

Primary NO₂ Emission Factors for Road Vehicles

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Nitrogen oxides (NO_x) are emitted in the form of nitric oxide (NO) and nitrogen dioxide (NO₂). The fraction emitted directly as NO₂ (f-NO₂) is of particular interest for air quality modelling. Road transport is the major source of primary NO₂ emissions especially in urban areas and different vehicle types emit different proportions of NO_x as NO₂. Evidence has shown that diesel vehicles are particularly prone to high f-NO₂ values and especially those vehicles fitted with certain types of catalyst systems for controlling other pollutant emissions such as oxidation catalysts and diesel particulate filters for controlling CO, HC and PM. Thus, diesel vehicles meeting more recent Euro standards tend to have higher f-NO₂ values

Values of f-NO₂ have been updated with factors developed for the EMEP/EEA Emissions Inventory Guidebook (2014) for different vehicle types and Euro standards^[1] and recent studies by Carslaw et al (2016)^[2]. All the factors are taken from the Guidebook, except those for Euro V and VI HGVs and buses which are based on Carslaw et al from measurements of NO₂/NO_x ratios using roadside remote sensing. The Carslaw et al study suggests lower f-NO₂ factors for Euro V and VI HGVs and buses than previously estimated.

Values of f-NO₂ for each main vehicle type and Euro standard are provided in the spreadsheet "By Euro" tab. These figures refer to the mixing ratio of NO₂ in emitted NO_x, i.e. the volume fraction of NO₂ in the emitted NO_x

Other work sheets provide weighted values of f-NO₂ for years between 2013 and 2035. The weighting has been done in different ways for use when the user does not have detailed information on the mix of Euro standards in the fleet. The weighting of the factors are by the NO_x emissions from each detailed vehicle category.

The factors for years up to 2015 are based on the NO_x emissions inventory reported up to that year in February 2017 using fleet composition and vehicle kilometre data derived from DfT to estimate the NO_x emissions by each Euro standard. Details on the method for estimating NO_x emissions from road transport are given in the UK's official Informative Inventory Report submitted under the revised EU Directive 2016/2284/EU on National Emissions Ceilings (NECD) and the United Nations Economic Commission for Europe (UNECE) Convention on Long-Range Transboundary Air Pollution (CLRTAP)^[3]. Fleet composition uses evidence from DfT's Automatic Number Plate Recognition data (2007-2015) on how the age and fuel mix of vehicles vary on different types of roads. The emission factors for NO_x are those derived from COPERT 5^[4].

Primary NO₂ factors from 2016-2035 are based on the latest NAEI projections on road transport NO_x emissions, as reported in March 2017 to CLRTAP^[5]. The key assumptions behind the forecasts in weighted f-NO₂ factors are those that define the composition of the future vehicle fleet, future traffic activity and the corresponding NO_x and f-NO₂ factors for current and future vehicles.

The composition of the future vehicle fleet is based on figures provided by DfT in January 2017 on sales and activities of new cars and vans and on assumptions made by the NAEI on future sales, annual mileage and survival rates of HGVs and buses derived from analysis of

past trends. Outside of London, a fleet turnover model is used to calculate the future fleet composition using vehicle survival rates derived from trends in historic licensing data. Traffic growth assumptions for each main vehicle type come from DfT's Road Transport Forecasts (RTF2015) for Great Britain (GB) projected to 2035^[6]. The Scenario 1 forecast is used. Fleet composition and vehicle activity forecasts for London were provided by TfL in 2016.

Projections are from a 2015 base year taking into account the introduction of new vehicles up to Euro 6/VI standards. Euro 6 standards for diesel cars and LGVs are introduced in 3 stages from 2015/16 according to COPERT 5.

'Fleet-avg by area_road_type'. This sheet provides values for each main vehicle class weighted by NO_x emissions by each fuel type and Euro standard in the fleet. The different values for cars and taxis on urban, rural and motorway roads reflect the different mix of NO_x emissions coming from petrol and diesel cars on each road type. The values for different parts of London reflect the different proportions of NO_x emissions coming from diesel taxis and cars in each part of London. The different values for cars in Northern Ireland reflect the different proportions of NO_x emissions coming from diesel and petrol cars in Northern Ireland due to the different petrol/diesel car fleet in this country. The different values for LGVs, HGVs and buses for London and the rest of the UK reflect the different fleet age mix of these vehicles in London as a result of the current Low Emission Zone and future Ultra Low Emission Zone.

'Fleet-avg by_vehicle_fuel_type'. This sheet shows values weighted by NO_x emissions occurring from each Euro class in the mix of vehicles on all roads outside London, but provides separate values for cars and LGVs by fuel type. This should be used when the user knows the fuel mix of vehicles on the road(s) being modelled, but not the mix of Euro standards. The factors for each vehicle type are weighted by the NO_x emissions coming from the mix of Euro standards on all roads.

'Fleet-avg all_traffic'. This sheet provides the most aggregated values of f-NO₂ which can be used when the user does not know the mix of vehicles on the roads being modelled. The factors for individual vehicle types are weighted by the relative amounts of NO_x emissions occurring from the mix of vehicle types on urban, non-urban and for all UK roads combined.

These Base 2016 Projection figures are an update of the June 2016 f-NO₂ factors (PrimaryNO2 factors_NAEIBase 2016_v1.xls) by using updated NO_x emission factors for diesel cars and LGVs consistent with the factors in the COPERT 5 source, updated fleet turnover projections using information from DfT (2016) and TfL (2016).

These factors will be updated annually after submission of each version of the NAEI's UK inventory figures.

References:

^[1] Update of the Air Emissions Inventory Guidebook - Road Transport 2014 Update, Tables 5-2 to 5-4. http://emisias.com/sites/default/files/files/COPERT4_v11_0.pdf

^[2] Carslaw et al (2016). "Have vehicle emissions of primary NO₂ peaked?". Faraday Discuss., 2016, 189, 439

^[3] UK Informative Inventory Report (1990 to 2015), Wakeling et al, March 2017, https://uk-air.defra.gov.uk/assets/documents/reports/cat07/1703161205_GB_IIR_2017_Final_v1.0.pdf

^[4] <http://emisia.com/products/copert/copert-5>

^[5] UK Projected emissions – March 2017 <http://cdr.eionet.europa.eu/gb/un/clrtap/projected/envwmfekw/>

^[6] Road Traffic Forecasts 2015

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411471/road-traffic-forecasts-2015.pdf