/l	< 2,0 mg/l	< 2,0 mg/l
RON			> 95	> 95	> 98	> 98
MON			> 85	> 88	> 85	> 88
AKI	90	87				
Sulfur Content	< 1.500 mg/kg	< 1.500 mg/kg	< 10 mg/kg	< 10 mg/kg	< 10 mg/kg	< 10 mg/kg
Oxygen Content	< 4 %m/m (Gasoline with no ethanol)	< 4 %m/m (Gasoline with no ethanol)	<2,7 % m/m	<3,7 % m/m	<2,7 % m/m	<3,7 % m/m
Ethanol (EtOH)	< 10 %v/v	< 10 %v/v	<5 %v/v	<10 %v/v	<5 %v/v	<10 %v/v
RVP 37.8°C (Summer)	< 61 kPa	< 69 kPa	<> 60 - 70 kPa *Depends on the country, RVP is regulated in the EU Fuel Quality Directive			
RVP 37.8 °C(Winter)						
RVP 37.8°C (Transition)						
MTBE	< 15% v/v for Gasoline with no ethanol	< 15% v/v for Gasoline with no ethanol	-	-	-	-
Ehters 5 or more C Atoms	15% v/v (other oxygenates)	15% v/v (other oxygenates)	Based on oxygen content	<22 %v/v	Based on oxygen content	<22 %v/v

Source: Bureau Standards Jamaica (BSJ)

Gasoline Component Blending in Latin America

Gasoline is a blend of a base gasoline and other components. This blending is usually done at blending terminals as only 30% of the world's finished gasoline is distributed directly from refineries. Each component provides different properties to the final blend, for example, isomerates, alkylates and butanes increase the octane. The components commonly used in Latin America are:



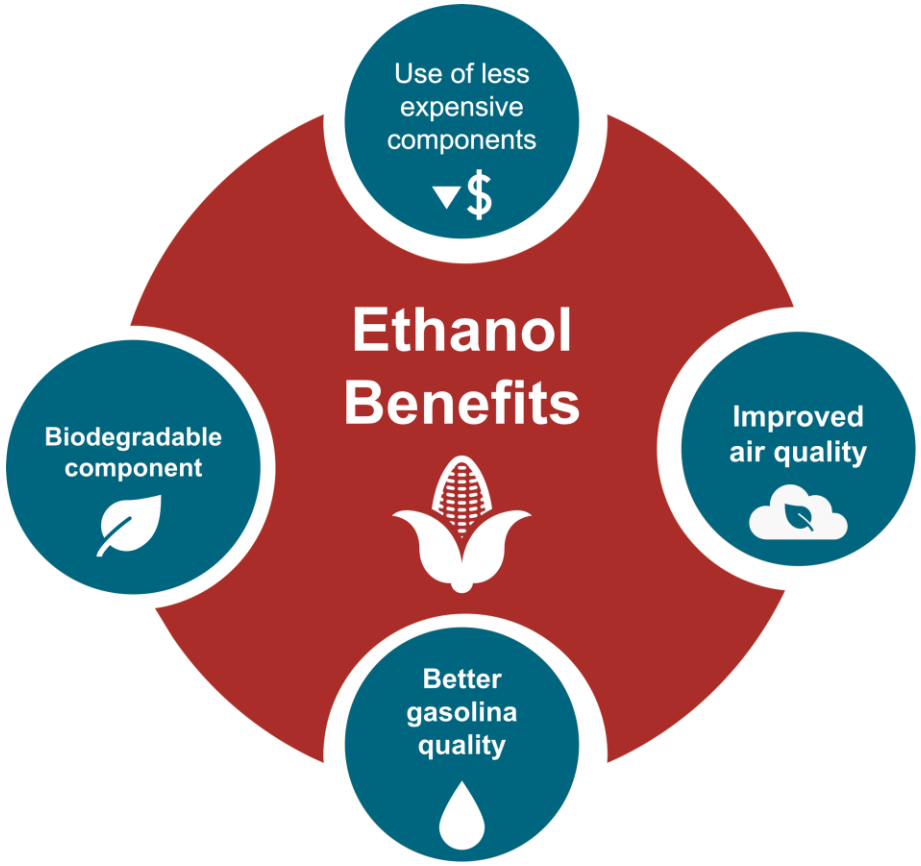
Gasoline Blending Optimization

In some parts of the world, ethanol is added to gasoline as a blending component.The advantages of ethanol include that it is a renewable fuel made of biomass; that it is an octane booster that helps to dilute sulfur; and that it allows the fulfillment of environmental objectives.To determine the optimal components to be blended with ethanol, a **blending model** was used. This model selects the components to add in the gasoline/ethanol blend based on:

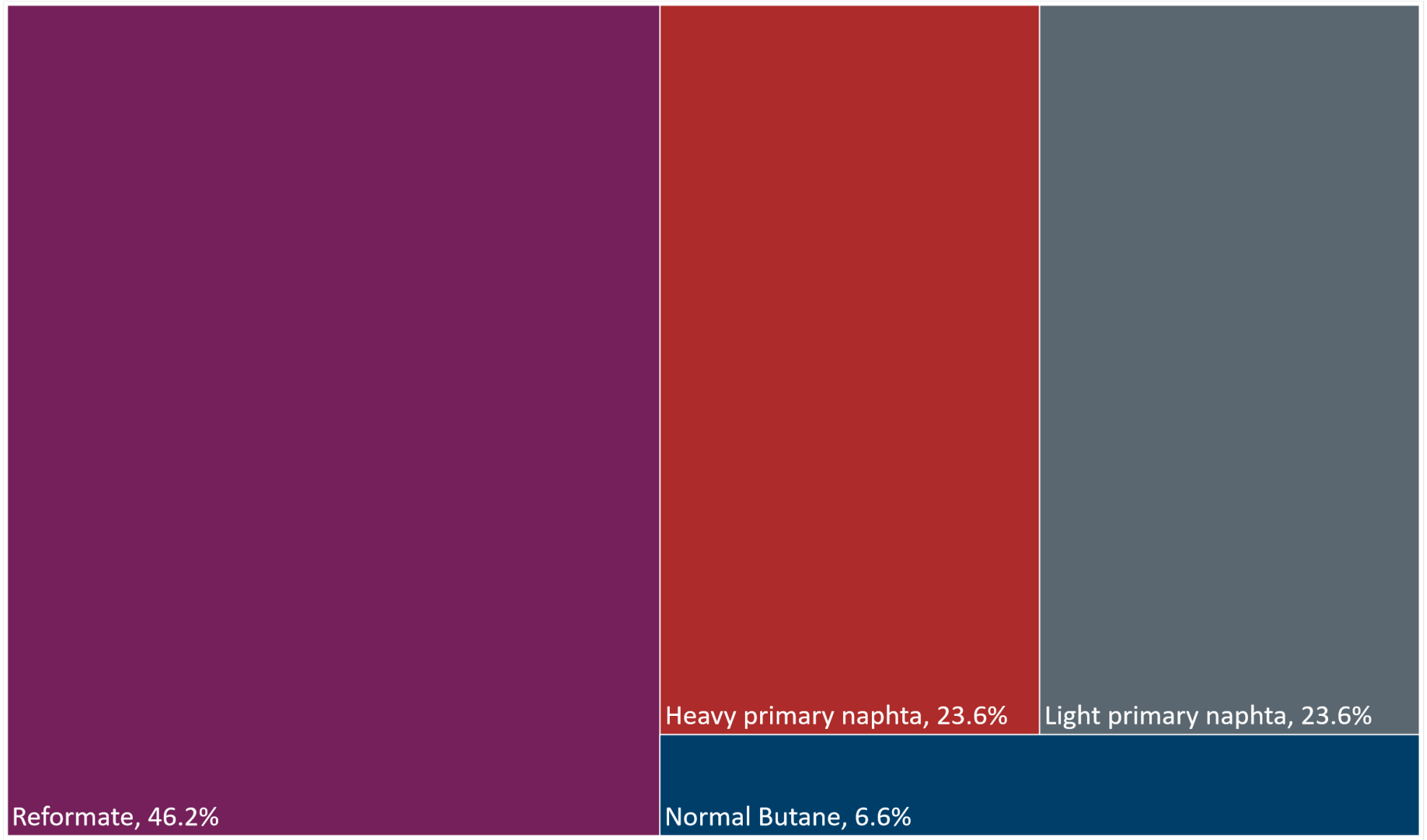
- Components prices,
- Properties each component affects,
- Quality parameters by country, and
- Component availability by country.

Through iterations, the model obtains the %v/v of the components to be blended with 10%, 15%, 20%, 25% and 30% of ethanol, in such a way that the final blend complies with the required properties of a finished gasoline by country.

The blending model uses gasoline component spot average prices January 2022 – February 2023 and provides fuel prices that do not include country distribution costs, local taxes and subsidies and import or gas station margins.

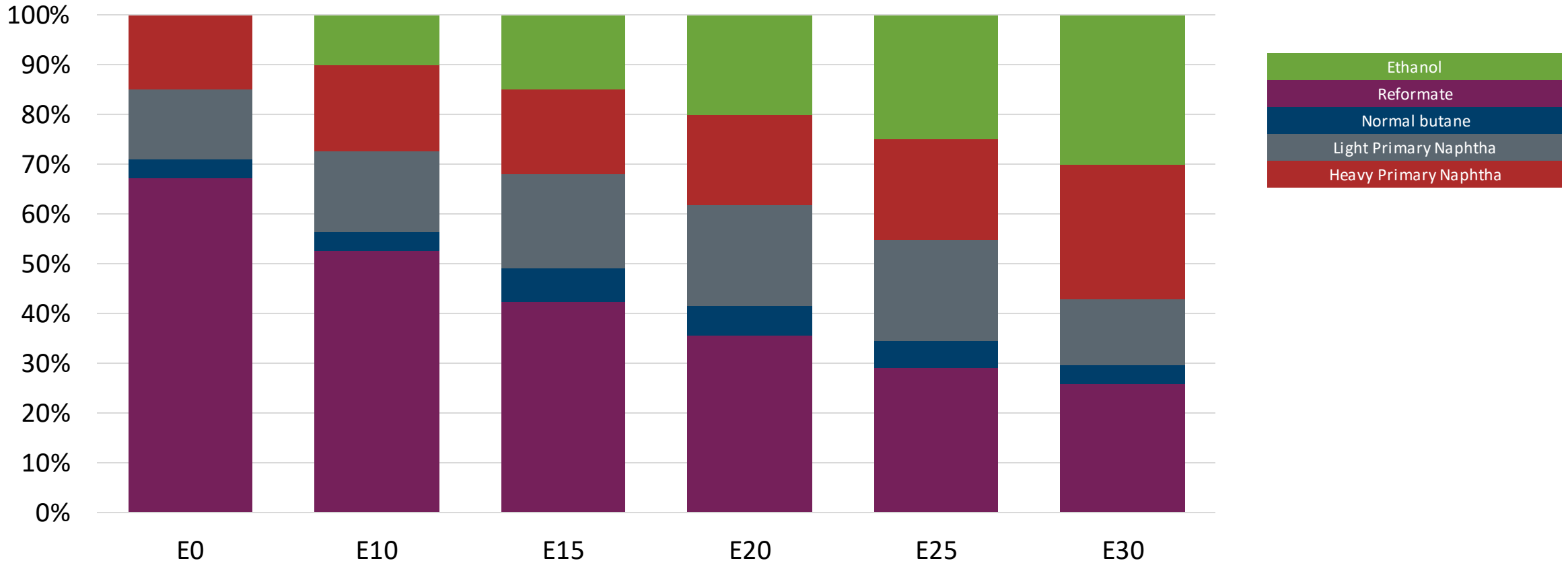


Available Blending Components



Source: Faro90

Ethanol Blending - Gasoline Regular – Constant Octane

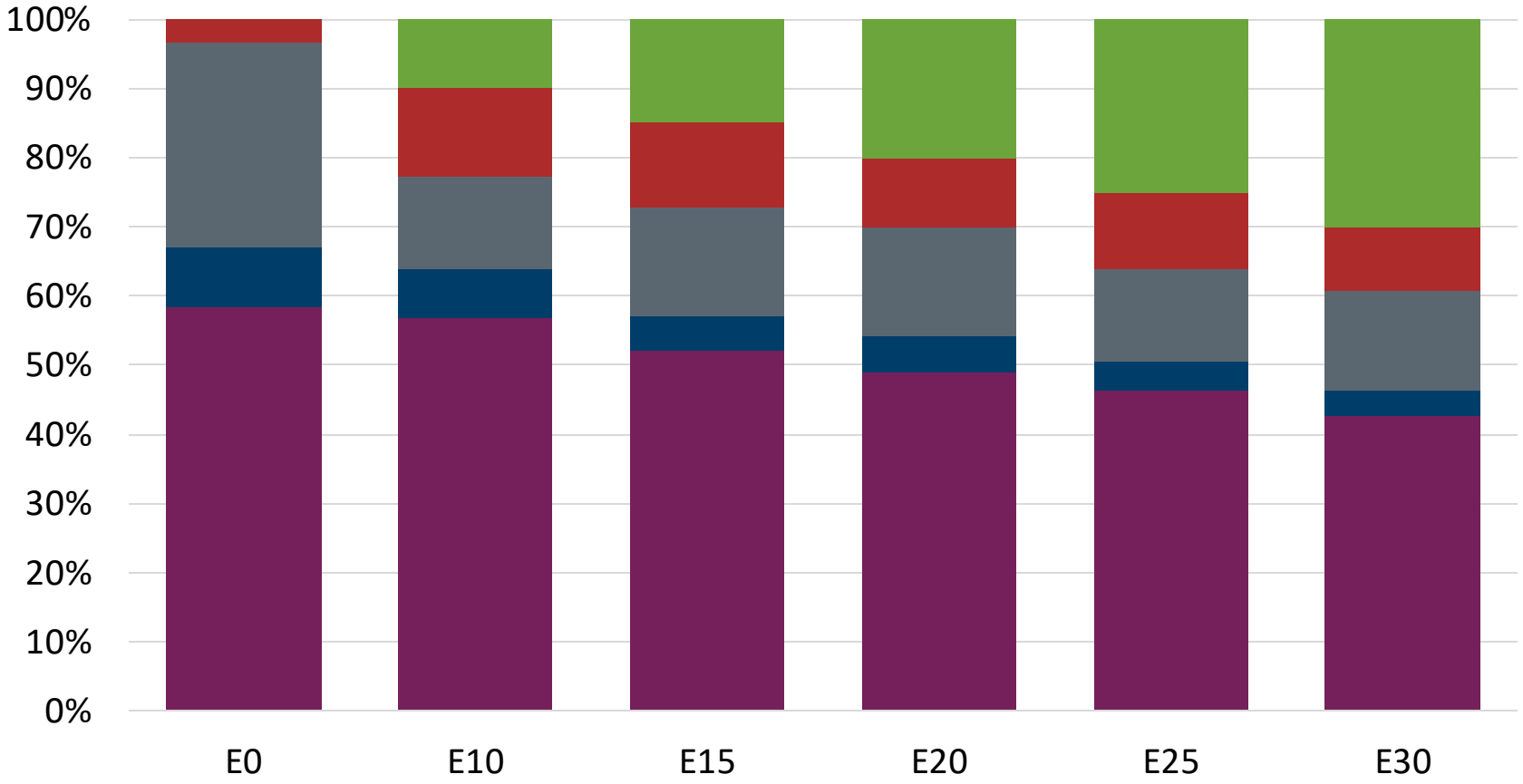


Octane (AKI)	87.0	87.0	87.0	87.0	87.0	87.1
Price (USD/gal)	$2.37	$2.28	$2.20	$2.16	$2.13	$2.11

Prices are average Jan 22 – Feb 23.
They do not include local distribution costs, import or gas station margins, taxes and subsidies.

Source: Faro90

Ethanol Blending - Gasoline Regular – Octane Increment

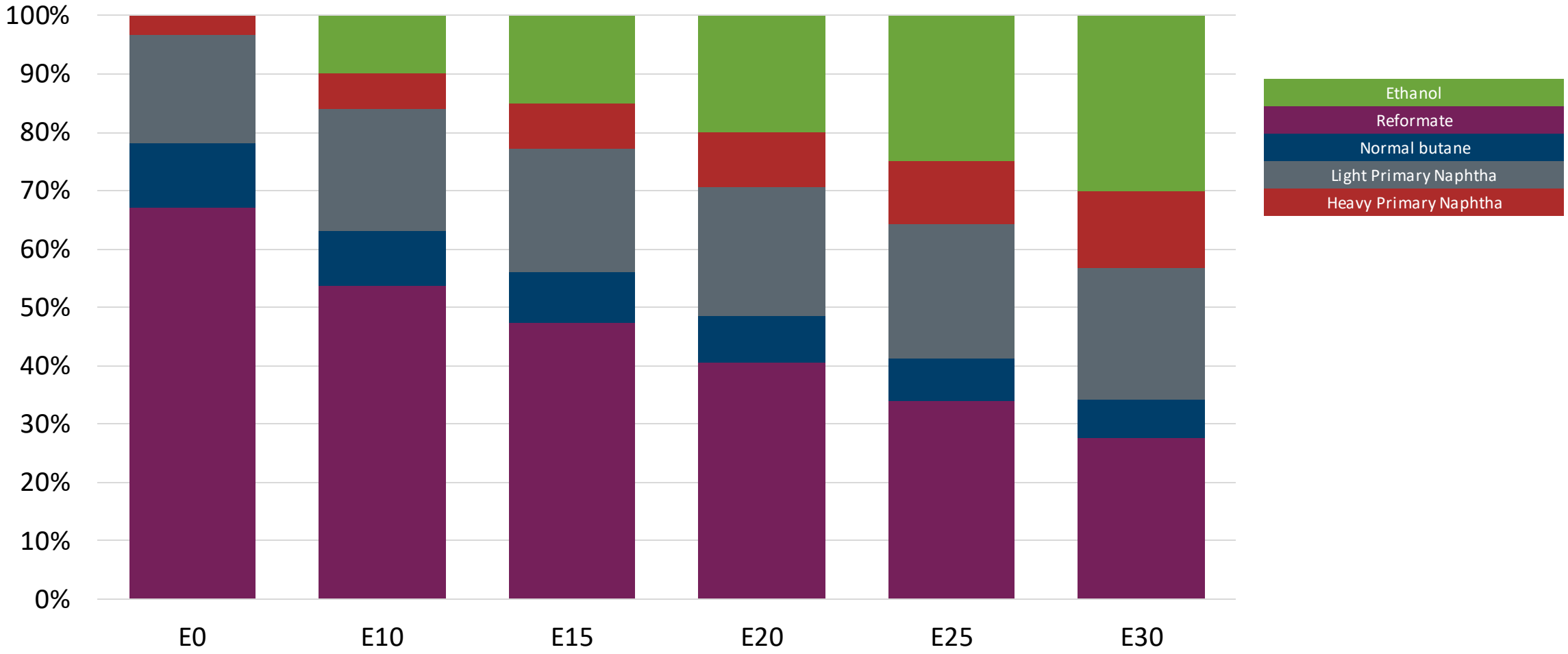


Octane (AKI)	87.0	89.5	90.0	91.7	92.9	94.2
Price (USD/gal)	$2.30	$2.30	$2.30	$2.30	$2.30	$2.30

Prices are average Jan 22 – Feb 23.
They do not include local distribution costs, import or gas station margins, taxes and subsidies.

Source: Faro90

Ethanol Blending - Gasoline Premium – Constant Octane

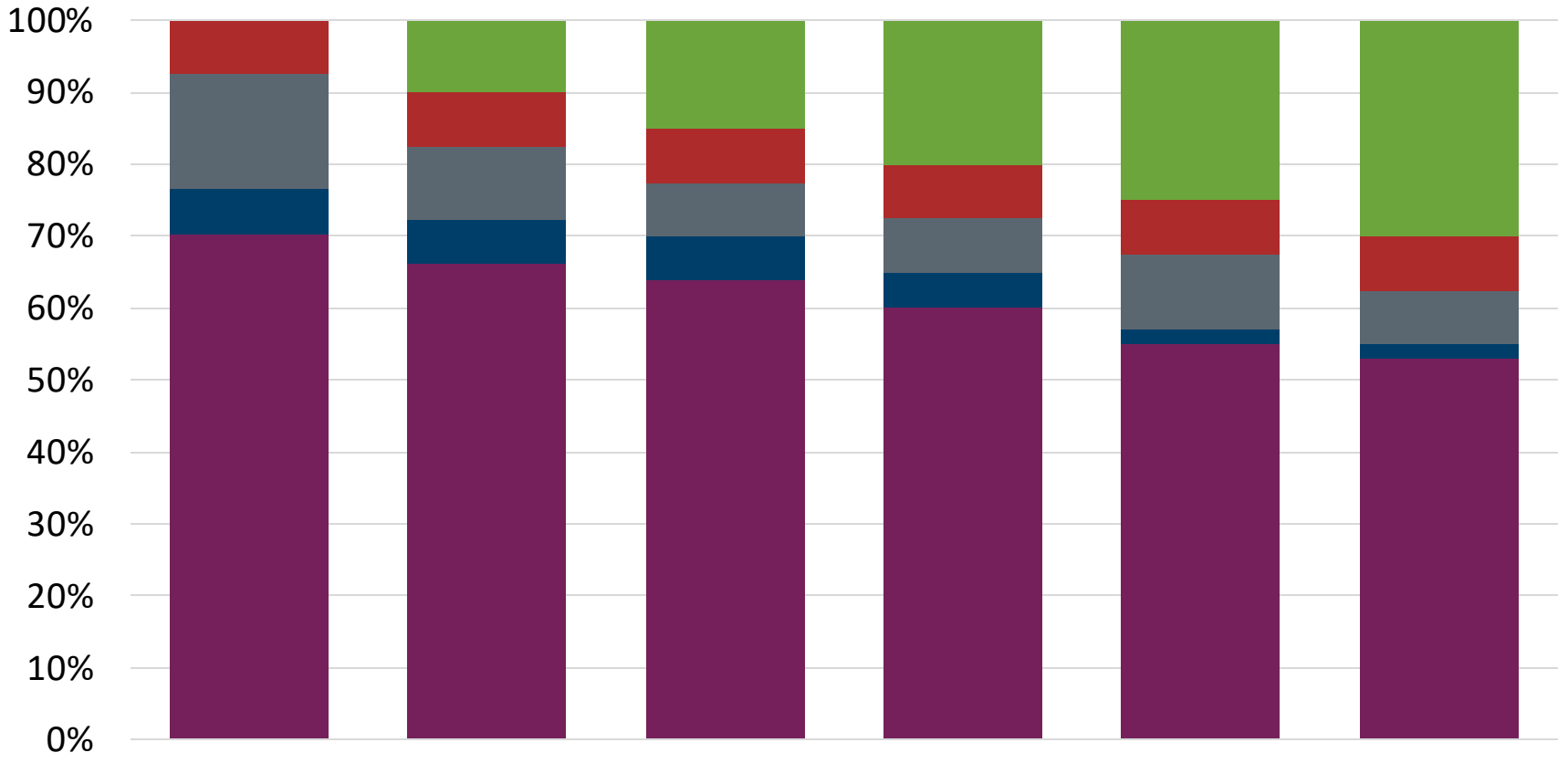


Octane (AKI)	90.0	90.0	90.0	90.0	90.0	90.0
Price (USD/gal)	$2.34	$2.28	$2.25	$2.21	$2.18	$2.14

Prices are average Jan 22 – Feb 23.
They do not include local distribution costs, import or gas station margins, taxes and subsidies.

Source: Faro90

Ethanol Blending – Gasoline Premium – Octane Increment



	E0	E10	E15	E20	E25	E30
Octane (AKI)	89.7	92.7	94.2	95.2	95.4	97.0
Price (USD/gal)	$2.39	$2.39	$2.39	$2.39	$2.39	$2.39

Prices are average Jan 22 – Feb 23.
They do not include local distribution costs, import or gas station margins, taxes and subsidies.

Source: Faro90

Vehicle Emission Impact for Ethanol Gasoline Blending

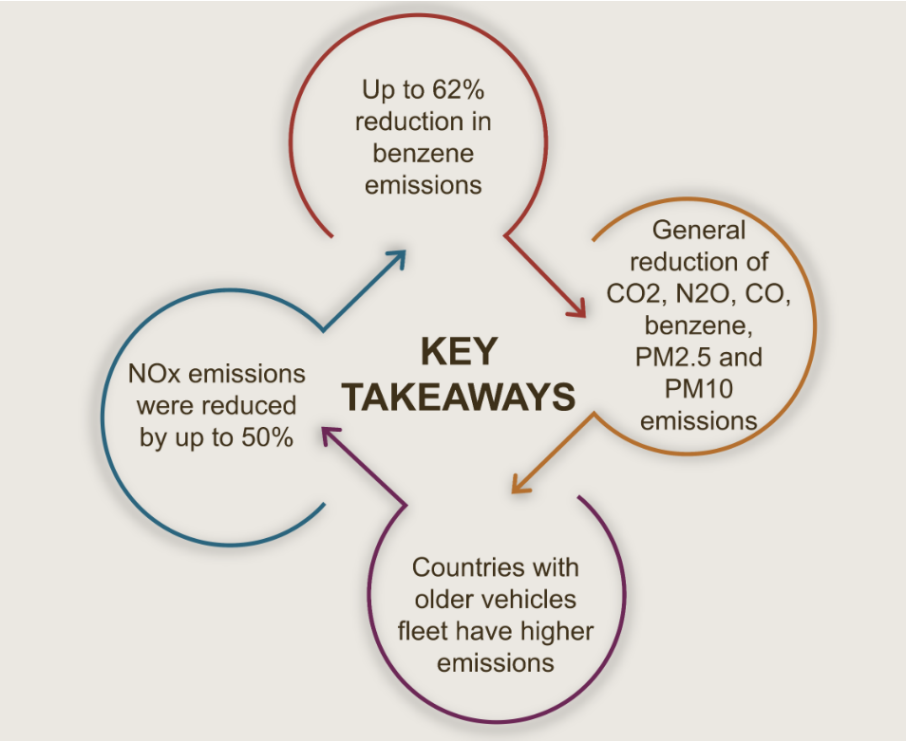
The model used in this analysis takes as a reference the **International Vehicle Emissions Model (IVE).**
The model uses the Base Emission Rates from IVE model, as well as its Adjustment Factors based on:

- Vehicle technology (cars, trucks, buses, motorcycles),
- Vehicle fleet average age,
- Average traveled distance per vehicle by country, as well as
- Geographical and climatic conditions (altitude, humidity, temperature).

Emissions of criteria pollutants, toxic pollutants, and greenhouse gases (GHG) were calculated and calibrated with emission inventories, using real gasoline quality data. The reduction rates for gasoline/ethanol blends were obtained from various sources (IPCC, US Grains, among others).

Emission estimations for different pollutants for gasoline and gasoline/ethanol blends (10%, 15%, 20%, 25% and 30% ethanol) were determined using the IVE Model. A comparison between the results and the European (Euro 6) requirements is made. Results are also compared with real emissions of the United States vehicle fleet*.

Main Results



Source: Bureau of transportation statistics.

Gasoline Vehicle Fleet - Jamaica

Type	Motor	Tailpipe	Recuperator	Age	Number of vehicles
Auto/Sml Truck	Multi FI-Pt	Euro V	PCV Tank	>4years, >80 mkm	56.903
				4-8 years, 80-160 mkm	64.787
				<8 years, < 160 mkm	43.314
		Euro IV		<8 years, < 160 mkm	42.375
		Euro III		<8 years, < 160 mkm	40.218
		3-Ways		<8 years, < 160 mkm	89.296
Sml Engine	FI 4-ciclos	Euro III	PCV	>4 years, >80 mkm	5.272
				4-8 years, 80-160 mkm	3.001
		Euro II		4-8 years, 80-160 mkm	3.001
				<8 years, < 160 mkm	19.940
Truck	FI	Euro V	PCV	>4 years, >80 mkm	29.256
				4-8 years, 80-160 mkm	33.309
				<8 years, < 160 mkm	22.269
		Euro IV		<8 years, < 160 mkm	21.786
		Euro III		<8 years, < 160 mkm	20.677
		3-Ways		<8 years, < 160 mkm	45.910

Vehicle Fleet: **541,316**
Average Age: **11 years**
Motorcyle: **6%**

Source: WHO , análsis Faro 90

Jamaica – Gasoline Vehicle Fleet Emissions

Emissions	E0 g/km	E10 g/km	E15 g/km	E20 g/km	E25 g/km	E30 g/km	E10 - E0	E20 - E0	E30 - E0	Euro 6	TIER USA
CO	22.05	20.66	20.28	19.99	19.8	19.45	-6%	-9%	-12%	1	3.5
VOC	1.76	1.69	1.68	1.68	1.68	1.67	-4%	-5%	-5%	95	255
VOCevap	0.59	0.59	0.6	0.61	0.62	0.63	0%	3%	7%	0.1	0.273
NOx	0.94	0.66	0.62	0.59	0.55	0.51	-30%	-37%	-46%	0.06	0.203
SOx	0.01	0.01	0.01	0.01	0.01	0.01	0%	0%	0%		
NH3	0.06	0.06	0.06	0.06	0.06	0.06	0%	0%	0%		
Butadiene	0.01	0.01	0.01	0.01	0.01	0.01	0%	0%	0%		
Acetaldehyde	0.02	0.03	0.04	0.05	0.06	0.07	50%	150%	250%		
Formaldehyde	0.06	0.07	0.08	0.08	0.09	0.1	17%	33%	67%		
Benzene	0.1	0.09	0.08	0.07	0.05	0.04	-10%	-30%	-60%		
CO2	373.36	354.69	347.56	344.03	340.67	334.39	-5%	-8%	-10%		
N2O	0.02	0.02	0.02	0.02	0.02	0.02	0%	0%	0%		
CH4	0.39	0.39	0.39	0.4	0.41	0.42	0%	3%	8%		
PM 2.5	0.07	0.06	0.05	0.04	0.03	0.02	-14%	-43%	-71%		
PM10	0.03	0.03	0.02	0.02	0.02	0.01	0%	-33%	-67%	0.005	0.007
THC	0.57	0.58	0.6	0.61	0.62	0.64	2%	7%	12%		

Source: Faro90