ANNEX 3 Methodological Descriptions for Additional Source or Sink Categories

3.1. Methodology for Estimating Emissions of CH_4, N_2O, and Indirect Greenhouse Gases from Stationary Combustion

Estimates of CH_4 and N_2O Emissions

Methane (CH_4) and nitrous oxide (N_2O) emissions from stationary combustion were estimated using methods from the Intergovernmental Panel on Climate Change (IPCC). Estimates were obtained by multiplying emission factors—by sector and fuel type—by fossil fuel and wood consumption data. This “top-down” methodology is characterized by two basic steps, described below. Data are presented in Table A-88 through Table A-93.

Step 1: Determine Energy Consumption by Sector and Fuel Type

Energy consumption from stationary combustion activities was grouped by sector: industrial, commercial, residential, electric power, and U.S. Territories. For CH_4 and N_2O from industrial, commercial, residential, and U.S. Territories, estimates were based upon consumption of coal, gas, oil, and wood. Energy consumption and wood consumption data for the United States were obtained from the Energy Information Administration’s (EIA) *Monthly Energy Review, February 2018* (EIA 2018). Because the United States does not include U.S. Territories in its national energy statistics, fuel consumption data for U.S. Territories were collected from EIA’s International Energy Statistics database (EIA 2017) and Jacobs (2010).[39] Fuel consumption for the industrial sector was adjusted to subtract out construction and agricultural use, which is reported under mobile sources.[40] Construction and agricultural fuel use was obtained from EPA (2017) and the Federal Highway Administration (FHWA) (1996 through 2016). The energy consumption data by sector were then adjusted from higher to lower heating values by multiplying by 0.90 for natural gas and wood and by 0.95 for coal and petroleum fuel. This is a simplified convention used by the International Energy Agency (IEA). Table A-88 provides annual energy consumption data for the years 1990 through 2016.

In this Inventory, the emission estimation methodology for the electric power sector used a Tier 2 methodology as fuel consumption by technology-type for the electric power sector was obtained from the Acid Rain Program Dataset (EPA 2016a). This combustion technology-and fuel-use data was available by facility from 1996 to 2016. Since there was a difference between the EPA (2016a) and EIA (2018) total energy consumption estimates, the remainder between total energy consumption using EPA (2016a) and EIA (2018) was apportioned to each combustion technology type and fuel combination using a ratio of energy consumption by technology type from 1996 to 2016.

Energy consumption estimates were not available from 1990 to 1995 in the EPA (2016a) dataset, and as a result, consumption was calculated using total electric power consumption from EIA (2018) and the ratio of combustion technology and fuel types from EPA (2016a). The consumption estimates from 1990 to 1995 were estimated by applying the 1996 consumption ratio by combustion technology type to the total EIA consumption for each year from 1990 to 1995.

Step 2: Determine the Amount of CH_4 and N_2O Emitted

Activity data for industrial, commercial, residential, and U.S. Territories and fuel type for each of these sectors were then multiplied by default Tier 1 emission factors to obtain emission estimates. Emission factors for the residential, commercial, and industrial sectors were taken from the *2006 IPCC Guidelines for National Greenhouse Gas Inventories* (IPCC 2006). These N_2O emission factors by fuel type (consistent across sectors) were also assumed for U.S. Territories. The CH_4 emission factors by fuel type for U.S. Territories were estimated based on the emission factor for the primary sector in which each fuel was combusted. Table A-89 provides emission factors used for each sector and fuel type. For the electric power sector, emissions were estimated by multiplying fossil fuel and wood consumption by technology- and fuel-specific

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[39] U.S. Territories data also include combustion from mobile activities because data to allocate U.S. Territories’ energy use were unavailable. For this reason, CH_4 and N_2O emissions from combustion by U.S. Territories are only included in the stationary combustion totals.

[40] Though emissions from construction and farm use occur due to both stationary and mobile sources, detailed data was not available to determine the magnitude from each. Currently, these emissions are assumed to be predominantly from mobile sources.

Tier 2 IPCC emission factors shown in Table A-90. Emission factors were taken from U.S. EPA publications on emissions rates for combustion sources. The EPA factors were in large part used in the *2006 IPCC Guidelines* as the factors presented.

Estimates of NO_x, CO, and NMVOC Emissions

Emissions estimates for NO_x, CO, and NMVOCs were obtained from data published on the National Emission Inventory (NEI) Air Pollutant Emission Trends web site (EPA 2016b), and disaggregated based on EPA (2003).

For indirect greenhouse gases, the major source categories included coal, fuel oil, natural gas, wood, other fuels (i.e., bagasse, liquefied petroleum gases, coke, coke oven gas, and others), and stationary internal combustion, which includes emissions from internal combustion engines not used in transportation. EPA periodically estimates emissions of NO_x, CO, and NMVOCs by sector and fuel type using a "bottom-up" estimating procedure. In other words, the emissions were calculated either for individual sources (e.g., industrial boilers) or for many sources combined, using basic activity data (e.g., fuel consumption or deliveries, etc.) as indicators of emissions. The national activity data used to calculate the individual categories were obtained from various sources. Depending upon the category, these activity data may include fuel consumption or deliveries of fuel, tons of refuse burned, raw material processed, etc. Activity data were used in conjunction with emission factors that relate the quantity of emissions to the activity.

The basic calculation procedure for most source categories presented in EPA (2003) and EPA (2016b) is represented by the following equation:

$$E_{p,s} = A_s \times EF_{p,s} \times (1 - C_{p,s}/100)$$

where,

E = Emissions
p = Pollutant
s = Source category
A = Activity level
EF = Emission factor
C = Percent control efficiency

The EPA currently derives the overall emission control efficiency of a category from a variety of sources, including published reports, the 1985 National Acid Precipitation and Assessment Program (NAPAP) emissions inventory, and other EPA databases. The U.S. approach for estimating emissions of NO_x, CO, and NMVOCs from stationary combustion as described above is similar to the methodology recommended by the IPCC.

Table A-88: Fuel Consumption by Stationary Combustion for Calculating CH_4 and N_2O Emissions (TBtu)

Fuel/End-Use Sector	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Coal	**19,610**	**20,888**	**23,080**	**22,391**	**22,343**	**22,576**	**22,636**	**22,949**	**22,458**	**22,710**	**22,225**	**19,670**	**20,697**	**18,989**	**16,715**	**17,393**	**17,366**	**15,110**	**13,968**
Residential	31	17	11	12	12	12	11	8	6	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Commercial	124	117	92	97	90	82	103	97	65	70	81	73	70	62	44	41	40	31	24
Industrial	1,640	1,527	1,349	1,358	1,244	1,249	1,262	1,219	1,189	1,131	1,081	877	952	866	782	800	799	696	620
Electric Power	17,807	19,217	21,618	20,920	20,987	21,199	21,228	21,591	21,161	21,465	21,026	18,682	19,639	18,024	15,852	16,521	16,483	14,339	13,280
U.S. Territories	7	10	10	4	11	34	32	33	37	37	37	37	37	37	37	31	44	44	44
Petroleum	**6,516**	**6,035**	**6,493**	**7,041**	**6,426**	**6,818**	**6,993**	**6,924**	**6,644**	**6,543**	**5,698**	**5,131**	**5,215**	**4,895**	**4,551**	**4,700**	**4,181**	**4,535**	**4,191**
Residential	1,375	1,262	1,429	1,465	1,361	1,468	1,468	1,368	1,202	1,220	1,202	1,138	1,116	1,040	846	937	988	930	804
Commercial	1,007	728	775	767	701	831	811	766	729	755	706	752	722	691	571	606	574	942	832
Industrial	2,966	2,726	2,552	2,902	2,738	2,857	3,056	3,166	3,507	3,373	2,815	2,332	2,448	2,402	2,344	2,473	1,993	2,022	1,928
Electric Power	797	860	1,269	1,279	1,074	1,043	1,007	1,004	590	618	488	383	412	266	273	180	153	169	156
U.S. Territories	370	459	468	629	552	618	652	620	616	577	488	526	516	497	517	504	472	472	472
Natural Gas	**17,266**	**19,337**	**20,919**	**20,224**	**20,908**	**20,894**	**21,152**	**20,938**	**20,626**	**22,019**	**22,286**	**21,952**	**22,912**	**23,115**	**24,137**	**24,949**	**25,741**	**26,453**	**26,588**
Residential	4,491	4,954	5,105	4,889	4,995	5,209	4,981	4,946	4,476	4,835	5,010	4,883	4,878	4,805	4,242	5,023	5,242	4,777	4,496
Commercial	2,682	3,096	3,252	3,097	3,212	3,261	3,201	3,073	2,902	3,085	3,228	3,187	3,165	3,216	2,960	3,380	3,572	3,316	3,213
Industrial	7,716	8,723	8,656	7,949	8,086	7,845	7,914	7,330	7,323	7,521	7,571	7,125	7,683	7,873	8,203	8,525	8,837	8,799	9,016
Electric Power	2,376	2,564	3,894	4,266	4,591	4,551	5,032	5,565	5,899	6,550	6,447	6,730	7,159	7,194	8,683	7,964	8,033	9,505	9,805
U.S. Territories	0.0	0.0	13	23	23	27	25	24	26	27	29	27	28	27	49	57	57	57	57
Wood	**2,216**	**2,370**	**2,262**	**2,006**	**1,995**	**2,002**	**2,121**	**2,137**	**2,099**	**2,089**	**2,059**	**1,931**	**2,116**	**2,139**	**2,133**	**2,347**	**2,412**	**2,241**	**2,153**
Residential	580	520	420	370	380	400	410	430	380	420	470	500	440	450	420	580	590	440	373
Commercial	66	72	71	67	69	71	70	70	65	70	73	73	72	69	61	70	75	81	82
Industrial	1,442	1,652	1,636	1,443	1,396	1,363	1,476	1,452	1,472	1,413	1,339	1,178	1,409	1,438	1,462	1,489	1,495	1,476	1,474
Electric Power	129	125	134	126	150	167	165	185	182	186	177	180	196	182	190	207	251	244	224
U.S. Territories	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE

NE (Not Estimated)

Note: Totals may not sum due to independent rounding.

Table A-89: CH_4 and N_2O Emission Factors by Fuel Type and Sector (g/GJ)[a]

Fuel/End-Use Sector	CH_4	N_2O
Coal		
Residential	300	1.5
Commercial	10	1.5
Industrial	10	1.5
U.S. Territories	1	1.5
Petroleum		
Residential	10	0.6
Commercial	10	0.6
Industrial	3	0.6
U.S. Territories	5	0.6
Natural Gas		
Residential	5	0.1
Commercial	5	0.1
Industrial	1	0.1
U.S. Territories	1	0.1
Wood		
Residential	300	4.0
Commercial	300	4.0
Industrial	30	4.0
U.S. Territories	NA	NA

NA (Not Applicable)
[a] GJ (Gigajoule) = 10^9 joules. One joule = 9.486×10^{-4} Btu.

Table A-90: CH_4 and N_2O Emission Factors by Technology Type and Fuel Type for the Electric Power Sector (g/GJ)[a]

Technology	Configuration	CH_4	N_2O
Liquid Fuels			
Residual Fuel Oil/Shale Oil Boilers	Normal Firing	0.8	0.3
	Tangential Firing	0.8	0.3
Gas/Diesel Oil Boilers	Normal Firing	0.9	0.4
	Tangential Firing	0.9	0.4
Large Diesel Oil Engines >600 hp (447kW)		4	NA
Solid Fuels			
Pulverized Bituminous Combination Boilers	Dry Bottom, wall fired	0.7	0.5
	Dry Bottom, tangentially fired	0.7	1.4
	Wet bottom	0.9	1.4
Bituminous Spreader Stoker Boilers	With and without re-injection	1	0.7
Bituminous Fluidized Bed Combustor	Circulating Bed	1	61
	Bubbling Bed	1	61
Bituminous Cyclone Furnace		0.2	0.6
Lignite Atmospheric Fluidized Bed		NA	71
Natural Gas			
Boilers		1.0	0.3
Gas-Fired Gas Turbines >3MW		3.7	1.3
Large Dual-Fuel Engines		258	NA
Combined Cycle		3.7	1.3
Peat			
Peat Fluidized Bed Combustion	Circulating Bed	3	7
	Bubbling Bed	3	3
Biomass			
Wood/Wood Waste Boilers		11	7
Wood Recovery Boilers		1	1

NA (Not Applicable)
[a] Ibid.

Table A-91: NO_x Emissions from Stationary Combustion (kt)

Sector/Fuel Type	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Electric Power	**6,045**	**5,792**	**4,829**	**4,454**	**4,265**	**3,930**	**3,595**	**3,434**	**3,249**	**3,064**	**2,847**	**2,552**	**2,226**	**1,893**	**1,779**	**1,666**	**1,552**	**1,321**	**953**
Coal	5,119	5,061	4,130	3,802	3,634	3,349	3,063	2,926	2,768	2,611	2,426	2,175	1,896	1,613	1,516	1,419	1,323	1,126	812
Fuel Oil	200	87	147	149	142	131	120	114	108	102	95	85	74	63	59	55	52	44	32
Natural gas	513	510	376	325	310	286	262	250	236	223	207	186	162	138	129	121	113	96	69
Wood	NA	NA	36	37	36	33	30	29	27	26	24	21	19	16	15	14	13	11	8
Other Fuels[a]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Internal Combustion	213	134	140	140	143	132	121	115	109	103	95	86	75	63	60	56	52	44	32
Industrial	**2,559**	**2,650**	**2,278**	**2,296**	**1,699**	**1,641**	**1,580**	**1,515**	**1,400**	**1,285**	**1,165**	**1,126**	**1,087**	**1,048**	**1,028**	**1,009**	**990**	**990**	**990**
Coal	530	541	484	518	384	371	357	342	316	290	263	254	245	237	232	228	223	223	223
Fuel Oil	240	224	166	153	114	110	106	101	94	86	78	75	73	70	69	67	66	66	66
Natural gas	877	999	710	711	526	508	489	469	433	398	361	348	336	324	318	312	306	306	306
Wood	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Other Fuels[a]	119	111	109	116	86	83	80	76	70	65	59	57	55	53	52	51	50	50	50
Internal Combustion	792	774	809	798	591	570	549	527	486	446	405	391	378	364	357	351	344	344	344
Commercial	**671**	**607**	**507**	**428**	**438**	**408**	**378**	**490**	**471**	**452**	**433**	**445**	**456**	**548**	**534**	**519**	**443**	**443**	**443**
Coal	36	35	21	21	19	19	19	19	18	17	15	15	15	15	14	14	14	14	14
Fuel Oil	88	94	52	52	50	49	49	49	46	43	39	39	38	37	37	36	36	36	36
Natural gas	181	210	161	165	157	156	156	155	145	135	124	122	120	118	116	115	113	113	113
Wood	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Other Fuels[a]	366	269	273	189	212	183	154	267	263	258	254	269	284	378	366	353	280	280	280
Residential	**749**	**813**	**439**	**446**	**422**	**422**	**420**	**418**	**390**	**363**	**335**	**329**	**324**	**318**	**314**	**310**	**306**	**306**	**306**
Coal[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Fuel Oil[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Natural Gas[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Wood	42	44	21	22	21	21	21	20	19	18	16	16	16	16	15	15	15	15	15
Other Fuels[a]	707	769	417	424	402	401	400	398	371	345	318	313	308	302	298	295	291	291	291
Total	**10,023**	**9,862**	**8,053**	**7,623**	**6,825**	**6,401**	**5,973**	**5,858**	**5,511**	**5,163**	**4,780**	**4,452**	**4,092**	**3,807**	**3,655**	**3,504**	**3,291**	**3,061**	**2,692**

NA (Not Applicable)
[a] Other Fuels include LPG, waste oil, coke oven gas, coke, and non-residential wood (EPA 2016b).
[b] Residential coal, fuel oil, and natural gas emissions are included in the Other Fuels category (EPA 2016b).
Note: Totals may not sum due to independent rounding.

Table A-92: CO Emissions from Stationary Combustion (kt)

Sector/Fuel Type	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Electric Power	**329**	**337**	**439**	**439**	**594**	**591**	**586**	**582**	**609**	**637**	**660**	**676**	**693**	**710**	**690**	**669**	**649**	**649**	**649**
Coal	213	227	221	220	298	296	294	292	305	319	330	339	347	356	346	335	325	325	325
Fuel Oil	18	9	27	28	38	37	37	37	38	40	42	43	44	45	44	42	41	41	41
Natural gas	46	49	96	92	125	124	123	122	128	134	138	142	145	149	145	140	136	136	136
Wood	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Other Fuels[a]	NA	NA	31	32	44	43	43	43	45	47	48	50	51	52	51	49	48	48	48
Internal Combustion	52	52	63	67	91	90	90	89	93	97	101	103	106	108	105	102	99	99	99
Industrial	**797**	**958**	**1,106**	**1,137**	**1,150**	**1,116**	**1,081**	**1,045**	**968**	**892**	**815**	**834**	**853**	**872**	**871**	**869**	**868**	**868**	**868**

Coal	95	88	118	125	127	123	119	115	107	98	90	92	94	96	96	96	96	96	96
Fuel Oil	67	64	48	45	46	44	43	42	39	35	32	33	34	35	35	35	35	35	35
Natural gas	205	313	355	366	370	359	348	336	312	287	262	268	274	281	280	280	279	279	279
Wood	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Other Fuels[a]	253	270	300	321	325	316	306	295	274	252	230	236	241	247	246	246	245	245	245
Internal Combustion	177	222	285	279	282	274	266	257	238	219	200	205	209	214	214	213	213	213	213
Commercial	**205**	**211**	**151**	**154**	**177**	**173**	**169**	**166**	**156**	**146**	**137**	**138**	**140**	**142**	**135**	**129**	**122**	**122**	**122**
Coal	13	14	14	13	15	15	15	14	14	13	12	12	12	12	12	11	11	11	11
Fuel Oil	16	17	17	17	20	19	19	19	18	16	15	16	16	16	15	14	14	14	14
Natural gas	40	49	83	84	97	95	93	91	86	80	75	76	77	78	74	71	67	67	67
Wood	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Other Fuels[a]	136	132	36	38	44	43	42	41	39	37	34	35	35	35	34	32	30	30	30
Residential	**3,668**	**3,877**	**2,644**	**2,648**	**3,044**	**2,982**	**2,919**	**2,856**	**2,690**	**2,524**	**2,357**	**2,387**	**2,416**	**2,446**	**2,331**	**2,217**	**2,103**	**2,103**	**2,103**
Coal[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Fuel Oil[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Natural Gas[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Wood	3,430	3,629	2,416	2,424	2,787	2,730	2,673	2,615	2,463	2,310	2,158	2,185	2,212	2,239	2,134	2,030	1,925	1,925	1,925
Other Fuels[a]	238	248	228	224	257	252	247	241	227	213	199	202	204	207	197	187	178	178	178
Total	**5,000**	**5,383**	**4,340**	**4,377**	**4,965**	**4,862**	**4,756**	**4,648**	**4,423**	**4,198**	**3,969**	**4,036**	**4,103**	**4,170**	**4,027**	**3,884**	**3,741**	**3,741**	**3,741**

NA (Not Applicable)
[a] Other Fuels include LPG, waste oil, coke oven gas, coke, and non-residential wood (EPA 2016b).
[b] Residential coal, fuel oil, and natural gas emissions are included in the Other Fuels category (EPA 2016b).
Note: Totals may not sum due to independent rounding.

Table A-93: NMVOC Emissions from Stationary Combustion (kt)

Sector/Fuel Type	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Electric Power	**43**	**40**	**56**	**55**	**45**	**45**	**44**	**44**	**42**	**41**	**40**	**39**	**38**	**37**	**36**	**35**	**34**	**34**	**34**
Coal	24	26	27	26	21	21	21	21	20	20	19	18	18	18	17	17	16	16	16
Fuel Oil	5	2	4	4	4	4	4	3	3	3	3	3	3	3	3	3	3	3	3
Natural Gas	2	2	12	12	10	10	10	10	9	9	9	9	8	8	8	8	8	8	8
Wood	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Other Fuels[a]	NA	NA	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Internal Combustion	11	9	11	10	9	9	8	8	8	8	8	7	7	7	7	7	6	6	6
Industrial	**165**	**187**	**157**	**159**	**138**	**132**	**126**	**120**	**113**	**105**	**97**	**99**	**100**	**101**	**101**	**100**	**100**	**100**	**100**
Coal	7	5	9	10	9	9	8	8	7	7	6	6	7	7	7	7	7	7	7
Fuel Oil	11	11	9	9	7	7	7	6	6	6	5	5	5	5	5	5	5	5	5
Natural Gas	52	66	53	54	47	45	43	41	38	36	33	33	34	34	34	34	34	34	34
Wood	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Other Fuels[a]	46	45	27	29	25	24	23	22	21	19	18	18	18	19	19	19	18	18	18
Internal Combustion	49	60	58	57	49	47	45	43	40	37	35	35	36	36	36	36	36	36	36
Commercial	**18**	**21**	**28**	**29**	**61**	**54**	**48**	**33**	**34**	**35**	**36**	**38**	**40**	**42**	**40**	**39**	**35**	**35**	**35**
Coal	1	1	1	1	1	1	1	1	1	+	+	+	+	+	+	+	+	+	+
Fuel Oil	3	3	4	4	6	5	3	2	2	2	2	2	2	2	2	2	1	1	1
Natural Gas	7	10	14	14	23	18	14	9	8	7	6	7	7	7	7	6	6	6	6

Wood	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Other Fuels[a]	8	8	9	10	31	30	30	22	24	26	28	29	31	32	31	30	27	27	27
Residential	**686**	**725**	**837**	**836**	**1,341**	**1,067**	**793**	**518**	**465**	**411**	**358**	**378**	**399**	**419**	**392**	**365**	**338**	**338**	**338**
Coal[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Fuel Oil[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Natural Gas[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Wood	651	688	809	809	1,297	1,032	767	502	450	398	346	366	386	406	380	353	327	327	327
Other Fuels[a]	35	37	27	27	43	35	26	17	15	13	12	12	13	14	13	12	11	11	11
Total	**912**	**973**	**1,077**	**1,080**	**1,585**	**1,298**	**1,011**	**716**	**654**	**593**	**531**	**553**	**576**	**599**	**569**	**539**	**507**	**507**	**507**

+ Does not exceed 0.5 kt.
NA (Not Applicable)
[a] "Other Fuels" include LPG, waste oil, coke oven gas, coke, and non-residential wood (EPA 2016b).
[b] Residential coal, fuel oil, and natural gas emissions are included in the "Other Fuels" category (EPA 2016b).
Note: Totals may not sum due to independent rounding.

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3.2. Methodology for Estimating Emissions of CH_4, N_2O, and Indirect Greenhouse Gases from Mobile Combustion and Methodology for and Supplemental Information on Transportation-Related GHG Emissions

Estimating CO_2 Emissions by Transportation Mode

Transportation-related CO_2 emissions, as presented in the CO_2 Emissions from Fossil Fuel Combustion section of the Energy chapter, were calculated using the methodology described in Annex 2.1. This section provides additional information on the data sources and approach used for each transportation fuel type. As noted in Annex 2.1, CO_2 emissions estimates for the transportation sector were calculated directly for on-road diesel fuel and motor gasoline based on data sources for individual modes of transportation (considered a bottom up approach). For most other fuel and energy types (aviation gasoline, residual fuel oil, natural gas, LPG, and electricity), CO_2 emissions were calculated based on transportation sector-wide fuel consumption estimates from the Energy Information Administration (EIA 2017a and EIA 2016d) and apportioned to individual modes (considered a "top down" approach). Carbon dioxide emissions from commercial jet fuel use are obtained directly from the Federal Aviation Administration (FAA 2018), while CO_2 emissions from other aircraft jet fuel consumption is determined using a top down approach.

Based on interagency discussions between EPA, EIA, and FHWA beginning in 2005, it was agreed that use of "bottom up" data would be more accurate for diesel fuel and motor gasoline consumption in the transportation sector, based on the availability of reliable data sources. A "bottom up" diesel calculation was first implemented in the 1990 through 2005 Inventory, and a bottom-up gasoline calculation was introduced in the 1990 through 2006 Inventory for the calculation of emissions from on-road vehicles. Estimated motor gasoline and diesel consumption data for on-road vehicles by vehicle type come from FHWA's *Highway Statistics*, Table VM-1 (FHWA 1996 through 2017),[41] and are based on federal and state fuel tax records. These fuel consumption estimates were then combined with estimates of fuel shares by vehicle type from DOE's Transportation Energy Data Book Annex Tables A.1 through A.6 (DOE 1993 through 2017) to develop an estimate of fuel consumption for each vehicle type (i.e., passenger cars, light-duty trucks, buses, medium- and heavy-duty trucks, motorcycles). The on-road gas and diesel fuel consumption estimates by vehicle type were then adjusted for each year so that the sum of gasoline and diesel fuel consumption across all on-road vehicle categories matched the fuel consumption estimates in *Highway Statistics'* Table MF-27 (FHWA 1996 through 2017). This resulted in a final "bottom up" estimate of motor gasoline and diesel fuel use by vehicle type, consistent with the FHWA total for on-road motor gasoline and diesel fuel use.

A primary challenge to switching from a top-down approach to a bottom-up approach for the transportation sector relates to potential incompatibilities with national energy statistics. From a multi-sector national standpoint, EIA develops the most accurate estimate of total motor gasoline and diesel fuel supplied and consumed in the United States. EIA then allocates this total fuel consumption to each major end-use sector (residential, commercial, industrial and transportation) using data from the *Fuel Oil and Kerosene Sales* (FOKS) report for distillate fuel oil and FHWA for motor gasoline. However, the "bottom-up" approach used for the on-road and non-road fuel consumption estimate, as described above, is considered to be the most representative of the transportation sector's share of the EIA total consumption. Therefore, for years in which there was a disparity between EIA's fuel allocation estimate for the transportation sector and the "bottom-up" estimate, adjustments were made to other end-use sector fuel allocations (residential, commercial and industrial) in order for the consumption of all sectors combined to equal the "top-down" EIA value.

In the case of motor gasoline, estimates of fuel use by recreational boats come from the NONROAD component of EPA's MOVES2014a model (EPA 2017b), and these estimates, along with those from other sectors (e.g., commercial sector, industrial sector), were adjusted for years in which the bottom-up on-road motor gasoline consumption estimate exceeded the EIA estimate for total gasoline consumption of all sectors. Similarly, to ensure consistency with EIA's total diesel estimate for all sectors, the diesel consumption totals for the residential, commercial, and industrial sectors were adjusted proportionately.

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[41] In 2011 FHWA changed its methods for estimating vehicle miles traveled (VMT) and related data. These methodological changes included how vehicles are classified, moving from a system based on body-type to one that is based on wheelbase. These changes were first incorporated for the 1990 through 2008 Inventory and apply to the 2007 to 2016 time period. This resulted in large changes in VMT and fuel consumption data by vehicle class, thus leading to a shift in emissions among on-road vehicle classes. For example, the category "Passenger Cars" has been replaced by "Light-duty Vehicles-Short Wheelbase" and "Other 2 axle-4 Tire Vehicles" has been replaced by "Light-duty Vehicles, Long Wheelbase." This change in vehicle classification has moved some smaller trucks and sport utility vehicles from the light truck category to the passenger vehicle category in this emission inventory. These changes are reflected in a large drop in light-truck emissions between 2006 and 2007.

Estimates of diesel fuel consumption from rail were taken from the Association of American Railroads (AAR 2008 through 2017) for Class I railroads, the American Public Transportation Association (APTA 2007 through 2017 and APTA 2006) and Gaffney (2007) for commuter rail, the Upper Great Plains Transportation Institute (Benson 2002 through 2004) and Whorton (2006 through 2014) for Class II and III railroads, and U.S. Department of Energy's *Transportation Energy Data Book* (DOE 1993 through 2017) for passenger rail. Estimates of diesel from ships and boats were taken from EIA's *Fuel Oil and Kerosene Sales* (1991 through 2017).

As noted above, for fuels other than motor gasoline and diesel, EIA's transportation sector total was apportioned to specific transportation sources. For jet fuel, estimates come from: FAA (2018) for domestic and international commercial aircraft, and DLA Energy (2017) for domestic and international military aircraft. General aviation jet fuel consumption is calculated as the difference between total jet fuel consumption as reported by EIA and the total consumption from commercial and military jet fuel consumption. Commercial jet fuel CO_2 estimates are obtained directly from the Federal Aviation Administration (FAA 2018), while CO_2 emissions from domestic military and general aviation jet fuel consumption is determined using a top down approach. Domestic commercial jet fuel CO_2 from FAA is subtracted from total domestic jet fuel CO_2 emissions, and this remaining value is apportioned among domestic military and domestic general aviation based on their relative proportion of energy consumption. Estimates for biofuels, including ethanol and biodiesel, were discussed separately in Section 3.2 Carbon Emitted from Non-Energy Uses of Fossil Fuels under the methodology for Estimating CO_2 from Fossil Combustion, and in Section 3.11 Wood Biomass and Ethanol Consumption, and were not apportioned to specific transportation sources. Consumption estimates for biofuels were calculated based on data from the Energy Information Administration (EIA 2018a).

Table A-94 displays estimated fuel consumption by fuel and vehicle type. Table A-95 displays estimated energy consumption by fuel and vehicle type. The values in both of these tables correspond to the figures used to calculate CO_2 emissions from transportation. Except as noted above, they are estimated based on EIA transportation sector energy estimates by fuel type, with activity data used to apportion consumption to the various modes of transport. The motor gasoline and diesel fuel consumption volumes published by EIA and FHWA include ethanol blended with gasoline and biodiesel blended with diesel. Biofuels blended with conventional fuels were subtracted from these consumption totals in order to be consistent with IPCC methodological guidance and UNFCCC reporting obligations, for which net carbon fluxes in biogenic carbon reservoirs in croplands are accounted for in the estimates for Land Use, Land-Use Change and Forestry chapter, not in Energy chapter totals. Ethanol fuel volumes were removed from motor gasoline consumption estimates for years 1990 through 2016 and biodiesel fuel volumes were removed from diesel fuel consumption volumes for years 2001 through 2016, as there was negligible use of biodiesel as a diesel blending competent prior to 2001. The subtraction or removal of biofuels blended into motor gasoline and diesel were conducted following the methodology outlined in Step 2 ("Remove Biofuels from Petroleum") of the EIA's *Monthly Energy Review* (MER) Section 12 notes.

In order to remove the volume of biodiesel blended into diesel fuel, the refinery and blender net volume inputs of renewable diesel fuel sourced from EIA Petroleum Supply Annual (EIA 2017f) *Table 18 - Refinery Net Input of Crude Oil and Petroleum Products* and *Table 20 - Blender Net Inputs of Petroleum Products* were subtracted from the transportation sector's total diesel fuel consumption volume (for both the "top-down" EIA and "bottom-up" FHWA estimates). To remove the fuel ethanol blended into motor gasoline, ethanol energy consumption data sourced from MER *Table 10.2b - Renewable Energy Consumption: Industrial and Transportation Sectors* (EIA 2018a) were subtracted from the total EIA and FHWA transportation motor gasoline energy consumption estimates.

Total ethanol and biodiesel consumption estimates are shown separately in Table A-96.[42]

[42] Note that the refinery and blender net volume inputs of renewable diesel fuel sourced from EIA's Petroleum Supply Annual (PSA) differs from the biodiesel volume presented in Table A-96. The PSA data is representative of the amount of biodiesel that refineries and blenders added to diesel fuel to make low level biodiesel blends. This is the appropriate value to subtract from total diesel fuel volume, as it represents the amount of biofuel blended into diesel to create low-level biodiesel blends. The biodiesel consumption value presented in Table A-94 is representative of the total biodiesel consumed and includes biodiesel components in all types of fuel formulations, from low level (<5%) to high level (6–20%, 100%) blends of biodiesel. This value is sourced from MER Table 10.4 and is calculated as biodiesel production plus biodiesel net imports minus biodiesel stock exchange.

Table A-94: Fuel Consumption by Fuel and Vehicle Type (million gallons unless otherwise specified)

Fuel/Vehicle Type	1990	1995	2000	2006	2007[a]	2008	2009	2010	2011	2012	2013	2014	2015	2016
Motor Gasoline[b,c]	**107,477**	**114,277**	**125,385**	**127,760**	**127,130**	**121,360**	**120,441**	**119,372**	**116,631**	**116,105**	**116,145**	**120,861**	**120,685**	**123,603**
Passenger Cars	67,879	65,702	70,468	68,842	86,114	82,186	81,357	80,632	79,941	79,735	79,693	81,785	82,447	83,948
Light-Duty Trucks	33,762	42,903	49,107	53,289	33,950	32,087	32,452	32,224	30,587	30,235	30,254	32,722	31,926	33,202
Motorcycles	189	194	203	204	459	472	453	398	388	444	423	422	412	430
Buses	38	40	42	40	77	79	81	79	77	89	92	101	102	102
Medium- and Heavy-Duty Trucks	4,232	3,937	3,961	3,851	5,018	5,064	4,652	4,624	4,241	4,214	4,305	4,456	4,428	4,554
Recreational Boats[d]	1,377	1,501	1,604	1,535	1,513	1,471	1,446	1,414	1,398	1,388	1,379	1,375	1,370	1,367
Distillate Fuel Oil (Diesel Fuel) [b,c]	**25,631**	**31,604**	**39,241**	**45,844**	**46,427**	**44,026**	**39,873**	**41,477**	**42,280**	**42,045**	**42,672**	**43,900**	**45,231**	**46,695**
Passenger Cars	771	765	356	403	403	363	354	367	399	401	399	406	422	427
Light-Duty Trucks	1,119	1,452	1,961	2,611	1,327	1,184	1,180	1,227	1,277	1,271	1,265	1,360	1,368	1,412
Buses	781	851	997	1,034	1,520	1,436	1,335	1,326	1,419	1,515	1,525	1,653	1,681	1,670
Medium- and Heavy-Duty Trucks	18,574	23,240	30,179	36,089	37,517	35,726	32,364	33,683	33,859	33,877	34,426	35,418	36,281	37,031
Recreational Boats	194	232	270	319	327	335	343	351	357	364	368	375	383	1,565
Ships and Non-Recreational Boats	732	1,200	1,372	724	794	767	768	726	993	733	741	605	1,181	977
Rail[e]	3,461	3,863	4,106	4,664	4,538	4,215	3,529	3,798	3,975	3,884	3,948	4,083	3,915	3,615
Jet Fuel[f]	**19,186**	**17,991**	**20,002**	**18,695**	**18,407**	**17,749**	**15,809**	**15,537**	**15,036**	**14,705**	**15,088**	**15,217**	**16,162**	**17,028**
Commercial Aircraft	11,569	12,136	14,672	14,426	14,708	13,400	12,588	11,931	12,067	11,932	12,031	12,131	12,534	12,674
General Aviation Aircraft	4,034	3,361	3,163	2,590	2,043	2,682	1,787	2,322	1,895	1,659	2,033	1,786	2,361	3,184
Military Aircraft	3,583	2,495	2,167	1,679	1,656	1,667	1,434	1,283	1,074	1,114	1,024	1,300	1,267	1,170
Aviation Gasoline[f]	**374**	**329**	**302**	**278**	**263**	**235**	**221**	**225**	**225**	**209**	**186**	**181**	**176**	**170**
General Aviation Aircraft	374	329	302	278	263	235	221	225	225	209	186	181	176	170
Residual Fuel Oil[f, g]	**2,006**	**2,587**	**2,963**	**2,046**	**2,579**	**1,812**	**1,241**	**1,818**	**1,723**	**1,410**	**1,345**	**517**	**378**	**1,152**
Ships and Boats	2,006	2,587	2,963	2,046	2,579	1,812	1,241	1,818	1,723	1,410	1,345	517	378	1,152
Natural Gas[f] (trillion cubic feet)	**0.7**	**0.7**	**0.7**	**0.6**	**0.6**	**0.7**	**0.7**	**0.7**	**0.7**	**0.8**	**0.9**	**0.7**	**0.7**	**0.7**
Passenger Cars	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Light-Duty Trucks	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Medium- and Heavy-Duty Trucks	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Buses	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Pipelines	0.7	0.7	0.7	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.8	0.7	0.7	0.7
LPG[f]	**259**	**200**	**135**	**317**	**253**	**463**	**328**	**344**	**403**	**438**	**522**	**555**	**466**	**475**
Passenger Cars	1	0.9	0.6	3	3	5	5	2	1	1	2	10	48	84
Light-Duty Trucks	35	27	18	81	60	84	82	81	77	44	58	119	68	45
Medium- and Heavy-Duty Trucks	206	159	107	193	148	276	185	203	278	339	393	362	300	299
Buses	17	13	9	40	42	97	55	58	47	54	69	65	51	46
Electricity[f, h]	**4,751**	**4,975**	**5,382**	**7,358**	**8,173**	**7,653**	**7,768**	**7,712**	**7,672**	**7,320**	**7,625**	**7,758**	**7,637**	**7,497**
Rail	4,751	4,975	5,382	7,358	8,173	7,653	7,768	7,712	7,672	7,320	7,625	7,758	7,637	7,497

+ Does not exceed 0.05 trillion cubic feet

[a] In 2011, FHWA changed its methodology for Table VM-1, which impacts estimates for the 2007 to 2016 time period. These methodological changes include how on-road vehicles are classified, moving from a system based on body-type to one that is based on wheelbase. This resulted in large changes in fuel consumption data by vehicle class between 2006 and 2007.

[b] Figures do not include ethanol blended in motor gasoline or biodiesel blended into distillate fuel oil. Net carbon fluxes associated with ethanol are accounted for in the Land Use, Land-Use Change and Forestry chapter. This table is calculated with the heat content for gasoline without ethanol (from Table A.2 in the EIA Annual Energy Review) rather than the annually variable quantity-weighted heat content for gasoline with ethanol, which varies by year.

[c] Gasoline and diesel highway vehicle fuel consumption estimates are based on data from FHWA Highway Statistics Table MF-21, MF-27, and VM-1 (FHWA 1996 through 2017). Data from Table VM-1 is used to estimate the share of consumption between each on-road vehicle class. These fuel consumption estimates are combined with estimates of fuel shares by vehicle type from DOE's TEDB Annex Tables A.1 through A.6 (DOE 1993 through 2017). TEDB data for 2016 has not been published yet, therefore 2015 data are used as a proxy.
[d] Fluctuations in recreational boat gasoline estimates reflect the use of this category to reconcile bottom-up values with EIA total gasoline estimates.
[e] Class II and Class III diesel consumption data for 2014 to 2016 is not available, therefore 2013 data are used as a proxy.
[f] Estimated based on EIA transportation sector energy estimates by fuel type, with bottom-up activity data used for apportionment to modes. Transportation sector natural gas and LPG consumption are based on data from EIA (2017a). In previous Inventory years, data from DOE TEDB was used to estimate each vehicle class's share of the total natural gas and LPG consumption. Since TEDB does not include estimates for natural gas use by medium and heavy duty trucks or LPG use by passenger cars, EIA Alternative Fuel Vehicle Data (Browning 2017) is now used to determine each vehicle class's share of the total natural gas and LPG consumption. These changes were first incorporated in this year's Inventory and apply to the 1990 through 2016 time period.
[g] Fluctuations in reported fuel consumption may reflect data collection problems.
[h] Million kilowatt-hours

Table A-95: Energy Consumption by Fuel and Vehicle Type (Tbtu)

Fuel/Vehicle Type	1990	1995	2000	2006	2007[a]	2008	2009	2010	2011	2012	2013	2014	2015	2016
Motor Gasoline[b, c]	**13,442**	**14,293**	**15,682**	**15,979**	**15,807**	**15,089**	**14,975**	**14,842**	**14,501**	**14,436**	**14,441**	**15,027**	**15,005**	**15,368**
Passenger Cars	8,490	8,218	8,814	8,610	10,707	10,218	10,115	10,025	9,939	9,914	9,909	10,169	10,251	10,438
Light-Duty Trucks	4,223	5,366	6,142	6,665	4,221	3,989	4,035	4,007	3,803	3,759	3,762	4,068	3,969	4,128
Motorcycles	24	24	25	25	57	59	56	50	48	55	53	52	51	53
Buses	5	5	5	5	10	10	10	10	10	11	11	13	13	13
Medium- and Heavy-Duty Trucks	529	492	495	482	624	630	578	575	527	524	535	554	551	566
Recreational Boats[d]	172	188	201	192	188	183	180	176	174	173	171	171	170	170
Distillate Fuel Oil (Diesel Fuel)[c]	**3,555**	**4,379**	**5,437**	**6,334**	**6,394**	**6,059**	**5,488**	**5,706**	**5,814**	**5,780**	**5,866**	**6,034**	**6,217**	**6,257**
Passenger Cars	107	106	49	56	55	50	49	51	55	55	55	56	58	59
Light-Duty Trucks	155	201	272	361	183	163	162	169	176	175	174	187	188	194
Buses	108	118	138	143	209	198	184	182	195	208	210	227	231	230
Medium- and Heavy-Duty Trucks	2,576	3,220	4,181	4,986	5,167	4,917	4,455	4,634	4,656	4,657	4,733	4,868	4,987	5,090
Recreational Boats	27	32	37	44	45	46	47	48	49	50	51	52	53	54
Ships and Non-Recreational Boats	102	166	190	100	109	106	106	100	137	101	102	83	162	134
Rail[e]	480	535	569	644	625	580	486	523	547	534	543	561	538	497
Jet Fuel[f]	**2,590**	**2,429**	**2,700**	**2,524**	**2,485**	**2,396**	**2,134**	**2,097**	**2,030**	**1,985**	**2,037**	**2,054**	**2,182**	**2,299**
Commercial Aircraft	1,562	1,638	1,981	1,948	1,986	1,809	1,699	1,611	1,629	1,611	1,624	1,638	1,692	1,711
General Aviation Aircraft	545	454	427	350	276	362	241	314	256	224	274	241	319	430
Military Aircraft	484	337	293	227	224	225	194	173	145	150	138	175	171	158
Aviation Gasoline[f]	**45**	**40**	**36**	**33**	**32**	**28**	**27**	**27**	**27**	**25**	**22**	**22**	**21**	**20**
General Aviation Aircraft	45	40	36	33	32	28	27	27	27	25	22	22	21	20
Residual Fuel Oil[f, g]	**300**	**387**	**443**	**306**	**386**	**271**	**186**	**272**	**258**	**211**	**201**	**77**	**57**	**172**
Ships and Boats	300	387	443	306	386	271	186	272	258	211	201	77	57	172
Natural Gas[f]	**680**	**724**	**672**	**625**	**663**	**692**	**715**	**719**	**734**	**780**	**887**	**760**	**745**	**767**
Passenger Cars	+	+	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Light-Duty Trucks	+	+	0.4	0.6	0.5	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Medium- and Heavy-Duty Trucks	+	+	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.5	0.6	0.7
Buses	+	+	3	13	14	14	15	15	15	15	15	15	17	18
Pipelines	680	724	668	611	649	677	699	703	718	765	872	744	727	747
LPG[f]	**23**	**18**	**12**	**27**	**22**	**40**	**28**	**29**	**34**	**37**	**44**	**47**	**40**	**40**
Passenger Cars	0.1	0.1	0.1	0.2	0.2	0.5	0.4	0.2	0.1	0.1	0.2	0.8	4	7
Light-Duty Trucks	3	2	2	7	5	7	7	7	7	4	5	10	6	4
Medium- and Heavy-Duty Trucks	18	14	9	17	13	24	16	17	23	29	34	31	26	25
Buses	1	1	0.8	3	4	8	5	5	4	5	6	5	4	4
Electricity[f]	**3**	**3**	**3**	**5**	**5**	**5**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**3**
Rail	3	3	3	5	5	5	4	4	4	4	4	4	4	3
Total	**20,638**	**22,273**	**24,986**	**25,834**	**25,793**	**24,580**	**23,557**	**23,698**	**23,402**	**23,258**	**23,503**	**24,025**	**24,270**	**24,927**

+ Does not exceed 0.05 tBtu

[a] In 2011, FHWA changed its methodology for Table VM-1, which impacts estimates for the 2007 to 2016 time period. These methodological changes include how on-road vehicles are classified, moving from a system based on body-type to one that is based on wheelbase. This resulted in large changes in fuel consumption data by vehicle class between 2006 and 2007.

[b] Figures do not include ethanol blended in motor gasoline or biodiesel blended into distillate fuel oil. Net carbon fluxes associated with ethanol are accounted for in the Land Use, Land-Use Change and Forestry chapter.

[c] Gasoline and diesel highway vehicle fuel consumption estimates are based on data from FHWA Highway Statistics Table MF-21, MF-27, and VM-1 (FHWA 1996 through 2017). Data from Table VM-1 is used to estimate the share of consumption between each on-road vehicle class. These fuel consumption estimates are combined with estimates of fuel shares by vehicle type from DOE's TEDB Annex Tables A.1 through A.6 (DOE 1993 through 2017). TEDB data for 2016 has not been published yet, therefore 2015 data are used as a proxy.

[d] Fluctuations in recreational boat gasoline estimates reflect the use of this category to reconcile bottom-up values with EIA total gasoline estimates.

[e] Class II and Class II diesel consumption data for 2014-2016 is not available, therefore 2013 data are used as a proxy.

[f] Estimated based on EIA transportation sector energy estimates, with bottom-up data used for apportionment to modes. Transportation sector natural gas and LPG consumption are based on data from EIA (2017a). In previous Inventory years, data from DOE TEDB was used to estimate each vehicle class's share of the total natural gas and LPG consumption. Since TEDB does not include estimates for natural gas use by medium and heavy duty trucks or LPG use by passenger cars, EIA Alternative Fuel Vehicle Data (Browning 2017) is now used to determine each vehicle class's share of the total natural gas and LPG consumption. These changes were first incorporated in this year's Inventory and apply to the 1990–2016 time period.

[g] Fluctuations in reported fuel consumption may reflect data collection problems. Residual fuel oil for ships and boats data is based on EIA's February 2018 Monthly Energy Review data.

Table A-96: Transportation Sector Biofuel Consumption by Fuel Type (million gallons)

Fuel Type	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Ethanol	712	1,326	1,590	5,207	6,563	9,263	10,537	12,282	12,329	12,324	12,646	12,908	13,102	13,493
Biodiesel	NA	NA	NA	261	354	304	322	260	886	899	1,429	1,417	1,494	2,085

NA (Not Available)

Note: According to the MER, there was no biodiesel consumption prior to 2001.

Estimates of CH_4 and N_2O Emissions

Mobile source emissions of greenhouse gases other than CO_2 are reported by transport mode (e.g., road, rail, aviation, and waterborne), vehicle type, and fuel type. Emissions estimates of CH_4 and N_2O were derived using a methodology similar to that outlined in the *2006 IPCC Guidelines for National Greenhouse Gas Inventories* (IPCC 2006).

Activity data were obtained from a number of U.S. government agencies and other publications. Depending on the category, these basic activity data included fuel consumption and vehicle miles traveled (VMT). These estimates were then multiplied by emission factors, expressed as grams per unit of fuel consumed or per vehicle mile.

Methodology for On-Road Gasoline and Diesel Vehicles

Step 1: Determine Vehicle Miles Traveled by Vehicle Type, Fuel Type, and Model Year

VMT by vehicle type (e.g., passenger cars, light-duty trucks, medium- and heavy-duty trucks,[43] buses, and motorcycles) were obtained from the FHWA's *Highway Statistics* (FHWA 1996 through 2017).[44] As these vehicle categories are not fuel-specific, VMT for each vehicle type was disaggregated by fuel type (gasoline, diesel) so that the appropriate emission factors could be applied. VMT from *Highway Statistics* Table VM-1 (FHWA 1996 through 2017) was allocated to fuel types (gasoline, diesel, other) using historical estimates of fuel shares reported in the Appendix to the *Transportation Energy Data Book, Tables A.5 and A.6* (DOE 1993 through 2017). These fuel shares are drawn from various sources, including the Vehicle Inventory and Use Survey, the National Vehicle Population Profile, and the American Public Transportation Association. Fuel shares were first adjusted proportionately such that gasoline and diesel shares for each vehicle/fuel type category equaled 100 percent of national VMT. VMT for alternative fuel vehicles (AFVs) was calculated separately, and the methodology is explained in the following section on AFVs. Estimates of VMT from AFVs were then subtracted from the appropriate total VMT estimates to develop the final VMT estimates by vehicle/fuel type category.[45] The resulting national VMT estimates for gasoline and diesel on-road vehicles are presented in Table A-97 and Table A-98, respectively.

Total VMT for each on-road category (i.e., gasoline passenger cars, light-duty gasoline trucks, heavy-duty gasoline vehicles, diesel passenger cars, light-duty diesel trucks, medium- and heavy-duty diesel vehicles, and motorcycles) were distributed across 30 model years shown for 2016 in Table A-99. This distribution was derived by weighting the appropriate age distribution of the U.S. vehicle fleet according to vehicle registrations by the average annual age-specific vehicle mileage accumulation of U.S. vehicles. Age distribution values were obtained from EPA's MOBILE6 model for all years before 1999 (EPA 2000) and EPA's MOVES2014a model for years 2009 forward (EPA 2017b).[46] Age-specific vehicle mileage accumulations were also obtained from EPA's MOVES2014a model (EPA 2017b).[47]

Step 2: Allocate VMT Data to Control Technology Type

VMT by vehicle type for each model year was distributed across various control technologies as shown in Table A-105 through Table A-108. The categories "EPA Tier 0" and "EPA Tier 1" were used instead of the early three-way catalyst and advanced three-way catalyst categories, respectively, as defined in the *Revised 1996 IPCC Guidelines*. EPA Tier 0, EPA Tier 1, EPA Tier 2, and EPA Tier 3 refer to U.S. emission regulations and California Air Resources Board (CARB) LEV, CARB LEVII, and CARB LEVII refer to California emissions regulations, rather than control technologies; however, each does correspond to particular combinations of control technologies and engine design. EPA Tier 2 and Tier 3 and its

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[43] Medium- and heavy-duty trucks correspond to FHWA's reporting categories of single-unit trucks and combination trucks. Single-unit trucks are defined as single frame trucks that have 2-axles and at least 6 tires or a gross vehicle weight rating (GVWR) exceeding 10,000 lbs.

[44] In 2011 FHWA changed its methods for estimated vehicle miles traveled (VMT) and related data. These methodological changes included how vehicles are classified, moving from a system based on body-type to one that is based on wheelbase. These changes were first incorporated for the 1990 through 2008 Inventory and apply to the 2007 to 2016 time period. This resulted in large changes in VMT data by vehicle class, thus leading to a shift in emissions among on-road vehicle classes. For example, the category "Passenger Cars" has been replaced by "Light-duty Vehicles-Short Wheelbase" and "Other 2 axle-4 Tire Vehicles" has been replaced by "Light-duty Vehicles, Long Wheelbase." This change in vehicle classification has moved some smaller trucks and sport utility vehicles from the light truck category to the passenger vehicle category in this emission inventory. These changes are reflected in a large drop in light-truck emissions between 2006 and 2007.

[45] In Inventories through 2002, gasoline-electric hybrid vehicles were considered part of an "alternative fuel and advanced technology" category. However, vehicles are now only separated into gasoline, diesel, or alternative fuel categories, and gas-electric hybrids are now considered within the gasoline vehicle category.

[46] Age distributions were held constant for the period 1990 to 1998, and reflect a 25-year vehicle age span. EPA (2017b) provides a variable age distribution and 31-year vehicle age span beginning in year 1999.

[47] The updated vehicle distribution and mileage accumulation rates by vintage obtained from the MOVES2014a model resulted in a decrease in emissions due to more miles driven by newer light-duty gasoline vehicles.

predecessors EPA Tier 1 and Tier 0 as well as CARB LEV, LEVII, and LEVIII apply to vehicles equipped with three-way catalysts. The introduction of "early three-way catalysts," and "advanced three-way catalysts," as described in the *Revised 1996 IPCC Guidelines*, roughly correspond to the introduction of EPA Tier 0 and EPA Tier 1 regulations (EPA 1998b).[48] EPA Tier 2 regulations affect vehicles produced starting in 2004 and are responsible for a noticeable decrease in N_2O emissions compared EPA Tier 1 emissions technology (EPA 1999b). EPA Tier 3 regulations affect vehicles produced starting in 2015 and are fully phased in by 2025. ARB LEVII regulations affect California vehicles produced starting in 2004 while ARB LEVIII affect California vehicles produced starting in 2015.

Control technology assignments for light and heavy-duty conventional fuel vehicles for model years 1972 (when regulations began to take effect) through 1995 were estimated in EPA (1998b). Assignments for 1998 through 2016 were determined using confidential engine family sales data submitted to EPA (EPA 2017d). Vehicle classes and emission standard tiers to which each engine family was certified were taken from annual certification test results and data (EPA 2017c). This information was used to determine the fraction of sales of each class of vehicle that met EPA Tier 0, EPA Tier 1, EPA Tier 2, and CARB LEV, CARB LEVII and EPA Tier 3/CARB LEVII standards. Assignments for 1996 and 1997 were estimated based on the fact that EPA Tier 1 standards for light-duty vehicles were fully phased in by 1996. Tier 2 began initial phase-in by 2004.

Step 3: Determine CH_4 and N_2O Emission Factors by Vehicle, Fuel, and Control Technology Type

Emission factors for gasoline and diesel on-road vehicles utilizing EPA Tier 2, EPA Tier 3, and CARB LEV, LEVII, and LEVIII technologies were developed by ICF (2017a). These new emission factors were calculated for N_2O based upon a regression analysis done by EPA and for CH_4 based on the ratio of NMOG emission standards. Emission factors for earlier standards and technologies were developed by ICF (2004) based on EPA, CARB and Environment Canada laboratory test results of different vehicle and control technology types. The EPA, CARB and Environment Canada tests were designed following the Federal Test Procedure (FTP), which covers three separate driving segments, since vehicles emit varying amounts of GHGs depending on the driving segment. These driving segments are: (1) a transient driving cycle that includes cold start and running emissions, (2) a cycle that represents running emissions only, and (3) a transient driving cycle that includes hot start and running emissions. For each test run, a bag was affixed to the tailpipe of the vehicle and the exhaust was collected; the content of this bag was later analyzed to determine quantities of gases present. The emission characteristics of Segment 2 was used to define running emissions, and subtracted from the total FTP emissions to determine start emissions. These were then recombined based upon MOBILE6.2's ratio of start to running emissions for each vehicle class to approximate average driving characteristics.

Step 4: Determine the Amount of CH_4 and N_2O Emitted by Vehicle, Fuel, and Control Technology Type

Emissions of CH_4 and N_2O were then calculated by multiplying total VMT by vehicle, fuel, and control technology type by the emission factors developed in Step 3.

Methodology for Alternative Fuel Vehicles (AFVs)

Step 1: Determine Vehicle Miles Traveled by Vehicle and Fuel Type

VMT for alternative fuel and advanced technology vehicles were calculated from "Updated Methodology for Estimating CH_4 and N_2O Emissions from Highway Vehicle Alternative Fuel Vehicles" (Browning, 2017). Alternative Fuels include Compressed Natural Gas (CNG), Liquid Natural Gas (LNG), Liquefied Petroleum Gas (LPG), Ethanol, Methanol, Biodiesel, Hydrogen and Electricity. Most of the vehicles that use these fuels run on an Internal Combustion Engine (ICE) powered by the alternative fuel, although many of the vehicles can run on either the alternative fuel or gasoline (or diesel), or some combination.[49] Except for electric vehicles and plug-in hybrid vehicles, the alternative fuel vehicle VMT were calculated using the Energy Information Administration (EIA) Alternative Fuel Vehicle Data. The EIA data provides vehicle counts and fuel use for fleet vehicles used by electricity providers, federal agencies, natural gas providers, propane providers, state agencies and transit agencies, for calendar years 2003 through 2015. For 1992 to 2002, EIA Data Tables were used to estimate fuel consumption and vehicle counts by vehicle type. These tables give total vehicle fuel use and vehicle counts by fuel and calendar year for the United States over the period 1992 through 2010. Breakdowns by vehicle type for 1992 through

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[48] For further description, see "Definitions of Emission Control Technologies and Standards" section of this annex below.

[49] Fuel types used in combination depend on the vehicle class. For light-duty vehicles, gasoline is generally blended with ethanol and diesel is blended with biodiesel; dual-fuel vehicles can run on gasoline or an alternative fuel – either natural gas or LPG – but not at the same time, while flex-fuel vehicles are designed to run on E85 (85 percent ethanol) or gasoline, or any mixture of the two in between. Heavy-duty vehicles are more likely to run on diesel fuel, natural gas, or LPG.

2002 (both fuel consumed and vehicle counts) were assumed to be at the same ratio as for 2003 where data existed. For 1990, 1991 and 2016, fuel consumed by alternative fuel and vehicle type were extrapolated based on a regression analysis using the best curve fit based upon R^2 using the nearest five years of data.

For the current Inventory, counts of electric vehicles (EVs) and plug-in hybrid-electric vehicles (PHEVs) were taken from data compiled by the Electric Drive Transportation Association from 2011 to 2016 (EDTA 2017). EVs were divided into cars and trucks using confidential engine family sales data submitted to EPA (EPA 2017d). Fuel use per vehicle for personal EVs and PHEVs were assumed to be the same as those for the public fleet vehicles surveyed by EIA and provided in their data tables.

Because AFVs run on different fuel types, their fuel use characteristics are not directly comparable. Accordingly, fuel economy for each vehicle type is expressed in gasoline equivalent terms, i.e., how much gasoline contains the equivalent amount of energy as the alternative fuel. Energy economy ratios (the ratio of the gasoline equivalent fuel economy of a given technology to that of conventional gasoline or diesel vehicles) were taken from the Argonne National Laboratory's GREET2016 model (ANL 2016). These ratios were used to estimate fuel economy in miles per gasoline gallon equivalent for each alternative fuel and vehicle type. Energy use per fuel type was then divided among the various weight categories and vehicle technologies that use that fuel. Total VMT per vehicle type for each calendar year was then determined by dividing the energy usage by the fuel economy. Note that for AFVs capable of running on both/either traditional and alternative fuels, the VMT given reflects only those miles driven that were powered by the alternative fuel, as explained in Browning (2017). VMT estimates for AFVs by vehicle category (passenger car, light-duty truck, medium-duty and heavy-duty vehicles) are shown in Table A-99, while more detailed estimates of VMT by control technology are shown in Table A-100.

Step 2: Determine CH_4 and N_2O Emission Factors by Vehicle and Alternative Fuel Type

Methane and N_2O emission factors for alternative fuel vehicles (AFVs) are calculated using Argonne National Laboratory's GREET model (ANL 2016) and are reported in Browning (2017). These emission factors are shown in Table A-110 and Table A-111.

Step 3: Determine the Amount of CH_4 and N_2O Emitted by Vehicle and Fuel Type

Emissions of CH_4 and N_2O were calculated by multiplying total VMT for each vehicle and fuel type (Step 1) by the appropriate emission factors (Step 2).

Methodology for Non-Road Mobile Sources

Methane and N_2O emissions from non-road mobile sources were estimated by applying emission factors to the amount of fuel consumed by mode and vehicle type.

Activity data for non-road vehicles include annual fuel consumption statistics by transportation mode and fuel type, as shown in Table A-104. Consumption data for ships and boats (i.e., vessel bunkering) were obtained from DHS (2008) and EIA (1991 through 2017) for distillate fuel, and DHS (2008) and EIA (2017a) for residual fuel; marine transport fuel consumption data for U.S. Territories (EIA 2015) were added to domestic consumption, and this total was reduced by the amount of fuel used for international bunkers.[50] Gasoline consumption by recreational boats was obtained from the NONROAD component of EPA's MOVES2014a model (EPA 2017b). Annual diesel consumption for Class I rail was obtained from the Association of American Railroads (AAR 2008 through 2017), diesel consumption from commuter rail was obtained from APTA (2007 through 2017) and Gaffney (2007), and consumption by Class II and III rail was provided by Benson (2002 through 2004) and Whorton (2006 through 2014).[51] Diesel consumption by commuter and intercity rail was obtained from DOE (1993 through 2016). Data on the consumption of jet fuel and aviation gasoline in aircraft were obtained from EIA (2017a) and FAA (2017), as described in Annex 2.1: Methodology for Estimating Emissions of CO_2 from Fossil Fuel Combustion, and were reduced by the amount allocated to international bunker fuels (DLA 2017 and FAA 2018). Pipeline fuel consumption was obtained from EIA (2007 through 2016) (note: pipelines are a transportation source but are stationary, not mobile sources). Data on fuel consumption by non-transportation mobile sources were obtained from the NONROAD component of EPA's MOVES2014a model (EPA 2017b) for gasoline and diesel powered equipment, and from FHWA (1996 through 2017) for gasoline consumption by off-road trucks used in the agriculture, industrial,

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[50] See International Bunker Fuels section of the Energy chapter.

[51] Diesel consumption from Class II and Class III railroad were unavailable for 2014-2016. Values are proxied from 2013, which is the last year the data was available.

commercial, and construction sectors.[52] Specifically, this Inventory uses FHWA's Agriculture, Construction, and Commercial/Industrial MF-24 fuel volumes along with the MOVES NONROAD model gasoline volumes to estimate non-road mobile source CH_4 and N_2O emissions for these categories. For agriculture, the MF-24 gasoline volume is used directly because it includes both off-road trucks and equipment. For construction and commercial/industrial gasoline estimates, the 2014 and older MF-24 volumes represented off-road trucks only; therefore, the MOVES NONROAD gasoline volumes for construction and commercial/industrial are added to the respective categories in the Inventory. Beginning in 2015, this addition is no longer necessary since the FHWA updated its method for estimating on-road and non-road gasoline consumption. Among the method updates, FHWA now incorporates MOVES NONROAD equipment gasoline volumes in the construction and commercial/industrial categories.

Emissions of CH_4 and N_2O from non-road mobile sources were calculated using the updated 2006 IPCC Tier 3 guidance and EPA's MOVES2014a model. CH_4 emission factors were calculated directly from MOVES. N_2O emission factors were calculated using NONROAD activity and emission factors by fuel type from the European Environment Agency (EEA 2009). Equipment using liquefied petroleum gas (LPG) and compressed natural gas (CNG) were included (see Table A-112 and Table A-113).

Estimates of NO_x, CO, and NMVOC Emissions

The emission estimates of NO_x, CO, and NMVOCs from mobile combustion (transportation) were obtained from EPA's National Emission Inventory (NEI) Air Pollutant Emission Trends web site (EPA 2016g). This EPA report provides emission estimates for these gases by fuel type using a procedure whereby emissions were calculated using basic activity data, such as amount of fuel delivered or miles traveled, as indicators of emissions. Table A-114 through Table A-116 provides complete emission estimates for 1990 through 2016.

Table A-97: Vehicle Miles Traveled for Gasoline On-Road Vehicles (billion miles)

Year	Passenger Cars	Light-Duty Trucks	Heavy-Duty Vehicles[b]	Motorcycles
1990	1,391.4	554.8	25.8	9.6
1991	1,341.9	627.8	25.4	9.2
1992	1,355.1	683.4	25.1	9.6
1993	1,356.8	721.0	24.9	9.9
1994	1,387.7	739.2	25.3	10.2
1995	1,421.0	763.0	25.1	9.8
1996	1,455.1	788.6	24.5	9.9
1997	1,489.0	821.6	24.1	10.1
1998	1,537.1	837.7	24.1	10.3
1999	1,559.6	868.3	24.3	10.6
2000	1,592.2	887.6	24.2	10.5
2001	1,620.1	905.9	23.9	9.6
2002	1,650.0	926.8	23.9	9.6
2003	1,663.6	944.1	24.3	9.6
2004	1,691.2	985.5	24.6	10.1
2005	1,699.7	998.8	24.8	10.5
2006	1,681.9	1,038.6	24.8	12.0
2007[a]	2,093.7	562.8	34.2	21.4
2008	2,014.4	580.9	35.0	20.8
2009	2,005.4	592.5	32.5	20.8
2010	2,015.3	597.4	32.3	18.5
2011	2,035.6	579.6	30.2	18.5
2012	2,051.7	576.8	30.5	21.4
2013	2,062.2	578.7	31.2	20.4
2014	2,058.6	612.4	31.7	20.0
2015	2,133.0	606.1	31.8	19.6
2016	2,175.1	630.7	32.7	20.4

[a] In 2011, FHWA changed its methodology for Table VM-1, which impacts estimates for the 2007 to 2016 time period. These methodological changes include how on-road vehicles are classified, moving from a system based on body-type to one that is based on wheelbase. This resulted in large changes in VMT data by vehicle class between 2006 and 2007.

[52] "Non-transportation mobile sources" are defined as any vehicle or equipment not used on the traditional road system, but excluding aircraft, rail and watercraft. This category includes snowmobiles, golf carts, riding lawn mowers, agricultural equipment, and trucks used for off-road purposes, among others.

[b] Heavy-Duty Vehicles includes Medium-Duty Trucks, Heavy-Duty Trucks, and Buses.
Note: In 2015, EIA changed its methods for estimating AFV fuel consumption. These methodological changes included how vehicle counts are estimated, moving from estimates based on modeling to one that is based on survey data. EIA now publishes data about fuel use and number of vehicles for only four types of AFV fleets: federal government, state government, transit agencies, and fuel providers. These changes were first incorporated in the 1990 through 2014 Inventory and apply to the 1990 through 2016 time period. This resulted in large reductions in AFV VMT, thus leading to a shift in VMT to conventional on-road vehicle classes.
Note: Gasoline and diesel highway vehicle mileage are based on data from FHWA Highway Statistics Table VM-1 (FHWA 1996 through 2017). These mileage consumption estimates are combined with estimates of fuel shares by vehicle type from DOE's TEDB Annex Tables A.1 through A.6 (DOE 1993 through 2017). TEDB data for 2016 has not been published yet, therefore 2015 data are used as a proxy.
Source: Derived from FHWA (1996 through 2017), DOE (1990 through 2017), and Browning (2017).

Table A-98: Vehicle Miles Traveled for Diesel On-Road Vehicles (billion miles)

Year	Passenger Cars	Light-Duty Trucks	Heavy-Duty Vehicles[a]
1990	16.9	19.7	125.7
1991	16.3	21.6	129.5
1992	16.5	23.4	133.7
1993	17.9	24.7	140.6
1994	18.3	25.3	150.9
1995	17.3	26.9	159.1
1996	14.7	27.8	164.6
1997	13.5	29.0	173.8
1998	12.4	30.5	178.9
1999	9.4	32.6	185.6
2000	8.0	35.2	188.4
2001	8.1	37.0	191.5
2002	8.3	38.9	196.8
2003	8.4	39.7	199.6
2004	8.5	41.4	202.1
2005	8.5	41.9	203.7
2006	8.4	43.4	203.2
2007[b]	10.5	23.3	282.8
2008	10.1	24.1	288.3
2009	10.0	24.6	267.5
2010	10.1	24.8	265.7
2011	10.1	23.3	247.8
2012	10.1	23.1	250.3
2013	10.1	22.5	252.5
2014	10.0	23.9	256.9
2015	10.3	23.5	255.5
2016	10.4	23.8	261.7

[a] Heavy-Duty Vehicles includes Medium-Duty Trucks, Heavy-Duty Trucks, and Buses.
[b] In 2011, FHWA changed its methodology for Table VM-1, which impacts estimates for the 2007 to 2016 time period. These methodological changes include how on-road vehicles are classified, moving from a system based on body-type to one that is based on wheelbase. This resulted in large changes in VMT data by vehicle class between 2006 and 2007.
Note: In 2015, EIA changed its methods for estimating AFV fuel consumption. These methodological changes included how vehicle counts are estimated, moving from estimates based on modeling to one that is based on survey data. EIA now publishes data about fuel use and number of vehicles for only four types of AFV fleets: federal government, state government, transit agencies, and fuel providers. These changes were first incorporated in the 2014 Inventory and apply to the 1990 to 2016 time period. This resulted in large reductions in AFV VMT, thus leading to a shift in VMT to conventional on-road vehicle classes.
Note: Gasoline and diesel highway vehicle mileage are based on data from FHWA Highway Statistics Table VM-1 (FHWA 1996 through 2017). These mileage consumption estimates are combined with estimates of fuel shares by vehicle type from DOE's TEDB Annex Tables A.1 through A.6 (DOE 1993 through 2017). TEDB data for 2016 has not been published yet, therefore 2015 data are used as a proxy.
Source: Derived from FHWA (1996 through 2017), DOE (1993 through 2017), and Browning (2017).

Table A-99: Vehicle Miles Traveled for Alternative Fuel On-Road Vehicles (billion miles)

Year	Passenger Cars	Light-Duty Trucks	Heavy-Duty Vehicles[a]
1990	0.0	0.1	0.4
1991	0.0	0.1	0.4
1992	0.0	0.1	0.4
1993	0.0	0.1	0.5
1994	0.1	0.1	0.4
1995	0.1	0.1	0.4
1996	0.1	0.1	0.4
1997	0.1	0.1	0.4
1998	0.1	0.1	0.5
1999	0.1	0.1	0.4
2000	0.1	0.2	0.5
2001	0.1	0.2	0.6
2002	0.1	0.3	0.8
2003	0.2	0.3	0.8
2004	0.2	0.3	0.9
2005	0.2	0.3	1.0
2006	0.2	0.5	1.3
2007	0.3	0.6	1.7
2008	0.3	0.5	2.2
2009	0.3	0.5	2.6
2010	0.3	0.5	2.3
2011	0.6	1.2	3.4
2012	1.0	1.4	3.2
2013	2.1	2.1	6.5
2014	3.5	2.1	6.5
2015	4.5	2.2	8.8
2016	6.3	3.4	9.9

[a] Heavy Duty-Vehicles includes medium-duty trucks, heavy-duty trucks, and buses.

Note: In 2015, EIA changed its methods for estimating AFV fuel consumption. These methodological changes included how vehicle counts are estimated, moving from estimates based on modeling to one that is based on survey data. EIA now publishes data about fuel use and number of vehicles for only four types of AFV fleets: federal government, state government, transit agencies, and fuel providers. These changes were first incorporated in the 2014 Inventory and apply to the 1990 to 2016 time period. This resulted in large reductions in AFV VMT, thus leading to a shift in VMT to conventional on-road vehicle classes. In 2016, estimates of alternative fuel vehicle mileage for the last ten years were revised to reflect updates made to EIA data on alternative fuel use and vehicle counts. These changes were first incorporated in the current Inventory and apply to the 2005 to 2016 time period.

Source: Derived from Browning (2017), EIA (2017e), and EDTA (2017).

Table A-100: Detailed Vehicle Miles Traveled for Alternative Fuel On-Road Vehicles (10^6 Miles)

Vehicle Type/Year	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Light-Duty Cars	**4.0**	**56.0**	**78.1**	**230.5**	**252.3**	**260.5**	**295.9**	**344.6**	**559.7**	**998.1**	**2,120.9**	**3,491.1**	**4,484.0**	**6,267.5**
Methanol-Flex Fuel ICE	+	48.9	15.2	+	+	+	+	+	+	+	+	+	+	+
Ethanol-Flex Fuel ICE	+	0.3	20.9	59.2	72.8	84.2	96.2	122.2	118.5	148.9	173.5	135.4	117.7	82.0
CNG ICE	+	0.1	5.5	14.5	14.1	12.5	11.5	10.8	11.5	11.9	12.9	12.4	12.5	11.8
CNG Bi-fuel	+	0.2	18.0	25.3	19.1	12.8	10.0	7.9	7.0	4.4	3.4	2.5	1.8	1.3
LPG ICE	1.1	1.2	1.2	0.2	1.6	1.7	1.7	+	0.2	0.2	0.4	3.5	17.0	28.8
LPG Bi-fuel	2.8	3.0	3.0	3.8	1.7	1.6	1.8	1.2	0.3	0.3	0.2	0.1	0.1	0.1
Biodiesel (BD100)	+	+	1.0	41.4	50.2	39.1	46.4	39.4	149.5	180.7	311.4	334.8	374.9	563.7
NEVs	+	2.0	11.9	81.7	82.8	87.7	83.7	68.5	97.1	83.5	72.9	63.9	45.4	28.5
Electric Vehicle	+	0.2	1.5	4.5	9.7	20.7	44.1	94.3	169.0	531.3	1,474.8	2,820.7	3,703.8	5,269.1
SI PHEV - Electricity	+	+	+	+	+	+	+	+	6.4	36.8	71.3	117.7	210.8	282.1
Fuel Cell Hydrogen	+	+	+	+	0.3	0.2	0.5	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Light-Duty Trucks	**77.3**	**93.2**	**180.9**	**491.3**	**555.3**	**458.1**	**510.6**	**462.8**	**1,234.3**	**1,366.3**	**2,099.4**	**2,142.1**	**2,245.9**	**3,442.7**
Ethanol-Flex Fuel ICE	+	0.3	23.4	62.8	77.0	89.6	102.7	130.9	144.1	191.8	227.2	222.3	232.2	229.0
CNG ICE	+	0.1	5.6	15.0	13.2	10.2	9.7	8.5	9.1	9.4	9.2	8.1	7.0	4.8
CNG Bi-fuel	+	0.4	47.2	68.6	60.9	26.0	21.7	20.3	19.4	15.7	17.1	20.6	21.7	27.2
LPG ICE	22.4	26.5	27.6	28.6	22.8	11.2	12.9	10.3	10.2	6.3	6.7	7.8	8.0	7.1
LPG Bi-fuel	55.0	65.1	67.7	55.0	32.2	25.1	29.2	25.3	13.2	5.2	6.3	23.2	9.3	4.2
LNG	+	+	0.1	0.2	0.2	0.3	0.2	+	+	+	+	+	+	+
Biodiesel (BD100)	+	+	4.1	253.9	341.1	287.9	326.6	260.2	1,033.2	1,133.8	1,815.1	1,825.0	1,934.7	2,679.5
Electric Vehicle	+	0.8	5.3	7.1	7.9	7.7	7.5	7.2	4.8	3.8	17.4	35.0	32.7	459.9
SI PHEV - Electricity	+	+	+	+	+	+	+	+	+	+	+	+	+	30.7
Fuel Cell Hydrogen	+	+	+	+	0.1	0.1	0.2	0.1	0.3	0.2	0.2	0.3	0.3	0.3
Medium Duty Trucks	**273.4**	**267.5**	**260.6**	**523.9**	**626.9**	**567.6**	**597.4**	**448.3**	**1,406.3**	**1,466.0**	**2,325.4**	**2,351.4**	**2,501.6**	**3,530.2**
CNG ICE	+	+	0.9	2.3	4.9	6.8	6.1	5.9	8.1	9.5	10.0	11.2	12.6	13.1
CNG Bi-fuel	+	0.1	8.3	10.6	9.6	8.4	7.0	6.7	6.5	7.3	7.6	10.2	11.0	13.7
LPG ICE	230.7	225.6	206.0	69.8	52.1	39.5	35.3	31.1	29.0	27.4	25.2	24.4	19.3	17.9
LPG Bi-fuel	42.7	41.7	38.1	19.2	8.4	13.5	6.8	8.4	7.5	10.0	10.7	13.6	10.2	9.8
LNG	+	+	+	+	+	+	+	+	+	+	0.1	+	0.1	0.2
Biodiesel (BD100)	+	+	7.3	422.0	552.0	499.4	542.3	396.2	1,355.2	1,411.8	2,271.9	2,291.8	2,448.4	3,475.5
Heavy-Duty Trucks	**108.3**	**105.9**	**117.4**	**174.3**	**407.1**	**1,016.1**	**1,364.7**	**1,159.7**	**1,215.9**	**1,009.9**	**3,353.2**	**3,382.6**	**5,390.7**	**5,388.1**
Neat Ethanol ICE	+	+	+	1.8	2.2	2.6	3.0	3.7	5.9	9.4	13.0	15.6	21.0	25.5
CNG ICE	+	+	0.9	2.7	2.9	2.7	3.4	3.6	3.6	4.1	5.0	5.5	7.7	9.4
LPG ICE	101.7	99.5	90.9	63.8	54.8	46.8	41.4	34.1	35.9	23.3	23.0	18.6	17.5	14.9
LPG Bi-fuel	6.5	6.4	5.8	3.8	3.7	3.7	4.3	4.5	6.6	5.1	5.4	2.3	2.2	2.0
LNG	+	+	+	0.9	0.9	1.2	1.3	1.5	+	+	+	+	+	+
Biodiesel (BD100)	+	+	19.7	101.2	342.6	959.1	1,311.4	1,112.3	1,164.0	968.0	3,306.7	3,340.6	5,342.5	5,336.3
Buses	**20.6**	**39.8**	**146.9**	**624.7**	**623.3**	**654.5**	**684.5**	**695.4**	**745.6**	**720.2**	**778.9**	**792.0**	**925.9**	**986.4**
Neat Methanol ICE	6.5	10.6	+	+	+	+	+	+	+	+	+	+	+	+
Neat Ethanol ICE	+	4.9	0.1	+	+	+	+	+	+	0.1	0.1	2.7	3.7	4.0
CNG ICE	+	1.1	104.1	481.7	509.8	546.2	581.7	605.4	637.1	628.3	650.1	650.3	731.0	792.1
LPG ICE	13.6	13.2	12.0	11.0	10.2	11.1	7.5	6.7	4.0	3.9	4.1	4.5	3.3	2.8
LNG	0.4	8.9	23.2	66.8	40.2	39.8	36.0	36.8	39.5	41.1	29.4	38.2	37.6	37.4

Biodiesel (BD100)	+	+	0.8	38.9	53.3	46.6	51.7	38.1	56.2	41.3	90.0	90.9	144.4	143.7
Electric	+	1.1	6.8	26.1	9.6	10.6	7.6	8.3	8.4	5.1	4.9	5.1	5.0	5.5
Fuel Cell Hydrogen	+	+	+	0.1	0.1	0.1	0.1	0.2	0.3	0.3	0.3	0.4	0.9	0.9
Total VMT	**483.6**	**562.4**	**783.9**	**2,044.7**	**2,465.0**	**2,956.8**	**3,453.2**	**3,110.8**	**5,161.9**	**5,560.5**	**10,677.8**	**12,159.2**	**15,548.2**	**19,615.0**

+ Does not exceed 0.05 million vehicle miles traveled

Note: Throughout the rest of this Inventory, medium-duty trucks are grouped with heavy-duty trucks; they are reported separately here because these two categories may run on a slightly different range of fuel types. In 2015, EIA changed its methods for estimating AFV fuel consumption. These methodological changes included how vehicle counts are estimated, moving from estimates based on modeling to one that is based on survey data. EIA now publishes data about fuel use and number of vehicles for only four types of AFV fleets: federal government, state government, transit agencies, and fuel providers. These changes were first incorporated in the 2014 Inventory and apply to the 1990 to 2016 time period. This resulted in large reductions in AFV VMT, thus leading to a shift in VMT to conventional on-road vehicle classes. In 2016, estimates of alternative fuel vehicle mileage for the last ten years were revised to reflect updates made to EIA data on alternative fuel use and vehicle counts. These changes were first incorporated in this year’s Inventory and apply to the 2005 to 2016 time period.

Source: Derived from Browning (2017), EIA (2017e), and EDTA (2017).

Table A-101: Age Distribution by Vehicle/Fuel Type for On-Road Vehicles,[a] 2016

Vehicle Age	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
0	7.3%	8.3%	6.5%	12.7%	8.9%	6.2%	7.3%
1	7.1%	8.0%	6.2%	12.4%	8.5%	6.0%	7.2%
2	7.0%	7.6%	5.7%	12.1%	8.0%	5.5%	6.9%
3	6.7%	7.2%	5.2%	11.6%	7.6%	4.9%	6.1%
4	6.4%	6.8%	4.8%	11.2%	7.2%	4.6%	5.5%
5	4.0%	4.5%	2.7%	6.9%	4.9%	2.9%	4.4%
6	4.4%	3.9%	1.8%	6.6%	2.8%	1.9%	4.0%
7	4.0%	2.9%	1.6%	4.3%	2.5%	2.3%	4.1%
8	5.0%	4.8%	3.0%	0.4%	5.9%	3.4%	7.3%
9	5.4%	4.9%	2.8%	0.3%	5.2%	6.7%	6.5%
10	4.9%	4.8%	3.9%	5.0%	6.4%	5.7%	6.2%
11	4.8%	4.9%	3.1%	3.4%	5.4%	5.2%	5.4%
12	4.4%	4.7%	3.8%	2.0%	4.7%	3.6%	4.6%
13	4.4%	4.2%	3.3%	2.5%	4.2%	3.2%	3.9%
14	3.9%	3.9%	3.3%	2.5%	3.5%	2.6%	3.4%
15	3.4%	3.3%	2.7%	1.5%	3.8%	3.4%	2.9%
16	3.2%	3.0%	5.3%	1.2%	2.0%	5.2%	2.3%
17	2.4%	2.5%	5.1%	0.7%	2.7%	4.1%	1.8%
18	1.9%	1.9%	2.1%	0.6%	1.0%	2.8%	1.5%
19	1.7%	1.6%	3.9%	0.2%	1.2%	2.6%	1.4%
20	1.3%	1.2%	2.3%	0.2%	0.9%	2.3%	1.3%
21	1.3%	1.1%	3.2%	0.2%	0.7%	2.9%	0.9%
22	1.0%	0.9%	2.5%	0.0%	0.4%	2.2%	1.1%
23	0.9%	0.7%	2.0%	0.1%	0.4%	1.6%	0.9%
24	0.7%	0.5%	1.5%	0.1%	0.4%	1.1%	0.7%
25	0.6%	0.4%	1.2%	0.2%	0.2%	1.1%	0.6%
26	0.5%	0.4%	1.7%	0.1%	0.2%	1.3%	0.5%
27	0.4%	0.4%	2.0%	0.1%	0.2%	1.3%	0.4%
28	0.3%	0.3%	1.6%	0.0%	0.1%	1.1%	0.3%
29	0.3%	0.2%	1.5%	0.5%	0.0%	0.9%	0.3%
30	0.3%	0.2%	3.5%	0.5%	0.2%	1.7%	0.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

[a] The following abbreviations correspond to vehicle types: LDGV (light-duty gasoline vehicles), LDGT (light-duty gasoline trucks), HDGV (heavy-duty gasoline vehicles), LDDV (light-duty diesel vehicles), LDDT (light-duty diesel trucks), HDDV (heavy-duty diesel vehicles), and MC (motorcycles).
Note: This year's Inventory includes updated vehicle population data based on the MOVES 2014a Model.
Source: EPA (2017b).

Table A-102: Annual Average Vehicle Mileage Accumulation per Vehicle[a] (miles)

Vehicle Age	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC[b]
0	13,624	15,400	18,821	13,624	15,400	41,865	7,586
1	13,366	15,110	18,820	13,366	15,110	41,876	4,051
2	13,086	14,784	18,824	13,086	14,784	41,610	3,065
3	12,788	14,426	18,827	12,788	14,426	41,385	2,534
4	12,473	14,041	17,824	12,473	14,041	39,984	2,192
5	12,142	13,632	15,660	12,142	13,632	44,727	1,950
6	11,800	13,202	13,494	11,800	13,202	43,638	1,768
7	11,446	12,755	12,969	11,446	12,755	44,901	1,624
8	11,085	12,297	13,472	11,085	12,296	31,398	1,502
9	10,716	11,830	11,226	10,716	11,830	41,575	1,403
10	10,344	11,357	11,288	10,344	11,357	34,672	1,320
11	9,969	10,884	9,516	9,969	10,884	32,618	1,244
12	9,595	10,415	9,207	9,595	10,415	26,639	1,183
13	9,222	9,953	8,086	9,222	9,953	25,494	1,123
14	8,855	9,501	7,270	8,855	9,501	21,531	1,070
15	8,493	9,064	6,109	8,493	9,064	19,092	1,024
16	8,140	8,647	6,087	8,140	8,647	17,199	986
17	7,797	8,251	5,765	7,797	8,251	15,704	948
18	7,467	7,883	5,338	7,467	7,883	15,275	910

19	7,151	7,546	4,801	7,151	7,546	11,347	880
20	6,852	7,242	4,530	6,852	7,242	12,005	850
21	6,573	6,978	4,487	6,573	6,978	9,963	827
22	6,315	6,754	4,029	6,315	6,754	8,689	804
23	6,079	6,579	4,021	6,079	6,579	8,129	759
24	5,869	6,452	3,330	5,869	6,452	7,420	713
25	5,687	6,378	3,296	5,687	6,378	6,747	668
26	5,534	6,365	3,070	5,534	6,365	5,726	615
27	5,413	6,365	2,888	5,413	6,365	4,765	569
28	5,325	6,365	2,584	5,325	6,365	4,257	539
29	5,273	6,365	2,363	5,273	6,365	3,968	501
30	5,273	6,365	2,150	5,273	6,365	3,292	463

[a] The following abbreviations correspond to vehicle types: LDGV (light-duty gasoline vehicles), LDGT (light-duty gasoline trucks), HDGV (heavy-duty gasoline vehicles), LDDV (light-duty diesel vehicles), LDDT (light-duty diesel trucks), HDDV (heavy-duty diesel vehicles), and MC (motorcycles).
[b] Because of a lack of data, all motorcycles over 12 years old are considered to have the same emissions and travel characteristics, and therefore are presented in aggregate.
Source: EPA (2017b).

Table A-103: VMT Distribution by Vehicle Age and Vehicle/Fuel Type,[a] 2016

Vehicle Age	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
0	9.27%	10.62%	11.79%	14.43%	11.05%	9.13%	25.43%
1	8.86%	9.98%	11.32%	13.79%	10.38%	8.77%	13.27%
2	8.52%	9.27%	10.45%	13.27%	9.63%	8.01%	9.65%
3	7.96%	8.54%	9.41%	12.39%	8.86%	7.15%	7.10%
4	7.47%	7.88%	8.19%	11.65%	8.17%	6.46%	5.49%
5	4.47%	5.05%	4.07%	6.97%	5.36%	4.50%	3.92%
6	4.85%	4.26%	2.32%	6.50%	2.99%	2.89%	3.21%
7	4.24%	3.03%	1.99%	4.13%	2.55%	3.62%	3.05%
8	5.15%	4.90%	3.95%	0.36%	5.92%	3.77%	5.00%
9	5.37%	4.82%	3.03%	0.24%	4.98%	9.73%	4.16%
10	4.74%	4.56%	4.29%	4.31%	5.93%	6.98%	3.71%
11	4.48%	4.39%	2.84%	2.83%	4.77%	5.98%	3.06%
12	3.95%	4.07%	3.40%	1.61%	3.95%	3.40%	2.47%
13	3.76%	3.45%	2.59%	1.94%	3.36%	2.87%	2.00%
14	3.24%	3.08%	2.31%	1.83%	2.69%	1.94%	1.68%
15	2.67%	2.48%	1.60%	1.04%	2.80%	2.27%	1.37%
16	2.42%	2.12%	3.11%	0.82%	1.37%	3.14%	1.05%
17	1.76%	1.69%	2.82%	0.43%	1.82%	2.27%	0.76%
18	1.33%	1.25%	1.09%	0.38%	0.64%	1.48%	0.62%
19	1.13%	1.02%	1.81%	0.13%	0.75%	1.05%	0.58%
20	0.86%	0.70%	1.01%	0.14%	0.55%	0.99%	0.49%
21	0.82%	0.64%	1.39%	0.10%	0.38%	1.00%	0.36%
22	0.60%	0.53%	0.98%	0.01%	0.21%	0.66%	0.40%
23	0.48%	0.36%	0.77%	0.04%	0.22%	0.45%	0.31%
24	0.38%	0.27%	0.50%	0.06%	0.20%	0.29%	0.24%
25	0.31%	0.22%	0.40%	0.11%	0.11%	0.25%	0.18%
26	0.25%	0.20%	0.50%	0.04%	0.09%	0.26%	0.13%
27	0.20%	0.20%	0.56%	0.02%	0.08%	0.21%	0.09%
28	0.15%	0.17%	0.41%	0.01%	0.06%	0.16%	0.07%
29	0.12%	0.13%	0.35%	0.21%	0.03%	0.13%	0.07%
30	0.17%	0.12%	0.74%	0.20%	0.09%	0.20%	0.06%
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**

[a] The following abbreviations correspond to vehicle types: LDGV (light-duty gasoline vehicles), LDGT (light-duty gasoline trucks),HDGV (heavy-duty gasoline vehicles), LDDV (light-duty diesel vehicles), LDDT (light-duty diesel trucks), HDDV (heavy-duty diesel vehicles), and MC (motorcycles).
Note: Estimated by weighting data in by data in Table A-102. This year's Inventory includes updated vehicle population data based on the MOVES 2014a. Model that affects this distribution.

Table A-104: Fuel Consumption for Off-Road Sources by Fuel Type (million gallons unless otherwise noted)

Vehicle Type/Year	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Aircraft[a]	**19,560**	**18,320**	**20,304**	**18,973**	**18,670**	**17,984**	**16,030**	**15,762**	**15,262**	**14,914**	**15,274**	**15,397**	**16,338**	**17,198**
Aviation Gasoline	374	329	302	278	263	235	221	225	225	209	186	181	176	170
Jet Fuel	19,186	17,991	20,002	18,695	18,407	17,749	15,809	15,537	15,036	14,705	15,088	15,217	16,162	17,028
Commercial Aviation[b]	*11,569*	*12,136*	*14,672*	*14,426*	*14,708*	*13,400*	*12,588*	*11,931*	*12,067*	*11,932*	*12,031*	*12,131*	*12,534*	*12,674*
Ships and Boats	**4,599**	**5,829**	**6,538**	**5,120**	**5,598**	**4,841**	**4,271**	**4,802**	**4,976**	**4,402**	**4,354**	**3,391**	**3,845**	**4,415**
Diesel	1,156	1,661	1,882	1,409	1,365	1,384	1,395	1,361	1,641	1,389	1,414	1,284	1,881	1,680
Gasoline	1,383	1,522	1,629	1,597	1,587	1,577	1,568	1,556	1,545	1,535	1,528	1,522	1,519	1,516
Residual	2,060	2,646	3,027	2,114	2,647	1,880	1,308	1,886	1,791	1,477	1,413	584	445	1,219
Construction/Mining Equipment[c]														
Diesel	3,736	4,460	5,181	6,069	6,216	6,363	6,511	6,658	6,806	6,954	7,102	7,250	7,399	7,546
Gasoline	484	438	342	686	569	575	556	655	612	632	1,085	698	367	375
CNG (million cubic ft)	4,566	5,145	5,724	6,212	6,250	6,287	6,324	6,361	6,397	6,434	6,471	6,508	6,545	6,583
LPG	20	23	25	26	26	26	26	26	27	27	27	27	27	28
Agricultural Equipment[d]														
Diesel	2,360	2,818	3,277	3,782	3,865	3,948	4,032	4,115	4,199	4,282	4,366	4,450	4,534	4,617
Gasoline	813	927	652	1,229	1,061	634	676	692	799	875	655	644	159	168
CNG (million cubic ft)	3,364	2,325	1,287	241	155	95	60	37	22	12	6	3	2	2
LPG	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1
Rail	**3,461**	**3,864**	**4,106**	**4,665**	**4,539**	**4,216**	**3,535**	**3,807**	**3,999**	**3,921**	**4,025**	**4,175**	**4,000**	**3,693**
Diesel	3,461	3,864	4,106	4,665	4,539	4,216	3,535	3,807	3,999	3,921	4,025	4,175	4,000	3,693
Other[e]														
Diesel	1,447	1,749	2,050	2,446	2,512	2,579	2,645	2,711	2,778	2,844	2,910	2,977	3,043	3,108
Gasoline[f]	4,437	4,543	4,748	5,924	5,717	5,782	5,810	6,093	5,990	5,859	5,890	5,975	5,893	5,986
CNG (million cubic ft)	17,998	20,816	23,629	24,162	24,276	24,435	24,610	24,796	24,999	25,232	25,598	25,988	26,394	26,818
LPG	1,399	1,799	2,200	2,454	2,465	2,477	2,490	2,504	2,520	2,540	2,582	2,628	2,677	2,726
Total gallons	**42,316**	**44,769**	**49,423**	**51,374**	**51,239**	**49,426**	**46,581**	**47,825**	**47,967**	**47,251**	**48,271**	**47,614**	**48,283**	**49,861**
Total million cubic ft	**25,928**	**28,287**	**30,640**	**30,614**	**30,680**	**30,817**	**30,993**	**31,194**	**31,418**	**31,678**	**32,075**	**32,499**	**32,941**	**33,403**

[a] For aircraft, this is aviation gasoline. For all other categories, this is motor gasoline.
[b] Commercial aviation, as modeled in FAA's AEDT, consists of passenger aircraft, cargo, and other chartered flights.
[c] Includes equipment, such as cranes, dumpers, and excavators, as well as fuel consumption from trucks that are used off-road in construction.
[d] Includes equipment, such as tractors and combines, as well as fuel consumption from trucks that are used off-road in agriculture.
[e] "Other" includes snowmobiles and other recreational equipment, logging equipment, lawn and garden equipment, railroad equipment, airport equipment, commercial equipment, and industrial equipment, as well as fuel consumption from trucks that are used off-road for commercial/industrial purposes.
Note: In 2015, EPA incorporated the NONROAD2008 model into MOVES2014a. This year's Inventory uses the NONROAD component of MOVES2014a for years 1999 through 2016.
Sources: AAR (2008 through 2017), APTA (2007 through 2016), BEA (1991 through 2017), Benson (2002 through 2004), DHS (2008), DOC (1991 through 2017), DESC (2017), DOE (1993 through 2016), DOT (1991 through 2017), EIA (2002), EIA (2007b), EIA (2017d), EIA (2007 through 2017), EIA (1991 through 2016), EPA (2017b), FAA (2017), Gaffney (2007), and Whorton (2006 through 2014).

Table A-105: Control Technology Assignments for Gasoline Passenger Cars (Percent of VMT)

Model Years	Non-catalyst	Oxidation	EPA Tier 0	EPA Tier 1	CARB LEV	CARB LEV 2	EPA Tier 2	CARB LEV 3/ EPA Tier 3
1973-1974	100%	-	-	-	-	-	-	-
1975	20%	80%	-	-	-	-	-	-
1976-1977	15%	85%	-	-	-	-	-	-
1978-1979	10%	90%	-	-	-	-	-	-
1980	5%	88%	7%	-	-	-	-	-
1981	-	15%	85%	-	-	-	-	-
1982	-	14%	86%	-	-	-	-	-
1983	-	12%	88%	-	-	-	-	-
1984-1993	-	-	100%	-	-	-	-	-
1994	-	-	80%	20%	-	-	-	-
1995	-	-	60%	40%	-	-	-	-
1996	-	-	40%	54%	6%	-	-	-
1997	-	-	20%	68%	12%	-	-	-
1998	-	-	<1%	82%	18%	-	-	-
1999	-	-	<1%	67%	33%	-	-	-
2000	-	-	-	44%	56%	-	-	-
2001	-	-	-	3%	97%	-	-	-
2002	-	-	-	1%	99%	-	-	-
2003	-	-	-	<1%	85%	2%	12%	-
2004	-	-	-	<1%	24%	16%	60%	-
2005	-	-	-	-	13%	27%	60%	-
2006	-	-	-	-	18%	35%	47%	-
2007	-	-	-	-	4%	43%	53%	-
2008	-	-	-	-	2%	42%	56%	-
2009	-	-	-	-	<1%	43%	57%	-
2010	-	-	-	-	-	44%	56%	-
2011	-	-	-	-	-	42%	58%	-
2012	-	-	-	-	-	41%	59%	-
2013	-	-	-	-	-	40%	60%	-
2014	-	-	-	-	-	37%	62%	1%
2015	-	-	-	-	-	33%	56%	11%
2016	-	-	-	-	-	25%	50%	24%

- Not Applicable.

Note: Detailed descriptions of emissions control technologies are provided in the following section of this Annex. In 2016, historical confidential vehicle sales data was re-evaluated to determine the engine technology assignments. First several light-duty trucks were re-characterized as heavy-duty vehicles based upon gross vehicle weight rating (GVWR) and confidential sales data. Second, which emission standards each vehicle type was assumed to have met were re-examined using confidential sales data. Also, in previous Inventories, non-plug-in hybrid electric vehicles (HEVs) were considered alternative fueled vehicles and therefore were not included in the engine technology breakouts. For this Inventory, HEVs are now classified as gasoline vehicles across the entire time series.

Sources: EPA (1998), EPA (2017c), and EPA (2017d).

Table A-106: Control Technology Assignments for Gasoline Light-Duty Trucks (Percent of VMT)[a]

Model Years	Non-catalyst	Oxidation	EPA Tier 0	EPA Tier 1	CARB LEV[b]	CARB LEV 2	EPA Tier 2	CARB LEV 3/EPA Tier 3
1973-1974	100%	-	-	-	-	-	-	-
1975	30%	70%	-	-	-	-	-	-
1976	20%	80%	-	-	-	-	-	-
1977-1978	25%	75%	-	-	-	-	-	-
1979-1980	20%	80%	-	-	-	-	-	-
1981	-	95%	5%	-	-	-	-	-
1982	-	90%	10%	-	-	-	-	-
1983	-	80%	20%	-	-	-	-	-
1984	-	70%	30%	-	-	-	-	-
1985	-	60%	40%	-	-	-	-	-
1986	-	50%	50%	-	-	-	-	-
1987-1993	-	5%	95%	-	-	-	-	-
1994	-	-	60%	40%	-	-	-	-
1995	-	-	20%	80%	-	-	-	-
1996	-	-	-	100%	-	-	-	-
1997	-	-	-	100%	-	-	-	-
1998	-	-	-	87%	13%	-	-	-
1999	-	-	-	61%	39%	-	-	-
2000	-	-	-	63%	37%	-	-	-
2001	-	-	-	24%	76%	-	-	-
2002	-	-	-	31%	69%	-	-	-
2003	-	-	-	25%	69%	-	6%	-
2004	-	-	-	1%	26%	8%	65%	-
2005	-	-	-	-	17%	17%	66%	-
2006	-	-	-	-	24%	22%	54%	-
2007	-	-	-	-	14%	25%	61%	-
2008	-	-	-	-	<1%	34%	66%	-
2009	-	-	-	-	-	34%	66%	-
2010	-	-	-	-	-	30%	70%	-
2011	-	-	-	-	-	27%	73%	-
2012	-	-	-	-	-	24%	76%	-
2013	-	-	-	-	-	31%	69%	-
2014	-	-	-	-	-	26%	73%	1%
2015	-	-	-	-	-	22%	72%	6%
2016	-	-	-	-	-	20%	62%	18%

- Not Applicable.

[a] Detailed descriptions of emissions control technologies are provided in the following section of this Annex.

[b] The proportion of LEVs as a whole has decreased since 2001, as carmakers have been able to achieve greater emission reductions with certain types of LEVs, such as ULEVs. Because ULEVs emit about half the emissions of LEVs, a carmaker can reduce the total number of LEVs they need to build to meet a specified emission average for all of their vehicles in a given model year.

Note: In 2016, historical confidential vehicle sales data was re-evaluated to determine the engine technology assignments. First several light-duty trucks were re-characterized as heavy-duty vehicles based upon gross vehicle weight rating (GVWR) and confidential sales data. Second, which emission standards each vehicle type was assumed to have met were re-examined using confidential sales data. Also, in previous Inventories, non-plug-in hybrid electric vehicles (HEVs) were considered alternative fueled vehicles and therefore were not included in the engine technology breakouts. For this Inventory, HEVs are now classified as gasoline vehicles across the entire time series.

Sources: EPA (1998), EPA (2017c), and EPA (2017d).

Table A-107: Control Technology Assignments for Gasoline Heavy-Duty Vehicles (Percent of VMT)[a]

Model Years	Uncontrolled	Non-catalyst	Oxidation	EPA Tier 0	EPA Tier 1	CARB LEV[b]	CARB LEV 2	EPA Tier 2	CARB LEV 3/ EPA Tier 3
≤1980	100%	-	-	-	-	-	-	-	-
1981-1984	95%	-	5%	-	-	-	-	-	-
1985-1986	-	95%	5%	-	-	-	-	-	-
1987	-	70%	15%	15%	-	-	-	-	-
1988-1989	-	60%	25%	15%	-	-	-	-	-
1990-1995	-	45%	30%	25%	-	-	-	-	-
1996	-	-	25%	10%	65%	-	-	-	-
1997	-	-	10%	5%	85%	-	-	-	-

1998	-	-	-	-	100%	-	-	-	-
1999	-	-	-	-	98%	2%	-	-	-
2000	-	-	-	-	93%	7%	-	-	-
2001	-	-	-	-	78%	22%	-	-	-
2002	-	-	-	-	94%	6%	-	-	-
2003	-	-	-	-	85%	14%	-	1%	-
2004	-	-	-	-	-	33%	-	67%	-
2005	-	-	-	-	-	15%	-	85%	-
2006	-	-	-	-	-	50%	-	50%	-
2007	-	-	-	-	-	-	27%	73%	-
2008	-	-	-	-	-	-	46%	54%	-
2009-2015	-	-	-	-	-	-	-	100%	-
2016	-	-	-	-	-	-	24%	10%	66%

- Not Applicable.
[a] Detailed descriptions of emissions control technologies are provided in the following section of this Annex.
[b] The proportion of LEVs as a whole has decreased since 2000, as carmakers have been able to achieve greater emission reductions with certain types of LEVs, such as ULEVs. Because ULEVs emit about half the emissions of LEVs, a manufacturer can reduce the total number of LEVs they need to build to meet a specified emission average for all of their vehicles in a given model year.
Note: In 2016, historical confidential vehicle sales data was re-evaluated to determine the engine technology assignments. First several light-duty trucks were re-characterized as heavy-duty vehicles based upon gross vehicle weight rating (GVWR) and confidential sales data. Second, which emission standards each vehicle type was assumed to have met were re-examined using confidential sales data. Also, in previous Inventories, non-plug-in hybrid electric vehicles (HEVs) were considered alternative fueled vehicles and therefore were not included in the engine technology breakouts. For this Inventory, HEVs are now classified as gasoline vehicles across the entire time series.
Sources: EPA (1998), EPA (2017c), and EPA (2017d).

Table A-108: Control Technology Assignments for Diesel On-Road Vehicles and Motorcycles

Vehicle Type/Control Technology	Model Years
Diesel Passenger Cars and Light-Duty Trucks	
Uncontrolled	1960–1982
Moderate control	1983–1995
Advanced control	1996–2015
Diesel Medium- and Heavy-Duty Trucks and Buses	
Uncontrolled	1960–1990
Moderate control	1991–2003
Advanced control	2004–2006
Aftertreatment	2007–2015
Motorcycles	
Uncontrolled	1960–1995
Non-catalyst controls	1996–2016

Note: Detailed descriptions of emissions control technologies are provided in the following section of this Annex.
Source: EPA (1998) and Browning (2005).

Table A-109: Emission Factors for CH_4 and N_2O for On-Road Vehicles

Vehicle Type/Control Technology	N_2O (g/mi)	CH_4 (g/mi)
Gasoline Passenger Cars		
EPA Tier 3 / ARB LEV III	0.0067	0.0022
EPA Tier 2	0.0082	0.0078
ARB LEV II	0.0082	0.0061
ARB LEV	0.0205	0.0100
EPA Tier 1[a]	0.0429	0.0271
EPA Tier 0[a]	0.0647	0.0704
Oxidation Catalyst	0.0504	0.1355
Non-Catalyst Control	0.0197	0.1696
Uncontrolled	0.0197	0.1780
Gasoline Light-Duty Trucks		
EPA Tier 3 / ARB LEV III	0.0067	0.0020
EPA Tier 2	0.0082	0.0080
ARB LEV II	0.0082	0.0056
ARB LEV	0.0223	0.0148
EPA Tier 1[a]	0.0871	0.0452

EPA Tier 0[a]	0.1056	0.0776
Oxidation Catalyst	0.0639	0.1516
Non-Catalyst Control	0.0218	0.1908
Uncontrolled	0.0220	0.2024
Gasoline Heavy-Duty Vehicles		
EPA Tier 3 / ARB LEV III	0.0160	0.0115
EPA Tier 2	0.0082	0.0085
ARB LEV II	0.0175	0.0212
ARB LEV	0.0466	0.0300
EPA Tier 1[a]	0.1750	0.0655
EPA Tier 0[a]	0.2135	0.2630
Oxidation Catalyst	0.1317	0.2356
Non-Catalyst Control	0.0473	0.4181
Uncontrolled	0.0497	0.4604
Diesel Passenger Cars		
Advanced	0.0010	0.0005
Moderate	0.0010	0.0005
Uncontrolled	0.0012	0.0006
Diesel Light-Duty Trucks		
Advanced	0.0015	0.0010
Moderate	0.0014	0.0009
Uncontrolled	0.0017	0.0011
Diesel Medium- and Heavy-Duty Trucks and Buses		
Aftertreatment	0.0048	0.0051
Advanced	0.0048	0.0051
Moderate	0.0048	0.0051
Uncontrolled	0.0048	0.0051
Motorcycles		
Non-Catalyst Control	0.0069	0.0672
Uncontrolled	0.0087	0.0899

[a] The categories "EPA Tier 0" and "EPA Tier 1" were substituted for the early three-way catalyst and advanced three-way catalyst categories, respectively, as defined in the *2006 IPCC Guidelines*. Detailed descriptions of emissions control technologies are provided at the end of this Annex.
Source: ICF (2006b and 2017a).

Table A-110: Emission Factors for N_2O for Alternative Fuel Vehicles (g/mi)

	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Light-Duty Cars														
Methanol-Flex Fuel ICE	0.035	0.035	0.034	0.017	0.014	0.012	0.010	0.008	0.008	0.008	0.008	0.008	0.008	0.007
Ethanol-Flex Fuel ICE	0.035	0.035	0.034	0.017	0.014	0.012	0.010	0.008	0.008	0.008	0.008	0.008	0.008	0.007
CNG ICE	0.021	0.021	0.027	0.017	0.014	0.012	0.010	0.008	0.008	0.008	0.008	0.008	0.008	0.007
CNG Bi-fuel	0.021	0.021	0.027	0.017	0.014	0.012	0.010	0.008	0.008	0.008	0.008	0.008	0.008	0.007
LPG ICE	0.021	0.021	0.027	0.017	0.014	0.012	0.010	0.008	0.008	0.008	0.008	0.008	0.008	0.007
LPG Bi-fuel	0.021	0.021	0.027	0.017	0.014	0.012	0.010	0.008	0.008	0.008	0.008	0.008	0.008	0.007
Biodiesel (BD100)	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Light-Duty Trucks														
Ethanol-Flex Fuel ICE	0.068	0.068	0.072	0.046	0.039	0.031	0.024	0.016	0.016	0.016	0.016	0.015	0.015	0.014
CNG ICE	0.041	0.041	0.058	0.046	0.039	0.031	0.024	0.016	0.016	0.016	0.016	0.015	0.015	0.014
CNG Bi-fuel	0.041	0.041	0.058	0.046	0.039	0.031	0.024	0.016	0.016	0.016	0.016	0.015	0.015	0.014
LPG ICE	0.041	0.041	0.058	0.046	0.039	0.031	0.024	0.016	0.016	0.016	0.016	0.015	0.015	0.014
LPG Bi-fuel	0.041	0.041	0.058	0.046	0.039	0.031	0.024	0.016	0.016	0.016	0.016	0.015	0.015	0.014
LNG	0.041	0.041	0.058	0.046	0.039	0.031	0.024	0.016	0.016	0.016	0.016	0.015	0.015	0.014
Biodiesel (BD100)	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Medium Duty Trucks														
CNG ICE	0.002	0.002	0.003	0.003	0.003	0.003	0.003	0.003	0.002	0.002	0.001	0.001	0.001	0.001
CNG Bi-fuel	0.002	0.002	0.003	0.003	0.003	0.003	0.003	0.003	0.002	0.002	0.001	0.001	0.001	0.001
LPG ICE	0.055	0.055	0.069	0.070	0.061	0.052	0.043	0.034	0.034	0.034	0.034	0.034	0.034	0.034
LPG Bi-fuel	0.055	0.055	0.069	0.070	0.061	0.052	0.043	0.034	0.034	0.034	0.034	0.034	0.034	0.034
LNG	0.002	0.002	0.003	0.003	0.003	0.003	0.003	0.003	0.002	0.002	0.001	0.001	0.001	0.001
Biodiesel (BD100)	0.002	0.002	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003
Heavy-Duty Trucks														
Neat Methanol ICE	0.040	0.040	0.049	0.055	0.048	0.041	0.034	0.028	0.028	0.028	0.028	0.028	0.028	0.028
Neat Ethanol ICE	0.040	0.040	0.049	0.055	0.048	0.041	0.034	0.028	0.028	0.028	0.028	0.028	0.028	0.028
CNG ICE	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.001
LPG ICE	0.045	0.045	0.049	0.052	0.046	0.039	0.032	0.026	0.026	0.026	0.026	0.026	0.026	0.026
LPG Bi-fuel	1.229	0.045	0.049	0.052	0.046	0.039	0.032	0.026	0.026	0.026	0.026	0.026	0.026	0.026
LNG	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.001
Biodiesel (BD100)	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002
Buses														
Neat Methanol ICE	0.045	0.045	0.058	0.064	0.056	0.048	0.040	0.032	0.032	0.032	0.032	0.032	0.032	0.032
Neat Ethanol ICE	0.045	0.045	0.058	0.064	0.056	0.048	0.040	0.032	0.032	0.032	0.032	0.032	0.032	0.032
CNG ICE	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.001	0.001	0.001	0.001
LPG ICE	0.051	0.051	0.058	0.062	0.054	0.046	0.038	0.030	0.028	0.025	0.022	0.020	0.017	0.017
LNG	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.001	0.001	0.001	0.001
Biodiesel (BD100)	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002

Source: Developed by ICF (Browning 2017) using ANL (2016)

Table A-111: Emission Factors for CH_4 for Alternative Fuel Vehicles (g/mi)

	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Light-Duty Cars														
Methanol-Flex Fuel ICE	0.034	0.034	0.019	0.013	0.014	0.014	0.015	0.015	0.014	0.013	0.011	0.010	0.009	0.008
Ethanol-Flex Fuel ICE	0.034	0.034	0.019	0.013	0.014	0.014	0.015	0.015	0.014	0.013	0.011	0.010	0.009	0.008
CNG ICE	0.489	0.489	0.249	0.156	0.155	0.154	0.153	0.153	0.139	0.126	0.113	0.100	0.086	0.085
CNG Bi-fuel	0.489	0.489	0.249	0.156	0.155	0.154	0.153	0.153	0.139	0.126	0.113	0.100	0.086	0.085
LPG ICE	0.049	0.049	0.025	0.016	0.016	0.015	0.015	0.015	0.014	0.013	0.011	0.010	0.009	0.008
LPG Bi-fuel	0.049	0.049	0.025	0.016	0.016	0.015	0.015	0.015	0.014	0.013	0.011	0.010	0.009	0.008
Biodiesel (BD100)	0.002	0.002	0.002	0.001	0.001	0.001	0.001	0.001	0.021	0.042	0.063	0.083	0.104	0.132
Light-Duty Trucks														
Ethanol-Flex Fuel ICE	0.052	0.051	0.053	0.033	0.033	0.033	0.033	0.033	0.029	0.025	0.021	0.017	0.013	0.013
CNG ICE	0.737	0.731	0.709	0.399	0.381	0.364	0.346	0.329	0.288	0.248	0.208	0.168	0.128	0.126
CNG Bi-fuel	0.737	0.731	0.709	0.399	0.381	0.364	0.346	0.329	0.288	0.248	0.208	0.168	0.128	0.126
LPG ICE	0.074	0.073	0.071	0.040	0.038	0.036	0.035	0.033	0.029	0.025	0.021	0.017	0.013	0.013
LPG Bi-fuel	0.074	0.073	0.071	0.040	0.038	0.036	0.035	0.033	0.029	0.025	0.021	0.017	0.013	0.013
LNG	0.737	0.731	0.709	0.399	0.381	0.364	0.346	0.329	0.288	0.248	0.208	0.168	0.128	0.126
Biodiesel (BD100)	0.004	0.005	0.005	0.002	0.002	0.002	0.002	0.001	0.021	0.041	0.060	0.080	0.100	0.103
Medium Duty Trucks														
CNG ICE	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.280	5.760	5.240	4.720	4.200	4.200
CNG Bi-fuel	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.280	5.760	5.240	4.720	4.200	4.200
LPG ICE	0.262	0.262	0.248	0.028	0.026	0.024	0.023	0.021	0.020	0.018	0.017	0.016	0.014	0.014
LPG Bi-fuel	0.262	0.262	0.248	0.028	0.026	0.024	0.023	0.021	0.020	0.018	0.017	0.016	0.014	0.014
LNG	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.280	5.760	5.240	4.720	4.200	4.200
Biodiesel (BD100)	0.004	0.004	0.004	0.003	0.002	0.002	0.002	0.002	0.017	0.031	0.046	0.060	0.074	0.075
Heavy-Duty Trucks														
Neat Methanol ICE	0.296	0.296	0.095	0.091	0.106	0.121	0.136	0.151	0.136	0.120	0.105	0.090	0.075	0.075
Neat Ethanol ICE	0.296	0.296	0.095	0.091	0.106	0.121	0.136	0.151	0.136	0.120	0.105	0.090	0.075	0.075
CNG ICE	4.100	4.100	4.100	4.100	4.100	4.100	4.100	4.100	4.020	3.940	3.860	3.780	3.700	3.700
LPG ICE	0.158	0.158	0.149	0.017	0.016	0.015	0.014	0.013	0.013	0.013	0.013	0.013	0.013	0.013
LPG Bi-fuel	0.158	0.158	0.149	0.017	0.016	0.015	0.014	0.013	0.013	0.013	0.013	0.013	0.013	0.013
LNG	4.100	4.100	4.100	4.100	4.100	4.100	4.100	4.100	4.020	3.940	3.860	3.780	3.700	3.700
Biodiesel (BD100)	0.012	0.012	0.005	0.005	0.005	0.005	0.005	0.005	0.074	0.143	0.211	0.280	0.349	0.348
Buses														
Neat Methanol ICE	0.086	0.086	0.067	0.049	0.055	0.062	0.068	0.075	0.062	0.049	0.037	0.024	0.011	0.011
Neat Ethanol ICE	0.086	0.086	0.067	0.049	0.055	0.062	0.068	0.075	0.062	0.049	0.037	0.024	0.011	0.011
CNG ICE	18.800	18.800	18.800	18.800	18.800	18.800	18.800	18.800	17.040	15.280	13.520	11.760	10.000	10.000
LPG ICE	0.725	0.725	0.686	0.077	0.072	0.068	0.063	0.058	0.053	0.048	0.044	0.039	0.034	0.034
LNG	18.800	18.800	18.800	18.800	18.800	18.800	18.800	18.800	17.040	15.280	13.520	11.760	10.000	10.000
Biodiesel (BD100)	0.004	0.004	0.003	0.003	0.003	0.003	0.002	0.002	0.013	0.023	0.033	0.043	0.053	0.053

Source: Developed by ICF (Browning 2017) using ANL (2016)

Table A-112: Emission Factors for N_2O Emissions from Non-Road Mobile Combustion (g/kg fuel)

	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Ships and Boats														
Residual Fuel Oil	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155
Gasoline														
2 Stroke	*0.017*	*0.018*	*0.018*	*0.019*	*0.020*	*0.020*	*0.020*	*0.021*	*0.021*	*0.021*	*0.022*	*0.022*	*0.022*	*0.022*
4 Stroke	*0.075*	*0.075*	*0.076*	*0.078*	*0.078*	*0.079*	*0.079*	*0.080*	*0.080*	*0.081*	*0.081*	*0.082*	*0.082*	*0.083*
Distillate Fuel Oil	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156
Rail														
Diesel	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080
Aircraft														
Jet Fuel	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
Aviation Gasoline	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040	0.040
Agricultural Equipment[a]														
Gasoline-Equipment														
2 Stroke	*0.012*	*0.013*	*0.014*	*0.019*	*0.019*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*
4 Stroke	*0.064*	*0.065*	*0.066*	*0.070*	*0.071*	*0.072*	*0.073*	*0.073*	*0.074*	*0.075*	*0.075*	*0.076*	*0.076*	*0.077*
Gasoline-Off-road Trucks	0.064	0.065	0.066	0.070	0.071	0.072	0.073	0.073	0.074	0.075	0.075	0.076	0.076	0.077
Diesel-Equipment	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152
Diesel-Off-Road Trucks	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155
CNG	0.162	0.162	0.162	0.162	0.162	0.163	0.163	0.163	0.163	0.163	0.162	0.162	0.162	0.162
LPG	0.162	0.162	0.162	0.170	0.173	0.175	0.178	0.180	0.182	0.184	0.185	0.186	0.187	0.188
Construction/Mining Equipment[b]														
Gasoline-Equipment														
2 Stroke	*0.017*	*0.018*	*0.018*	*0.023*	*0.025*	*0.026*	*0.026*	*0.026*	*0.026*	*0.026*	*0.026*	*0.026*	*0.026*	*0.026*
4 Stroke	*0.054*	*0.057*	*0.060*	*0.067*	*0.068*	*0.068*	*0.069*	*0.069*	*0.070*	*0.070*	*0.070*	*0.070*	*0.070*	*0.070*
Gasoline-Off-road Trucks	0.054	0.057	0.060	0.067	0.068	0.068	0.069	0.069	0.070	0.070	0.070	0.070	0.070	0.070
Diesel-Equipment	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148
Diesel-Off-Road Trucks	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155
CNG	0.162	0.162	0.162	0.169	0.171	0.173	0.175	0.178	0.180	0.182	0.184	0.186	0.188	0.190
LPG	0.162	0.162	0.162	0.174	0.178	0.181	0.184	0.187	0.190	0.192	0.194	0.195	0.197	0.198
Lawn and Garden Equipment														
Gasoline-Residential														
2 Stroke	*0.012*	*0.012*	*0.013*	*0.016*	*0.017*	*0.018*	*0.018*	*0.018*	*0.018*	*0.018*	*0.018*	*0.018*	*0.018*	*0.018*
4 Stroke	*0.047*	*0.050*	*0.053*	*0.060*	*0.061*	*0.062*	*0.062*	*0.062*	*0.063*	*0.063*	*0.063*	*0.063*	*0.063*	*0.063*
Gasoline-Commercial														
2 Stroke	*0.014*	*0.015*	*0.016*	*0.020*	*0.022*	*0.022*	*0.022*	*0.022*	*0.022*	*0.022*	*0.022*	*0.022*	*0.022*	*0.022*
4 Stroke	*0.050*	*0.055*	*0.059*	*0.064*	*0.065*	*0.065*	*0.065*	*0.065*	*0.066*	*0.066*	*0.066*	*0.066*	*0.066*	*0.066*
Diesel-Residential														
Diesel-Commercial	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146
LPG	0.162	0.162	0.162	0.176	0.181	0.185	0.189	0.193	0.197	0.199	0.200	0.201	0.201	0.202
Airport Equipment														
Gasoline														

4 Stroke	*0.071*	*0.073*	*0.075*	*0.081*	*0.082*	*0.084*	*0.085*	*0.087*	*0.088*	*0.089*	*0.089*	*0.090*	*0.090*	*0.090*
Diesel	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154	0.154
LPG	0.162	0.162	0.162	0.176	0.181	0.185	0.189	0.193	0.197	0.199	0.200	0.201	0.202	0.202
Industrial/Commercial Equipment														
Gasoline														
2 Stroke	*0.012*	*0.013*	*0.014*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*	*0.020*
4 Stroke	*0.056*	*0.058*	*0.060*	*0.065*	*0.066*	*0.066*	*0.067*	*0.067*	*0.067*	*0.067*	*0.067*	*0.067*	*0.067*	*0.067*
Diesel	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145
CNG	0.162	0.162	0.162	0.182	0.185	0.188	0.191	0.193	0.195	0.197	0.198	0.199	0.200	0.200
LPG	0.162	0.162	0.162	0.175	0.179	0.183	0.186	0.190	0.194	0.197	0.198	0.199	0.200	0.201
Logging Equipment														
Gasoline														
2 Stroke	*0.018*	*0.018*	*0.019*	*0.024*	*0.026*	*0.027*	*0.027*	*0.027*	*0.027*	*0.027*	*0.027*	*0.027*	*0.027*	*0.027*
4 Stroke	*0.053*	*0.053*	*0.055*	*0.061*	*0.062*	*0.062*	*0.063*	*0.064*	*0.065*	*0.065*	*0.066*	*0.066*	*0.066*	*0.066*
Diesel	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155
Railroad Equipment														
Gasoline														
4 Stroke	*0.052*	*0.055*	*0.057*	*0.065*	*0.065*	*0.066*	*0.066*	*0.066*	*0.067*	*0.067*	*0.067*	*0.067*	*0.067*	*0.067*
Diesel	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131
LPG	0.162	0.162	0.162	0.170	0.173	0.176	0.178	0.181	0.184	0.186	0.189	0.191	0.194	0.196
Recreational Equipment														
Gasoline														
2 Stroke	*0.013*	*0.013*	*0.015*	*0.020*	*0.020*	*0.021*	*0.021*	*0.022*	*0.022*	*0.023*	*0.023*	*0.023*	*0.023*	*0.023*
4 Stroke	*0.076*	*0.077*	*0.078*	*0.086*	*0.086*	*0.086*	*0.087*	*0.087*	*0.087*	*0.087*	*0.087*	*0.087*	*0.088*	*0.088*
Diesel	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127
LPG	0.162	0.162	0.162	0.167	0.168	0.170	0.171	0.172	0.174	0.175	0.177	0.178	0.180	0.181

[a] Includes equipment, such as tractors and combines, as well as fuel consumption from trucks that are used off-road in agriculture.
[b] Includes equipment, such as cranes, dumpers, and excavators, as well as fuel consumption from trucks that are used off-road in construction.
Source: IPCC (2006) and ICF (2017b), EPA (2017b)

Table A-113: Emission Factors for CH_4 Emissions from Non-Road Mobile Combustion (g/kg fuel)

	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Ships and Boats														
Residual Fuel Oil	0.026	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155	0.155
Gasoline														
2 Stroke	*5.412*	*5.284*	*5.098*	*4.382*	*4.267*	*4.061*	*3.911*	*3.803*	*3.723*	*3.632*	*3.576*	*3.524*	*3.483*	*3.449*
4 Stroke	*3.469*	*3.334*	*3.203*	*2.949*	*2.929*	*2.704*	*2.591*	*2.449*	*2.356*	*2.217*	*2.127*	*2.037*	*1.950*	*1.865*
Distillate Fuel Oil	0.007	0.007	0.007	0.017	0.026	0.035	0.044	0.053	0.061	0.069	0.076	0.083	0.089	0.095
Rail														
Diesel	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250
Aircraft														
Jet Fuel[c]	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Aviation Gasoline	2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640	2.640

Agricultural Equipment[a]														
Gasoline-Equipment														
2 Stroke	*9.969*	*9.291*	*8.658*	*5.648*	*5.138*	*4.831*	*4.717*	*4.673*	*4.674*	*4.644*	*4.644*	*4.645*	*4.645*	*4.645*
4 Stroke	*7.434*	*6.786*	*6.110*	*5.223*	*5.038*	*4.514*	*4.177*	*3.860*	*3.635*	*3.341*	*3.145*	*2.966*	*2.799*	*2.659*
Gasoline-Off-road Trucks	7.434	6.786	6.110	5.223	5.038	4.514	4.177	3.860	3.635	3.341	3.145	2.966	2.799	2.659
Diesel-Equipment	0.045	0.041	0.037	0.066	0.071	0.075	0.079	0.083	0.086	0.087	0.088	0.089	0.089	0.089
Diesel-Off-Road Trucks	0.021	0.022	0.025	0.057	0.065	0.071	0.078	0.083	0.092	0.100	0.107	0.112	0.110	0.107
CNG	194.782	195.095	196.101	205.654	205.358	204.857	204.091	203.843	205.046	205.212	205.710	206.756	206.788	206.795
LPG	2.629	2.629	2.629	2.329	2.180	2.025	1.866	1.706	1.574	1.459	1.351	1.263	1.189	1.120
Construction/Mining Equipment[b]														
Gasoline-Equipment														
2 Stroke	*9.503*	*8.576*	*7.820*	*5.818*	*4.950*	*4.665*	*4.528*	*4.483*	*4.478*	*4.451*	*4.451*	*4.451*	*4.451*	*4.451*
4 Stroke	*11.477*	*9.340*	*7.418*	*5.855*	*5.560*	*4.672*	*4.156*	*3.810*	*3.401*	*2.837*	*2.528*	*2.306*	*2.170*	*2.086*
Gasoline-Off-road Trucks	11.477	9.340	7.418	5.855	5.560	4.672	4.156	3.810	3.401	2.837	2.528	2.306	2.170	2.086
Diesel-Equipment	0.033	0.035	0.039	0.088	0.096	0.101	0.106	0.110	0.112	0.111	0.109	0.107	0.105	0.102
Diesel-Off-Road Trucks	0.021	0.022	0.025	0.057	0.065	0.071	0.078	0.083	0.092	0.100	0.107	0.112	0.110	0.107
												97.065	87.955	78.860
CNG	186.710	186.729	186.776	168.663	159.961	151.161	142.298	133.343	124.331	115.283	106.188			
LPG	2.625	2.625	2.626	2.173	1.953	1.743	1.534	1.334	1.154	0.990	0.855	0.733	0.625	0.545
Lawn and Garden Equipment														
Gasoline-Residential														
2 Stroke	*10.154*	*9.576*	*8.904*	*7.193*	*6.815*	*6.378*	*6.137*	*6.025*	*5.985*	*5.929*	*5.924*	*5.924*	*5.925*	*5.925*
4 Stroke	*10.670*	*9.624*	*8.408*	*6.930*	*6.768*	*6.039*	*5.544*	*5.069*	*4.657*	*4.054*	*3.602*	*3.246*	*2.921*	*2.625*
Gasoline-Commercial														
2 Stroke	*9.947*	*9.073*	*8.335*	*6.506*	*5.999*	*5.696*	*5.592*	*5.550*	*5.546*	*5.511*	*5.511*	*5.511*	*5.511*	*5.511*
4 Stroke	*9.967*	*8.786*	*7.707*	*6.632*	*6.396*	*5.434*	*4.714*	*4.199*	*3.871*	*3.278*	*2.772*	*2.423*	*2.247*	*2.151*
Diesel-Commercial	0.039	0.039	0.039	0.071	0.080	0.087	0.093	0.099	0.104	0.108	0.111	0.113	0.115	0.116
LPG	2.635	2.635	2.635	2.094	1.823	1.555	1.287	1.017	0.763	0.592	0.454	0.335	0.266	0.219
Airport Equipment														
Gasoline														
4 Stroke	9.095	7.688	6.562	5.550	4.709	3.330	2.963	2.632	2.281	1.382	1.240	1.103	1.033	0.983
Diesel	0.0322	0.031	0.031	0.077	0.083	0.087	0.091	0.095	0.097	0.098	0.098	0.096	0.094	0.092
LPG	2.615	2.616	2.617	2.075	1.808	1.540	1.271	1.005	0.751	0.580	0.443	0.325	0.258	0.213
Industrial/Commercial Equipment														
Gasoline														
2 Stroke	*10.431*	*9.649*	*9.020*	*5.712*	*5.698*	*5.573*	*5.521*	*5.484*	*5.476*	*5.434*	*5.427*	*5.422*	*5.419*	*5.416*
4 Stroke	*11.493*	*9.533*	*7.723*	*6.442*	*6.039*	*4.910*	*4.242*	*3.866*	*3.625*	*3.068*	*2.688*	*2.424*	*2.283*	*2.194*
Diesel	0.0363	0.038	0.042	0.097	0.109	0.112	0.114	0.115	0.114	0.112	0.107	0.103	0.099	0.096
CNG	190.129	189.960	189.819	102.017	87.080	74.609	62.914	51.956	41.906	35.486	29.881	25.156	22.437	102.017
LPG	2.601	2.597	2.593	1.886	1.647	1.406	1.166	0.930	0.711	0.570	0.447	0.345	0.289	1.886

Logging Equipment														
Gasoline														
2 Stroke	*9.493*	*8.567*	*7.825*	*5.738*	*4.715*	*4.391*	*4.357*	*4.335*	*4.335*	*4.309*	*4.309*	*4.309*	*4.309*	*4.309*
4 Stroke	*8.528*	*7.723*	*6.816*	*4.985*	*4.750*	*4.225*	*3.918*	*3.650*	*3.441*	*3.165*	*2.992*	*2.841*	*2.707*	*2.590*
Diesel	0.0207	0.027	0.035	0.102	0.11	0.116	0.121	0.12	0.115	0.107	0.101	0.096	0.091	0.087
Railroad Equipment														
Gasoline														
4 Stroke	*10.832*	*8.825*	*6.822*	*5.327*	*5.048*	*4.240*	*3.764*	*3.549*	*3.375*	*2.970*	*2.592*	*2.342*	*2.220*	*2.141*
Diesel	0.056	0.057	0.059	0.116	0.124	0.129	0.135	0.140	0.142	0.140	0.138	0.136	0.134	0.132
LPG	2.603	2.603	26.04	2.303	2.153	2.000	1.844	1.685	1.525	1.363	1.200	1.038	0.880	0.727
Recreational Equipment														
Gasoline														
2 Stroke	*4.700*	*4.679*	*4.794*	*5.280*	*5.159*	*4.921*	*4.739*	*4.585*	*4.450*	*4.279*	*4.106*	*3.922*	*3.733*	*3.542*
4 Stroke	*8.595*	*7.599*	*6.748*	*5.327*	*5.179*	*4.719*	*4.458*	*4.229*	*3.940*	*3.723*	*3.602*	*3.501*	*3.394*	*3.309*
Diesel	0.0786	0.077	0.075	0.116	0.125	0.129	0.133	0.137	0.138	0.138	0.137	0.137	0.136	0.135
LPG	2.609	2.609	2.609	2.436	2.356	2.276	2.195	2.113	2.030	1.947	1.864	1.780	1.695	1.610

[a] Includes equipment, such as tractors and combines, as well as fuel consumption from trucks that are used off-road in agriculture.

[b] Includes equipment, such as cranes, dumpers, and excavators, as well as fuel consumption from trucks that are used off-road in construction.

[c] Emissions of CH_4 from jet fuels have been zeroed out across the time series. Recent research indicates that modern aircraft jet engines are typically net consumers of methane (Santoni et al. 2011). Methane is emitted at low power and idle operation, but at higher power modes aircraft engines consumer methane. Over the range of engine operating modes, aircraft engines are net consumers of methane on average. Based on this data, CH_4 emissions factors for jet aircraft were changed to zero in this year's Inventory to reflect the latest emissions testing data.

Source: IPCC (2006) and ICF (2017b), EPA (2017b)

Table A-114: NO_x Emissions from Mobile Combustion (kt)

Fuel Type/Vehicle Type	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Gasoline On-Road	**5,746**	**4,560**	**3,812**	**3,819**	**3,654**	**3,317**	**2,966**	**2,724**	**2,805**	**2,614**	**2,423**	**2,232**	**1,976**	**1,723**
Passenger Cars	3,847	2,752	2,084	2,083	1,993	1,810	1,618	1,486	1,530	1,426	1,322	1,217	1,078	940
Light-Duty Trucks	1,364	1,325	1,303	1,321	1,264	1,147	1,026	942	970	904	838	772	683	596
Medium- and Heavy-Duty Trucks and Buses	515	469	411	401	383	348	311	286	294	274	254	234	207	181
Motorcycles	20	14	13	14	13	12	11	10	10	10	9	8	7	6
Diesel On-Road	**2,956**	**3,493**	**3,803**	**3,431**	**3,283**	**2,980**	**2,665**	**2,448**	**2,520**	**2,349**	**2,177**	**2,005**	**1,776**	**1,548**
Passenger Cars	39	19	7	6	6	5	5	4	4	4	4	4	3	3
Light-Duty Trucks	20	12	6	6	5	5	4	4	4	4	4	3	3	3
Medium- and Heavy-Duty Trucks and Buses	2,897	3,462	3,791	3,420	3,272	2,970	2,656	2,439	2,512	2,341	2,169	1,998	1,769	1,543
Alternative Fuel On-Road[a]	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**
Non-Road	**2,160**	**2,483**	**2,584**	**2,490**	**2,249**	**2,226**	**2,166**	**2,118**	**1,968**	**1,908**	**1,848**	**1,788**	**1,665**	**1,543**
Ships and Boats	402	488	506	515	465	460	448	438	407	395	382	370	344	319
Rail	338	433	451	460	415	411	400	391	363	352	341	330	307	285
Aircraft[b]	25	31	40	37	34	33	32	32	29	29	28	27	25	23
Agricultural Equipment[c]	437	478	484	450	407	402	392	383	356	345	334	323	301	279
Construction/Mining Equipment[d]	641	697	697	647	584	578	563	550	511	496	480	464	433	401
Other[e]	318	357	407	381	344	341	332	324	301	292	283	274	255	236
Total	**10,862**	**10,536**	**10,199**	**9,740**	**9,186**	**8,523**	**7,797**	**7,290**	**7,294**	**6,871**	**6,448**	**6,024**	**5,417**	**4,814**

IE (Included Elsewhere)

[a] NO_x emissions from alternative fuel on-road vehicles are included under gasoline and diesel on-road.

[b] Aircraft estimates include only emissions related to LTO cycles, and therefore do not include cruise altitude emissions.

[c] Includes equipment, such as tractors and combines, as well as fuel consumption from trucks that are used off-road in agriculture.

[d] Includes equipment, such as cranes, dumpers, and excavators, as well as fuel consumption from trucks that are used off-road in construction.

[e] "Other" includes snowmobiles and other recreational equipment, logging equipment, lawn and garden equipment, railroad equipment, airport equipment, commercial equipment, and industrial equipment, as well as fuel consumption from trucks that are used off-road for commercial/industrial purposes.

Notes: The source of this data is the National Emissions Inventory. Updates to estimates from MOVES2014a is a change that affects the emissions time series. Totals may not sum due to independent rounding.

Table A-115: CO Emissions from Mobile Combustion (kt)

Fuel Type/Vehicle Type	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Gasoline On-Road	**98,328**	**74,673**	**60,657**	**35,781**	**33,298**	**29,626**	**24,515**	**25,235**	**24,442**	**22,805**	**21,167**	**19,529**	**17,739**	**15,968**
Passenger Cars	60,757	42,065	32,867	19,936	18,552	16,506	13,659	14,060	13,618	12,706	11,793	10,881	9,883	8,897
Light-Duty Trucks	29,237	27,048	24,532	14,242	13,253	11,792	9,758	10,044	9,729	9,077	8,425	7,773	7,061	6,356
Medium- and Heavy-Duty Trucks and Buses	8,093	5,404	3,104	1,521	1,416	1,259	1,042	1,073	1,039	969	900	830	754	679
Motorcycles	240	155	154	83	77	69	57	58	57	53	49	45	41	37
Diesel On-Road	**1,696**	**1,424**	**1,088**	**548**	**510**	**454**	**376**	**387**	**375**	**349**	**324**	**299**	**272**	**245**
Passenger Cars	35	18	7	4	3	3	3	3	3	2	2	2	2	2
Light-Duty Trucks	22	16	6	3	3	3	2	2	2	2	2	2	2	1
Medium- and Heavy-Duty Trucks and Buses	1,639	1,391	1,075	541	504	448	371	382	370	345	320	295	268	242
Alternative Fuel On-Road[a]	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**
Non-Road	**19,337**	**21,533**	**21,814**	**18,382**	**17,001**	**16,137**	**14,365**	**13,853**	**13,488**	**12,999**	**12,509**	**12,019**	**11,870**	**11,720**
Ships and Boats	1,559	1,781	1,825	1,512	1,398	1,327	1,182	1,140	1,109	1,069	1,029	989	976	964
Rail	85	93	90	74	69	65	58	56	54	52	50	48	48	47
Aircraft[b]	217	224	245	193	178	169	151	145	141	136	131	126	124	123
Agricultural Equipment[c]	581	628	626	513	474	450	401	386	376	363	349	335	331	327
Construction/Mining Equipment[d]	1,090	1,132	1,047	860	795	755	672	648	631	608	585	562	555	548
Other[e]	15,805	17,676	17,981	15,231	14,087	13,371	11,903	11,479	11,176	10,770	10,364	9,959	9,835	9,711
Total	**119,360**	**97,630**	**83,559**	**54,712**	**50,809**	**46,217**	**39,256**	**39,475**	**38,305**	**36,153**	**34,000**	**31,848**	**29,881**	**27,934**

IE (Included Elsewhere)

[a] CO emissions from alternative fuel on-road vehicles are included under gasoline and diesel on-road.

[b] Aircraft estimates include only emissions related to LTO cycles, and therefore do not include cruise altitude emissions.

[c] Includes equipment, such as tractors and combines, as well as fuel consumption from trucks that are used off-road in agriculture.

[d] Includes equipment, such as cranes, dumpers, and excavators, as well as fuel consumption from trucks that are used off-road in construction.

[e] "Other" includes snowmobiles and other recreational equipment, logging equipment, lawn and garden equipment, railroad equipment, airport equipment, commercial equipment, and industrial equipment, as well as fuel consumption from trucks that are used off-road for commercial/industrial purposes.

Notes: The source of this data is the National Emissions Inventory. Updates to estimates from MOVES2014a is a change that affects the emissions time series. Totals may not sum due to independent rounding.

Table A-116: NMVOCs Emissions from Mobile Combustion (kt)

Fuel Type/Vehicle Type	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Gasoline On-Road	**8,110**	**5,819**	**4,615**	**2,997**	**3,015**	**2,641**	**2,384**	**2,393**	**2,485**	**2,292**	**2,099**	**1,906**	**1,716**	**1,527**
Passenger Cars	5,120	3,394	2,610	1,674	1,684	1,475	1,332	1,336	1,388	1,280	1,172	1,065	958	853
Light-Duty Trucks	2,374	2,019	1,750	1,164	1,171	1,025	926	929	965	890	815	740	666	593
Medium- and Heavy-Duty Trucks and Buses	575	382	232	144	145	127	115	115	120	110	101	92	83	73
Motorcycles	42	24	23	15	15	14	12	12	13	12	11	10	9	8
Diesel On-Road	**406**	**304**	**216**	**145**	**146**	**128**	**115**	**116**	**120**	**111**	**102**	**92**	**83**	**74**
Passenger Cars	16	8	3	2	2	2	2	2	2	2	1	1	1	1
Light-Duty Trucks	14	9	4	3	3	2	2	2	2	2	2	2	1	1
Medium- and Heavy-Duty Trucks and Buses	377	286	209	140	141	124	112	112	116	107	98	89	80	72
Alternative Fuel On-Road[a]	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**	**IE**
Non-Road	**2,415**	**2,622**	**2,398**	**2,491**	**2,383**	**2,310**	**2,150**	**2,082**	**1,957**	**1,840**	**1,723**	**1,607**	**1,519**	**1,431**
Ships and Boats	608	739	744	764	731	709	660	639	600	565	529	493	466	439
Rail	33	36	35	37	35	34	32	31	29	27	26	24	23	21
Aircraft[b]	28	28	24	20	19	19	17	17	16	15	14	13	12	12
Agricultural Equipment[c]	85	86	76	76	73	70	65	63	60	56	52	49	46	44
Construction/Mining Equipment[d]	149	152	130	131	125	121	113	109	103	97	91	84	80	75
Other[e]	1,512	1,580	1,390	1,463	1,399	1,356	1,263	1,223	1,149	1,081	1,012	944	892	840
Total	**10,932**	**8,745**	**7,230**	**5,634**	**5,544**	**5,078**	**4,650**	**4,591**	**4,562**	**4,243**	**3,924**	**3,605**	**3,318**	**3,032**

IE (Included Elsewhere)

[a] NMVOC emissions from alternative fuel on-road vehicles are included under gasoline and diesel on-road.

[b] Aircraft estimates include only emissions related to LTO cycles, and therefore do not include cruise altitude emissions.

[c] Includes equipment, such as tractors and combines, as well as fuel consumption from trucks that are used off-road in agriculture.

[d] Includes equipment, such as cranes, dumpers, and excavators, as well as fuel consumption from trucks that are used off-road in construction.

[e] "Other" includes snowmobiles and other recreational equipment, logging equipment, lawn and garden equipment, railroad equipment, airport equipment, commercial equipment, and industrial equipment, as well as fuel consumption from trucks that are used off-road for commercial/industrial purposes.

Notes: The source of this data is the National Emissions Inventory. Updates to estimates from MOVES2014a is a change that affects the emissions time series. Totals may not sum due to independent rounding.

Definitions of Emission Control Technologies and Standards

The N_2O and CH_4 emission factors used depend on the emission standards in place and the corresponding level of control technology for each vehicle type. Table A-105 through Table A-108 show the years in which these technologies or standards were in place and the penetration level for each vehicle type. These categories are defined below and were compiled from EPA (1993, 1994a, 1994b, 1998, 1999a) and IPCC/UNEP/OECD/IEA (1997).

Uncontrolled

Vehicles manufactured prior to the implementation of pollution control technologies are designated as uncontrolled. Gasoline passenger cars and light-duty trucks (pre-1973), gasoline heavy-duty vehicles (pre-1984), diesel vehicles (pre-1983), and motorcycles (pre-1996) are assumed to have no control technologies in place.

Gasoline Emission Controls

Below are the control technologies and emissions standards applicable to gasoline vehicles.

Non-catalyst

These emission controls were common in gasoline passenger cars and light-duty gasoline trucks during model years (1973-1974) but phased out thereafter, in heavy-duty gasoline vehicles beginning in the mid-1980s, and in motorcycles beginning in 1996. This technology reduces hydrocarbon (HC) and carbon monoxide (CO) emissions through adjustments to ignition timing and air-fuel ratio, air injection into the exhaust manifold, and exhaust gas recirculation (EGR) valves, which also helps meet vehicle NO_x standards.

Oxidation Catalyst

This control technology designation represents the introduction of the catalytic converter, and was the most common technology in gasoline passenger cars and light-duty gasoline trucks made from 1975 to 1980 (cars) and 1975 to 1985 (trucks). This technology was also used in some heavy-duty gasoline vehicles between 1982 and 1997. The two-way catalytic converter oxidizes HC and CO, significantly reducing emissions over 80 percent beyond non-catalyst-system capacity. One reason unleaded gasoline was introduced in 1975 was due to the fact that oxidation catalysts cannot function properly with leaded gasoline.

EPA Tier 0

This emission standard from the Clean Air Act was met through the implementation of early "three-way" catalysts, therefore this technology was used in gasoline passenger cars and light-duty gasoline trucks sold beginning in the early 1980s, and remained common until 1994. This more sophisticated emission control system improves the efficiency of the catalyst by converting CO and HC to CO_2 and H_2O, reducing NO_x to nitrogen and oxygen, and using an on-board diagnostic computer and oxygen sensor. In addition, this type of catalyst includes a fuel metering system (carburetor or fuel injection) with electronic "trim" (also known as a "closed-loop system"). New cars with three-way catalysts met the Clean Air Act's amended standards (enacted in 1977) of reducing HC to 0.41 g/mile by 1980, CO to 3.4 g/mile by 1981 and NO_x to 1.0 g/mile by 1981.

EPA Tier 1

This emission standard created through the 1990 amendments to the Clean Air Act limited passenger car NO_x emissions to 0.4 g/mi, and HC emissions to 0.25 g/mi. These bounds respectively amounted to a 60 and 40 percent reduction from the EPA Tier 0 standard set in 1981. For light-duty trucks, this standard set emissions at 0.4 to 1.1 g/mi for NO_x, and 0.25 to 0.39 g/mi for HCs, depending on the weight of the truck. Emission reductions were met through the use of more advanced emission control systems, and applied to light-duty gasoline vehicles beginning in 1994. These advanced emission control systems included advanced three-way catalysts, electronically controlled fuel injection and ignition timing, EGR, and air injection.

EPA Tier 2

This emission standard was specified in the 1990 amendments to the Clean Air Act, limiting passenger car NO_x emissions to 0.07 g/mi on average and aligning emissions standards for passenger cars and light-duty trucks. Manufacturers can meet this average emission level by producing vehicles in 11 emission "Bins," the three highest of which expire in 2006. These new emission levels represent a 77 to 95 percent reduction in emissions from the EPA Tier 1 standard set in 1994.

Emission reductions were met through the use of more advanced emission control systems and lower sulfur fuels and are applied to vehicles beginning in 2004. These advanced emission control systems include improved combustion, advanced three-way catalysts, electronically controlled fuel injection and ignition timing, EGR, and air injection.

CARB Low Emission Vehicles (LEV)

This emission standard requires a much higher emission control level than the Tier 1 standard. Applied to light-duty gasoline passenger cars and trucks beginning in small numbers in the mid-1990s, LEV includes multi-port fuel injection with adaptive learning, an advanced computer diagnostics systems and advanced and close coupled catalysts with secondary air injection. LEVs as defined here include transitional low-emission vehicles (TLEVs), low emission vehicles, ultra-low emission vehicles (ULEVs). In this analysis, all categories of LEVs are treated the same due to the fact that there are very limited CH_4 or N_2O emission factor data for LEVs to distinguish among the different types of vehicles. Zero emission vehicles (ZEVs) are incorporated into the alternative fuel and advanced technology vehicle assessments.

CARB LEVII

This emission standard builds upon ARB's LEV emission standards. They represent a significant strengthening of the emission standards and require light trucks under 8500 lbs gross vehicle weight meet passenger car standards. It also introduces a super ultra-low vehicle (SULEV) emission standard. The LEVII standards decreased emission requirements for LEV and ULEV vehicles as well as increasing the useful life of the vehicle to 150,000. These standards began with 2004 vehicles. In this analysis, all categories of LEVIIs are treated the same due to the fact that there are very limited CH_4 or N_2O emission factor data for LEVIIs to distinguish among the different types of vehicles. Zero emission vehicles (ZEVs) are incorporated into the alternative fuel and advanced technology vehicle assessments.

EPA Tier 3/CARB LEVIII

The EPA Tier 3 and ARB LEVIII standards are harmonized and thus treated as one category. These standards begin in 2017 and are fully phased in by 2025 but some initial vehicles were produced earlier. Tier 3/LEVIII set new vehicle emissions standards and lower the sulfur content of gasoline, considering the vehicle and its fuel as an integrated system. These new tailpipe standards apply to all light-duty vehicles and some heavy-duty vehicles. EPA is also extending the regulatory useful life period during which the standards apply from 120,000 miles to 150,000 miles. In this analysis, all categories of Tier 3/LEVIII are treated the same due to the fact that there are very limited CH_4 or N_2O emission factor data for these vehicles to distinguish among the different types of vehicles. Zero emission vehicles (ZEVs) are incorporated into the alternative fuel and advanced technology vehicle assessments.

Diesel Emission Controls

Below are the three levels of emissions control for diesel vehicles.

Moderate control

Improved injection timing technology and combustion system design for light- and heavy-duty diesel vehicles (generally in place in model years 1983 to 1995) are considered moderate control technologies. These controls were implemented to meet emission standards for diesel trucks and buses adopted by the EPA in 1985 to be met in 1991 and 1994.

Advanced control

EGR and modern electronic control of the fuel injection system are designated as advanced control technologies. These technologies provide diesel vehicles with the level of emission control necessary to comply with standards in place from 1996 through 2006.

Aftertreatment

Use of diesel particulate filters (DPFs), oxidation catalysts and NO_x absorbers or selective catalytic reduction (SCR) systems are designated as aftertreatment control. These technologies provide diesel vehicles with a level of emission control necessary to comply with standards in place from 2007 on.

Supplemental Information on GHG Emissions from Transportation and Other Mobile Sources

This section of this Annex includes supplemental information on the contribution of transportation and other mobile sources to U.S. greenhouse gas emissions. In the main body of the Inventory report, emission estimates are generally presented by greenhouse gas, with separate discussions of the methodologies used to estimate CO_2, N_2O, CH_4, and HFC emissions. Although the Inventory is not required to provide detail beyond what is contained in the body of this report, the IPCC allows presentation of additional data and detail on emission sources. The purpose of this sub-annex, within the Annex that details the calculation methods and data used for non-CO_2 calculations, is to provide all transportation estimates presented throughout the report in one place.

This section of this Annex reports total greenhouse gas emissions from transportation and other (non-transportation) mobile sources in CO_2 equivalents, with information on the contribution by greenhouse gas and by mode, vehicle type, and fuel type. In order to calculate these figures, additional analyses were conducted to develop estimates of CO_2 from non-transportation mobile sources (e.g., agricultural equipment, construction/mining equipment, recreational vehicles), and to provide more detailed breakdowns of emissions by source.

Estimation of CO_2 from Non-Transportation Mobile Sources

The estimates of N_2O and CH_4 from fuel combustion presented in the Energy chapter of the Inventory include both transportation sources and other mobile sources. Other mobile sources include construction/mining equipment, agricultural equipment, vehicles used off-road, and other sources that have utility associated with their movement but do not have a primary purpose of transporting people or goods (e.g., snowmobiles, riding lawnmowers, etc.). Estimates of CO_2 from non-transportation mobile sources, based on EIA fuel consumption estimates, are included in the industrial and commercial sectors. In order to provide comparable information on transportation and mobile sources, Table A-117 provides estimates of CO_2 from these other mobile sources, developed from EPA's NONROAD components of the MOVES2014a model and FHWA's Highway Statistics. These other mobile source estimates were developed using the same fuel consumption data utilized in developing the N_2O and CH_4 estimates (see Table A-104). Note that the method used to estimate fuel consumption volumes for CO_2 emissions from non-transportation mobile sources for the supplemental information presented in Table A-117, Table A-119, and Table A-120 differs from the method used to estimate fuel consumption volumes for CO_2 in the industrial and commercial sectors in this Inventory, which include CO_2 emissions from all non-transportation mobile sources (see Section 3.1 for a discussion of that methodology).

Table A-117: CO_2 Emissions from Non-Transportation Mobile Sources (MMT CO_2 Eq.)

Fuel Type/ Vehicle Type	1990		1995		2000		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Agricultural Equipment[a]	31.6		37.2		39.4		49.5	48.7	45.7	46.9	47.8	49.6	51.1	50.0	50.8	47.5	48.4
Construction/ Mining Equipment[b]	43.0		50.0		56.5		68.5	68.8	70.3	71.6	73.9	75.0	76.6	82.0	80.2	78.9	80.4
Other Sources[c]	62.9		68.8		75.9		91.5	90.3	91.0	91.6	94.5	94.1	93.8	95.0	96.6	96.9	98.5
Total	**137.5**		**156.0**		**171.8**		**209.5**	**207.8**	**207.0**	**210.1**	**216.3**	**218.7**	**221.5**	**227.1**	**227.6**	**223.2**	**227.3**

[a] Includes equipment, such as tractors and combines, as well as fuel consumption from trucks that are used off-road in agriculture.
[b] Includes equipment, such as cranes, dumpers, and excavators, as well as fuel consumption from trucks that are used off-road in construction.
[c] "Other" includes snowmobiles and other recreational equipment, logging equipment, lawn and garden equipment, railroad equipment, airport equipment, commercial equipment, and industrial equipment, as well as fuel consumption from trucks that are used off-road for commercial/industrial purposes.
Note: The method used to estimate CO_2 emissions in this supplementary information table differs from the method used to estimate CO_2 in the industrial and commercial sectors in the Inventory, which include CO_2 emissions from all non-transportation mobile sources (see Section 3.1 for the methodology for estimating CO_2 emissions from fossil fuel combustion in this Inventory). In 2015, EPA incorporated the NONROAD2008 model into MOVES2014a. The current Inventory uses the NONROAD component of MOVES2014a for years 1999 through 2016.

Estimation of HFC Emissions from Transportation Sources

In addition to CO_2, N_2O and CH_4 emissions, transportation sources also result in emissions of HFCs. HFCs are emitted to the atmosphere during equipment manufacture and operation (as a result of component failure, leaks, and purges), as well as at servicing and disposal events. There are three categories of transportation-related HFC emissions; Mobile air-conditioning represents the emissions from air conditioning units in passenger cars, light-duty trucks, and heavy-duty vehicles; Comfort Cooling represents the emissions from air conditioning units in passenger trains and buses; and Refrigerated Transport represents the emissions from units used to cool freight during transportation.

Table A-118 below presents these HFC emissions. Table A-119 presents all transportation and mobile source greenhouse gas emissions, including HFC emissions.

Table A-118: HFC Emissions from Transportation Sources (MMT CO_2 Eq.)

Vehicle Type	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Mobile AC	**+**	**19.4**	**55.2**	**68.3**	**68.8**	**69.2**	**68.2**	**64.7**	**58.7**	**52.9**	**46.9**	**43.7**	**40.9**	**37.4**
Passenger Cars	+	11.2	28.0	31.7	31.5	31.2	29.9	27.5	23.9	20.6	17.3	15.9	14.8	13.3
Light-Duty Trucks	+	7.8	25.6	33.9	34.5	35.1	35.2	34.2	31.7	29.3	26.7	24.9	23.3	21.4
Heavy-Duty Vehicles	+	0.5	1.6	2.6	2.8	2.9	3.0	3.1	3.0	2.9	2.9	2.9	2.8	2.7
Comfort Cooling for Trains and Buses	**+**	**+**	**0.1**	**0.3**	**0.4**	**0.4**	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**
School and Tour Buses	+	+	0.1	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Transit Buses	+	+	+	+	+	+	+	+	+	+	+	+	0.1	0.1
Rail	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Refrigerated Transport	**+**	**0.2**	**0.8**	**2.0**	**2.3**	**2.6**	**2.9**	**3.5**	**4.1**	**4.7**	**5.3**	**5.8**	**6.4**	**6.9**
Medium- and Heavy-Duty Trucks	+	0.1	0.4	1.4	1.6	1.7	1.9	2.2	2.5	2.8	3.1	3.4	3.6	3.9
Rail	+	+	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Ships and Boats	+	+	0.3	0.5	0.6	0.8	0.9	1.2	1.5	1.7	2.0	2.3	2.6	2.9
Total	**+**	**19.6**	**56.2**	**70.6**	**71.5**	**72.3**	**71.6**	**68.7**	**63.2**	**58.1**	**52.7**	**50.0**	**47.7**	**44.8**

+ Does not exceed 0.05 MMT CO_2 Eq.

Note: Totals may not sum due to independent rounding.

Contribution of Transportation and Mobile Sources to Greenhouse Gas Emissions, by Mode/Vehicle Type/Fuel Type

Table A-119 presents estimates of greenhouse gas emissions from an expanded analysis including all transportation and additional mobile sources, as well as emissions from electricity generation by the consuming category, in CO_2 equivalents. In total, transportation and non-transportation mobile sources emitted 2,089.9 MMT CO_2 Eq. in 2016, an increase of 25 percent from 1990.[53] Transportation sources account for 1,857.6 MMT CO_2 Eq. while non-transportation mobile sources account for 232.2 MMT CO_2 Eq. These estimates include HFC emissions for mobile AC, comfort cooling for trains and buses, and refrigerated transport. These estimates were generated using the estimates of CO_2 emissions from transportation sources reported in Section 3.1 CO_2 Emissions from Fossil Fuel Combustion, and CH_4 emissions and N_2O emissions reported in the Mobile Combustion section of the Energy chapter; information on HFCs from mobile air conditioners, comfort cooling for trains and buses, and refrigerated transportation from the Substitution of Ozone Depleting Substances section of the IPPU chapter; and estimates of CO_2 emitted from non-transportation mobile sources reported in Table A-117 above.

Although all emissions reported here are based on estimates reported throughout this Inventory, some additional calculations were performed in order to provide a detailed breakdown of emissions by mode and vehicle category. In the case of N_2O and CH_4, additional calculations were performed to develop emission estimates by type of aircraft and type of heavy-duty vehicle (i.e., medium- and heavy-duty trucks or buses) to match the level of detail for CO_2 emissions. N_2O estimates for both jet fuel and aviation gasoline, and CH_4 estimates for aviation gasoline were developed for individual aircraft types by multiplying the emissions estimates for each fuel type (jet fuel and aviation gasoline) by the portion of fuel used by each aircraft type (from FAA 2018 and DLA 2017). Emissions of CH_4 from jet fuels are no longer considered to be emitted from aircraft gas turbine engines burning jet fuel A at higher power settings. This update applies to the entire time series.[54] Recent research indicates that modern aircraft jet engines are typically net consumers of methane (Santoni et al. 2011). Methane is emitted at low power and idle operation, but at higher power modes aircraft engines consume methane. Over the range of engine operating modes, aircraft engines are net consumers of methane on average. Based on this data, CH_4 emission factors for jet aircraft were reported as zero to reflect the latest emissions testing data.

Similarly, N_2O and CH_4 estimates were developed for medium- and heavy-duty trucks and buses by multiplying the emission estimates for heavy-duty vehicles for each fuel type (gasoline, diesel) from the Mobile Combustion section in the Energy chapter, by the portion of fuel used by each vehicle type (from DOE 1993 through 2017). Carbon dioxide emissions from non-transportation mobile sources are calculated using data from EPA's NONROAD component of MOVES2014a (EPA 2017b). Otherwise, the table and figure are drawn directly from emission estimates presented elsewhere in the Inventory, and are dependent on the methodologies presented in Annex 2.1 (for CO_2), Chapter 4, and Annex 3.9 (for HFCs), and earlier in this Annex (for CH_4 and N_2O).

Transportation sources include on-road vehicles, aircraft, boats and ships, rail, and pipelines (note: pipelines are a transportation source but are stationary, not mobile sources). In addition, transportation-related greenhouse gas emissions also include HFC released from mobile air-conditioners and refrigerated transport, and the release of CO_2 from lubricants (such as motor oil) used in transportation. Together, transportation sources were responsible for 1,857.6 MMT CO_2 Eq. in 2016.

On-road vehicles were responsible for about 76 percent of all transportation and non-transportation mobile greenhouse gas emissions in 2016. Although passenger cars make up the largest component of on-road vehicle greenhouse gas emissions, medium- and heavy-duty trucks have been the primary sources of growth in on-road vehicle emissions. Between 1990 and 2016, greenhouse gas emissions from passenger cars increased by 21 percent, while emissions from light-duty trucks increased by two percent. Meanwhile, greenhouse gas emissions from medium- and heavy-duty trucks increased 85 percent between 1990 and 2016, reflecting the increased volume of total freight movement and an increasing share transported by trucks.

[53] Recommended Best Practice for Quantifying Speciated Organic Gas Emissions from Aircraft Equipped with Turbofan, Turbojet and Turboprop Engines," EPA-420-R-09-901, May 27, 2009 (see <https://www.epa.gov/regulations-emissions-vehicles-and-engines/organic-gas-speciation-profile-aircraft>).

[54] In 2011 FHWA changed how they defined vehicle types for the purposes of reporting VMT for the years 2007 to 2010. The old approach to vehicle classification was based on body type and split passenger vehicles into "Passenger Cars" and "Other 2 Axle 4-Tire Vehicles." The new approach is a vehicle classification system based on wheelbase. Vehicles with a wheelbase less than or equal to 121 inches are counted as "Light-duty Vehicles –Short Wheelbase." Passenger vehicles with a wheelbase greater than 121 inches are counted as "Light-duty Vehicles - Long Wheelbase." This change in vehicle classification has moved some smaller trucks and sport utility vehicles from the light truck category to the passenger vehicle category in this Inventory. These changes are reflected in a large drop in light-truck emissions between 2006 and 2007.

Greenhouse gas emissions from aircraft decreased 11 percent between 1990 and 2016. Emissions from military aircraft decreased 65 percent between 1990 and 2016. Commercial aircraft emissions rose 27 percent between 1990 and 2007 then dropped 14 percent from 2007 to 2016, a change of approximately 10 percent between 1990 and 2016.

Non-transportation mobile sources, such as construction/mining equipment, agricultural equipment, and industrial/commercial equipment, emitted approximately 232.2 MMT CO_2 Eq. in 2016. Together, these sources emitted more greenhouse gases than ships and boats, and rail combined. Emissions from non-transportation mobile sources increased rapidly, growing approximately 59 percent between 1990 and 2016. Methane and N_2O emissions from these sources are included in the "Mobile Combustion" section and CO_2 emissions are included in the relevant economic sectors.

Contribution of Transportation and Mobile Sources to Greenhouse Gas Emissions, by Gas

Table A-120 presents estimates of greenhouse gas emissions from transportation and other mobile sources broken down by greenhouse gas. As this table shows, CO_2 accounts for the vast majority of transportation greenhouse gas emissions (approximately 97 percent in 2016). Emissions of CO_2 from transportation and mobile sources increased by 402.9 MMT CO_2 Eq. between 1990 and 2016. In contrast, the combined emissions of CH_4 and N_2O decreased by 32.37 MMT CO_2 Eq. over the same period, due largely to the introduction of control technologies designed to reduce criteria pollutant emissions.[55] Meanwhile, HFC emissions from mobile air-conditioners and refrigerated transport increased from virtually no emissions in 1990 to 44.8 MMT CO_2 Eq. in 2016 as these chemicals were phased in as substitutes for ozone depleting substances. It should be noted, however, that the ozone depleting substances that HFCs replaced are also powerful greenhouse gases, but are not included in national greenhouse gas inventories per UNFCCC reporting requirements.

Greenhouse Gas Emissions from Freight and Passenger Transportation

Table A-121 and Table A-122 present greenhouse gas estimates from transportation, broken down into the passenger and freight categories. Passenger modes include light-duty vehicles, buses, passenger rail, aircraft (general aviation and commercial aircraft), recreational boats, and mobile air conditioners, and are illustrated in Table A-121. Freight modes include medium- and heavy-duty trucks, freight rail, refrigerated transport, waterborne freight vessels, pipelines, and commercial aircraft and are illustrated in Table A-122. Commercial aircraft do carry some freight, in addition to passengers, and emissions have been split between passenger and freight transportation. The amount of commercial aircraft emissions to allocate to the passenger and freight categories was calculated using BTS data on freight shipped by commercial aircraft, and the total number of passengers enplaned. Each passenger was considered to weigh an average of 150 pounds, with a luggage weight of 50 pounds. The total freight weight and total passenger weight carried were used to determine percent shares which were used to split the total commercial aircraft emission estimates. The remaining transportation and mobile emissions were from sources not considered to be either freight or passenger modes (e.g., construction/mining and agricultural equipment, lubricants).

The estimates in these tables are derived from the estimates presented in Table A-119. In addition, estimates of fuel consumption from DOE (1993 through 2017) were used to allocate rail emissions between passenger and freight categories.

In 2016, passenger transportation modes emitted 1,287.5 MMT CO_2 Eq., while freight transportation modes emitted 531.6 MMT CO_2 Eq. Between 1990 and 2016, the percentage growth of greenhouse gas emissions from freight sources was 52 percent, while emissions from passenger sources grew by 14 percent. This difference in growth is due largely to the rapid increase in emissions associated with medium- and heavy-duty trucks.

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[55] The decline in CFC emissions is not captured in the official transportation estimates.

Table A-119: Total U.S. Greenhouse Gas Emissions from Transportation and Mobile Sources (MMT CO_2 Eq.)

Mode / Vehicle Type / Fuel Type	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Percent Change 1990-2016
Transportation Total[a,]	**1,528.6**	**1,671.8**	**1,906.1**	**1,972.9**	**1,973.5**	**1,876.0**	**1,797.1**	**1,804.9**	**1,776.1**	**1,755.8**	**1,764.7**	**1,800.0**	**1,815.1**	**1,857.6**	**22%**
On-Road Vehicles	**1,207.3**	**1,343.9**	**1,547.1**	**1,642.5**	**1,637.9**	**1,559.4**	**1,513.3**	**1,513.5**	**1,485.9**	**1,474.6**	**1,473.4**	**1,523.0**	**1,526.3**	**1,556.0**	**29%**
Passenger Cars	**639.9**	**631.2**	**682.0**	**667.3**	**823.5**	**782.0**	**772.3**	**762.7**	**752.7**	**745.9**	**740.8**	**756.7**	**761.0**	**772.2**	**21%**
Gasoline[b,]	632.0	612.2	650.3	631.5	787.9	747.0	738.7	731.4	724.6	721.2	719.5	736.6	741.6	754.1	19%
Diesel[b,]	7.9	7.8	3.7	4.1	4.1	3.7	3.6	3.7	4.1	4.1	4.1	4.1	4.3	4.3	-45%
AFVs[c]	+	+	+	+	+	+	+	+	+	+	+	0.1	0.3	0.4	6,924%
HFCs from Mobile AC	+	11.2	28.0	31.7	31.5	31.2	29.9	27.5	23.9	20.6	17.3	15.9	14.8	13.3	NA
Light-Duty Trucks	**326.9**	**426.1**	**503.9**	**551.5**	**358.9**	**339.6**	**342.8**	**339.8**	**322.7**	**316.2**	**313.2**	**334.2**	**324.8**	**334.2**	**2%**
Gasoline[b]	315.2	403.2	458.0	490.4	310.5	292.0	295.0	292.7	277.6	273.7	273.3	294.8	287.2	298.2	-5%
Diesel[b]	11.5	14.9	20.1	26.7	13.5	12.1	12.0	12.5	13.0	12.9	12.9	13.8	13.9	14.4	25%
AFVs[c]	0.2	0.1	0.1	0.5	0.4	0.5	0.4	0.4	0.4	0.2	0.3	0.6	0.4	0.3	32%
HFCs from Mobile AC	+	7.8	25.6	33.9	34.5	35.1	35.2	34.2	31.7	29.3	26.7	24.9	23.3	21.4	NA
Medium- and Heavy-Duty Trucks	**230.3**	**275.7**	**348.4**	**409.4**	**433.6**	**416.2**	**378.0**	**391.4**	**390.1**	**390.5**	**397.4**	**408.7**	**417.1**	**425.9**	**85%**
Gasoline[b]	38.5	35.9	36.2	35.3	45.9	46.0	42.2	41.9	38.4	38.1	38.8	40.1	39.8	40.8	6%
Diesel[b]	190.7	238.4	309.5	369.1	382.5	364.0	329.9	343.1	344.7	344.8	350.4	360.4	369.2	376.8	98%
AFVs[c]	1.1	0.9	0.6	1.1	0.8	1.5	1.0	1.1	1.5	1.8	2.1	2.0	1.7	1.7	46%
HFCs from Refrigerated Transport and Mobile AC[e]	+	0.6	2.0	4.0	4.4	4.6	4.9	5.3	5.5	5.8	6.0	6.3	6.5	6.6	NA
Buses	**8.5**	**9.2**	**11.0**	**12.4**	**17.8**	**17.3**	**16.2**	**16.1**	**16.9**	**18.0**	**18.2**	**19.5**	**19.8**	**19.8**	**134%**
Gasoline[b]	0.3	0.4	0.4	0.4	0.7	0.7	0.7	0.7	0.7	0.8	0.8	0.9	0.9	0.9	166%
Diesel[b]	8.0	8.7	10.2	10.6	15.5	14.6	13.6	13.5	14.4	15.4	15.5	16.8	17.1	17.0	112%
AFVs[c]	0.1	0.1	0.3	1.2	1.2	1.6	1.4	1.4	1.3	1.3	1.4	1.3	1.4	1.4	1,433%
HFCs from Comfort Cooling	+	+	0.1	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	NA
Motorcycles	**1.7**	**1.8**	**1.8**	**1.9**	**4.2**	**4.3**	**4.1**	**3.6**	**3.5**	**4.0**	**3.8**	**3.8**	**3.7**	**3.9**	**125%**
Gasoline[b]	1.7	1.8	1.8	1.9	4.2	4.3	4.1	3.6	3.5	4.0	3.8	3.8	3.7	3.9	125%
Aircraft	**189.2**	**176.7**	**199.4**	**186.3**	**183.4**	**176.7**	**157.4**	**154.8**	**149.9**	**146.5**	**150.1**	**151.3**	**160.5**	**169.0**	**-11%**
General Aviation Aircraft	**42.9**	**35.8**	**35.9**	**30.1**	**24.4**	**30.5**	**21.2**	**26.7**	**22.5**	**19.9**	**23.6**	**20.9**	**26.8**	**35.1**	**-18%**
Jet Fuel[f]	39.8	33.0	33.4	27.7	22.2	28.5	19.4	24.8	20.6	18.2	22.0	19.4	25.3	33.7	-15%
Aviation Gasoline	3.2	2.8	2.6	2.4	2.2	2.0	1.9	1.9	1.9	1.8	1.6	1.5	1.5	1.5	-54%
Commercial Aircraft	**110.9**	**116.3**	**140.6**	**138.3**	**141.0**	**128.4**	**120.6**	**114.4**	**115.7**	**114.3**	**115.4**	**116.3**	**120.1**	**121.5**	**10%**
Jet Fuel[f]	110.9	116.3	140.6	138.3	141.0	128.4	120.6	114.4	115.7	114.3	115.4	116.3	120.1	121.5	10%
Military Aircraft	**35.3**	**24.5**	**22.9**	**18.0**	**18.0**	**17.7**	**15.5**	**13.7**	**11.7**	**12.2**	**11.1**	**14.1**	**13.6**	**12.4**	**-65%**
Jet Fuel[f]	35.3	24.5	22.9	18.0	18.0	17.7	15.5	13.7	11.7	12.2	11.1	14.1	13.6	12.4	-65%
Ships and Boats[d]	**45.3**	**58.4**	**66.0**	**48.9**	**55.7**	**46.4**	**39.9**	**46.1**	**48.0**	**41.9**	**41.5**	**31.0**	**35.7**	**42.8**	**-6%**
Gasoline	12.8	13.9	14.8	14.2	14.0	13.5	13.3	13.0	12.8	12.7	12.6	12.6	12.5	12.5	-2%
Distillate Fuel	9.7	14.9	17.1	10.9	11.6	11.4	11.5	11.2	14.0	11.4	11.5	10.2	16.2	14.2	47%
Residual Fuel[e]	22.9	29.6	33.8	23.4	29.5	20.7	14.2	20.8	19.7	16.1	15.4	5.9	4.3	13.2	-42%
HFCs from Refrigerated Transport[e]	+	+	0.3	0.5	0.6	0.8	0.9	1.2	1.5	1.7	2.0	2.3	2.6	2.9	NA

Rail	**38.9**	**43.1**	**46.1**	**52.8**	**51.9**	**48.2**	**41.0**	**43.7**	**45.3**	**43.9**	**44.8**	**46.2**	**44.1**	**40.8**	**5%**
Distillate Fuel[f]	35.8	40.0	42.5	48.1	46.7	43.3	36.3	39.0	40.8	39.9	40.5	41.9	40.2	37.1	4%
Electricity	3.1	3.1	3.5	4.5	5.1	4.7	4.5	4.5	4.3	3.9	4.0	4.1	3.8	3.5	15%
Other Emissions from Rail Electricity Use[g]	0.1	0.1	+	+	+	+	+	+	+	+	+	+	+	+	-29%
HFCs from Comfort Cooling	+	+	+	+	+	+	+	+	+	+	+	+	+	+	NA
HFCs from Refrigerated Transport[e]	+	+	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	NA
Pipelines[h]	**36.0**	**38.4**	**35.4**	**32.4**	**34.4**	**35.9**	**37.1**	**37.3**	**38.1**	**40.5**	**46.2**	**39.4**	**38.5**	**39.6**	**10%**
Natural Gas	36.0	38.4	35.4	32.4	34.4	35.9	37.1	37.3	38.1	40.5	46.2	39.4	38.5	39.6	10%
Other Transportation	**11.8**	**11.3**	**12.1**	**9.9**	**10.2**	**9.5**	**8.5**	**9.5**	**9.0**	**8.3**	**8.8**	**9.1**	**10.0**	**9.5**	**-20%**
Lubricants	11.8	11.3	12.1	9.9	10.2	9.5	8.5	9.5	9.0	8.3	8.8	9.1	10.0	9.5	-20%
Non-Transportation Mobile[i] Total	**145.8**	**164.4**	**180.3**	**218.0**	**215.5**	**214.0**	**216.7**	**222.7**	**224.8**	**227.2**	**232.6**	**232.9**	**228.2**	**232.2**	**59%**
Agricultural Equipment[i, j]	**32.8**	**38.3**	**40.3**	**50.6**	**49.7**	**46.6**	**47.8**	**48.7**	**50.5**	**52.0**	**50.9**	**51.6**	**48.2**	**49.1**	**50%**
Gasoline	7.7	8.7	6.1	11.4	9.8	5.8	6.1	6.2	7.1	7.8	5.8	5.7	1.4	1.5	-81%
Diesel	24.6	29.3	34.1	39.2	39.9	40.8	41.6	42.5	43.3	44.2	45.0	45.9	46.8	47.6	94%
CNG	0.5	0.4	0.2	+	+	+	+	+	+	+	+	+	+	+	-100%
LPG	+	+	+	+	+	+	+	+	+	+	+	+	+	+	-19%
Construction/ Mining[k] Equipment[i,m]	**44.4**	**51.5**	**58.1**	**70.3**	**70.5**	**72.0**	**73.2**	**75.6**	**76.6**	**78.3**	**83.7**	**81.8**	**80.4**	**81.9**	**84%**
Gasoline	4.7	4.2	3.2	6.4	5.3	5.2	5.0	5.9	5.5	5.6	9.6	6.2	3.2	3.3	-30%
Diesel	38.9	46.3	53.8	62.9	64.2	65.7	67.2	68.7	70.2	71.7	73.3	74.8	76.3	77.8	100%
CNG	0.7	0.8	0.9	0.9	0.9	0.9	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7	-9%
LPG	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	30%
Other Equipment[i,l]	**68.6**	**74.6**	**81.9**	**97.1**	**95.2**	**95.5**	**95.7**	**98.4**	**97.7**	**97.0**	**98.0**	**99.4**	**99.6**	**101.1**	**47%**
Gasoline	42.7	42.9	44.3	55.0	52.9	52.6	52.4	54.6	53.4	52.0	52.1	52.8	52.0	52.7	23%
Diesel	15.0	18.2	21.3	25.3	26.0	26.6	27.3	28.0	28.7	29.3	30.0	30.7	31.4	32.0	113%
CNG	2.9	3.3	3.8	3.1	2.7	2.5	2.4	2.2	2.1	2.0	1.9	1.9	1.9	1.8	-36%
LPG	7.9	10.2	12.5	13.6	13.7	13.7	13.6	13.7	13.5	13.7	13.9	14.1	14.4	14.5	83%
Transportation and Non-Transportation Mobile Total[l]	**1,674.4**	**1,836.2**	**2,086.3**	**2,190.9**	**2,189.0**	**2,090.0**	**2,013.8**	**2,027.6**	**2,000.9**	**1,983.0**	**1,997.4**	**2,032.8**	**2,043.3**	**2,089.8**	**25%**

+ Does not exceed 0.05 MMT CO_2 Eq.; NA - Not Applicable, as there were no HFC emissions allocated to the transport sector in 1990, and thus a growth rate cannot be calculated.

[a] Not including emissions from international bunker fuels.

[b] Gasoline and diesel highway vehicle fuel consumption estimates used to develop CO_2 estimates in this Inventory are based on data from FHWA Highway Statistics Table MF-21, MF-27 and VM-1 (FHWA 1996 through 2017). Data from Table VM-1 are used to estimate the share of fuel consumption between each on-road vehicle class. For mobile CH_4 and N_2O emissions estimates, gasoline and diesel highway vehicle mileage estimates are based on data from FHWA Highway Statistics Table VM-1 (FHWA 1996 through 2017). These fuel consumption and mileage estimates are combined with estimates of fuel shares by vehicle type from DOE's TEDB Annex Tables A.1 through A.6 (DOE 1993 through 2017). TEDB data for 2016 has not been published yet, therefore 2015 data are used as a proxy.

[c] In 2015, EIA changed its methods for estimating AFV fuel consumption. These methodological changes included how vehicle counts are estimated, moving from estimates based on modeling to one that is based on survey data. EIA now publishes data about fuel use and number of vehicles for only four types of AFV fleets: federal government, state government, transit agencies, and fuel providers. These changes were first incorporated in the 2014 Inventory and apply to the 1990 to 2016 time period. This resulted in large reductions in AFV VMT, thus leading to a shift in VMT to conventional on-road vehicle classes.

[d] Fluctuations in emission estimates reflect data collection problems. Note that CH_4 and N_2O from U.S. Territories are included in this value, but not CO_2 emissions from U.S. Territories, which are estimated

separately in the section on U.S. Territories.

[e] Domestic residual fuel for ships and boats is estimated by taking the total amount of residual fuel and subtracting out an estimate of international bunker fuel use.

[f] Class II and Class III diesel consumption data for 2014 to 2016 is not available, therefore 2013 data are used as a proxy.

[g] Other emissions from electricity generation are a result of waste incineration (as the majority of municipal solid waste is combusted in "trash-to-steam" electricity generation plants), electrical transmission and distribution, and a portion of Other Process Uses of Carbonates (from pollution control equipment installed in electricity generation plants).

[h] Includes only CO_2 from natural gas used to power natural gas pipelines; does not include emissions from electricity use or non-CO_2 gases.

[i] Note that the method used to estimate CO_2 emissions from non-transportation mobile sources in this supplementary information table differs from the method used to estimate CO_2 in the industrial and commercial sectors in the Inventory, which include CO_2 emissions from all non-transportation mobile sources (see Section 3.1 for the methodology for estimating CO_2 emissions from fossil fuel combustion in this Inventory).

[j] Includes equipment, such as tractors and combines, as well as fuel consumption from trucks that are used off-road in agriculture.

[k] Includes equipment, such as cranes, dumpers, and excavators, as well as fuel consumption from trucks that are used off-road in construction.

[l] "Other" includes snowmobiles and other recreational equipment, logging equipment, lawn and garden equipment, railroad equipment, airport equipment, commercial equipment, and industrial equipment, as well as fuel consumption from trucks that are used off-road for commercial/industrial purposes.

Notes: Increases to CH_4 and N_2O emissions from mobile combustion relative to previous Inventories are largely due to updates made to the Motor Vehicle Emissions Simulator (MOVES2014a) model that is used to estimate on-road gasoline vehicle distribution and mileage across the time series. See Section 3.1 "CH_4 and N_2O from Mobile Combustion" for more detail. In 2015, EPA incorporated the NONROAD2008 model into MOVES2014a. This year's Inventory uses the NONROAD component of MOVES2014a for years 1999 through 2016. In 2016, historical confidential vehicle sales data were re-evaluated to determine the engine technology assignments. First, several light-duty trucks were re-characterized as heavy-duty vehicles based upon gross vehicle weight rating (GVWR) and confidential sales data. Second, the emission standards each vehicle type was assumed to have met were re-examined using confidential sales data. Also, in previous Inventories, non-plug-in hybrid electric vehicles (HEVs) were considered alternative fueled vehicles and therefore not included in the engine technology breakouts. For this Inventory, HEVs are classified as gasoline vehicles across the entire time series.

Table A-120: Transportation and Mobile Source Emissions by Gas (MMT CO_2 Eq.)

	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Percent Change 1990-2016
CO_2 [a]	1,620.0	1,752.2	1,968.1	2,074.7	2,076.7	1,980.2	1,906.8	1,924.8	1,905.3	1,895.5	1,917.5	1,957.9	1,972.4	2,022.8	25%
N_2O	41.7	52.2	51.4	36.5	32.7	30.4	28.9	27.9	26.6	24.3	22.5	20.6	19.3	18.4	-56%
CH_4	12.7	12.2	10.6	9.0	8.0	7.1	6.5	6.2	5.7	5.1	4.7	4.2	3.8	3.6	-71%
HFC	+	19.6	56.2	70.6	71.5	72.3	71.6	68.7	63.2	58.1	52.7	50.0	47.7	44.8	NA
Total[b]	**1,674.4**	**1,836.1**	**2,086.3**	**2,190.8**	**2,189.0**	**2,089.9**	**2,013.7**	**2,027.5**	**2,000.9**	**1,982.9**	**1,997.3**	**2,032.8**	**2,043.2**	**2,089.7**	**25%**

+ Does not exceed 0.05 MMT CO_2 Eq.; NA - Not Applicable, as there were no HFC emissions allocated to the transport sector in 1990, and thus a growth rate cannot be calculated.

[a] The method used to estimate CO_2 emissions from non-transportation mobile sources in this supplementary information table differs from the method used to estimate CO_2 in the industrial and commercial sectors in the Inventory, which include CO_2 emissions from all non-transportation mobile sources (see Section 3.1 for the methodology for estimating CO_2 emissions from fossil fuel combustion in this Inventory).

[b] Total excludes other emissions from electricity generation and CH_4 and N_2O emissions from electric rail.

Note: Gasoline and diesel highway vehicle fuel consumption estimates used to develop CO_2 estimates in this Inventory are based on data from FHWA Highway Statistics Table MF-21, MF-27 and VM-1 (FHWA 1996 through 2017). Data from Table VM-1 is used to estimate the share of fuel consumption between each on-road vehicle class. For mobile CH_4 and N_2O emissions estimates, gasoline and diesel highway vehicle mileage estimates are based on data from FHWA Highway Statistics Table VM-1 (FHWA 1996 through 2017). These fuel consumption and mileage estimates are combined with estimates of fuel shares by vehicle type from DOE's TEDB Annex Tables A.1 through A.6 (DOE 1993 through 2017). TEDB data for 2016 has not been published yet, therefore 2015 data are used as a proxy.

Note: In 2016, historical confidential vehicle sales data was re-evaluated to determine the engine technology assignments. First several light-duty trucks were re-characterized as heavy-duty vehicles based upon gross vehicle weight rating (GVWR) and confidential sales data. Second, the emission standards each vehicle type was assumed to have met were re-examined using confidential sales data. Also, in previous Inventories, non-plug-in hybrid electric vehicles (HEVs) were considered alternative fueled vehicles and therefore not included in the engine technology breakouts. For this Inventory, HEVs are classified as gasoline vehicles across the entire time series.

Figure A-4: Domestic Greenhouse Gas Emissions by Mode and Vehicle Type, 1990 to 2016 (MMT CO_2 Eq.)

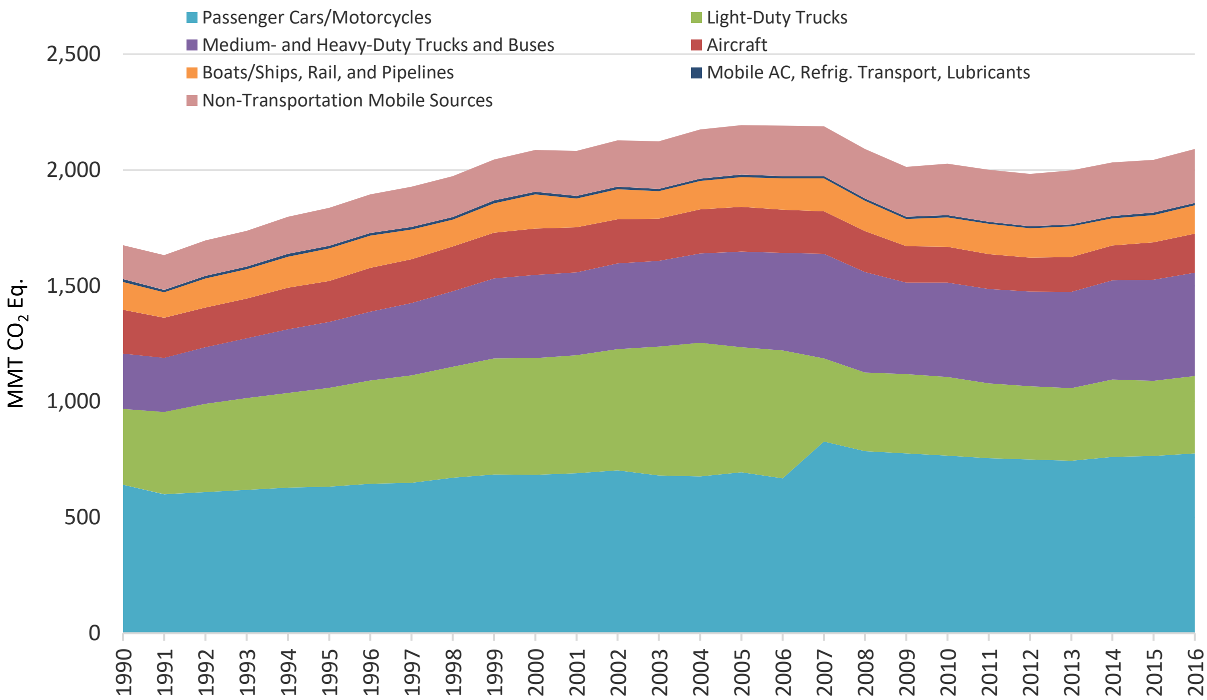

Table A-121: Greenhouse Gas Emissions from Passenger Transportation (MMT CO_2 Eq.)

Vehicle Type	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Percent Change 1990-2016
On-Road Vehicles[a,b]	**976.9**	**1,068.2**	**1,198.7**	**1,233.1**	**1,204.3**	**1,143.2**	**1,135.3**	**1,122.2**	**1,095.8**	**1,084.1**	**1,076.0**	**1,114.3**	**1,109.3**	**1,130.0**	**16%**
Passenger Cars	639.9	631.2	682.0	667.3	823.5	782.0	772.3	762.7	752.7	745.9	740.8	756.7	761.0	772.2	21%
Light-Duty Trucks	326.9	426.1	503.9	551.5	358.9	339.6	342.8	339.8	322.7	316.2	313.2	334.2	324.8	334.2	2%
Buses	8.5	9.2	11.0	12.4	17.8	17.3	16.2	16.1	16.9	18.0	18.2	19.5	19.8	19.8	134%
Motorcycles	1.7	1.8	1.8	1.9	4.2	4.3	4.1	3.6	3.5	4.0	3.8	3.8	3.7	3.9	125%
Aircraft	**134.6**	**132.0**	**152.2**	**146.6**	**144.9**	**140.9**	**125.2**	**124.8**	**122.1**	**118.5**	**123.1**	**120.9**	**130.5**	**139.8**	**4%**
General Aviation	42.9	35.8	35.9	30.1	24.4	30.5	21.2	26.7	22.5	19.9	23.6	20.9	26.8	35.1	-18%
Commercial Aircraft	91.7	96.2	116.3	116.5	120.4	110.4	103.9	98.0	99.6	98.6	99.5	100.0	103.6	104.7	14%
Recreational Boats	**14.8**	**16.2**	**17.6**	**17.5**	**17.3**	**16.9**	**16.7**	**16.5**	**16.4**	**16.4**	**16.5**	**16.6**	**12.5**	**12.5**	**-15%**
Passenger Rail	**4.4**	**4.5**	**5.2**	**6.0**	**6.6**	**6.2**	**6.1**	**6.1**	**5.9**	**5.5**	**5.7**	**5.7**	**5.4**	**5.2**	**18%**
Total	**1,130.7**	**1,220.9**	**1,373.6**	**1,403.1**	**1,373.0**	**1,307.3**	**1,283.3**	**1,269.6**	**1,240.3**	**1,224.6**	**1,221.4**	**1,257.5**	**1,257.6**	**1,287.5**	**14%**

[a] The current Inventory includes updated vehicle population data based on the MOVES2014a Model.

[b] Gasoline and diesel highway vehicle fuel consumption estimates used to develop CO_2 estimates in this Inventory are based on data from FHWA Highway Statistics Table MF-21, MF-27 and VM-1 (FHWA 1996 through 2017). Data from Table VM-1 is used to estimate the share of fuel consumption between each on-road vehicle class. For mobile CH_4 and N_2O emissions estimates, gasoline and diesel highway vehicle mileage estimates are based on data from FHWA Highway Statistics Table VM-1 (FHWA 1996 through 2017). These fuel consumption and mileage estimates are combined with estimates of fuel shares by vehicle type from DOE's TEDB Annex Tables A.1 through A.6 (DOE 1993 through 2017). TEDB data for 2016 has not been published yet, therefore 2015 data are used as a proxy.

Notes: Data from DOE (1993 through 2017) were used to disaggregate emissions from rail and buses. Emissions from HFCs have been included in these estimates. In 2015, EPA incorporated the NONROAD2008 model into MOVES2014a. This year's Inventory uses the NONROAD component of MOVES2014a for years 1999 through 2016. In 2015, EIA changed its methods for estimating AFV fuel consumption. These methodological changes included how vehicle counts are estimated, moving from estimates based on modeling to one that is based on survey data. EIA now publishes data about fuel use and number of vehicles for only four types of AFV fleets: federal government, state government, transit agencies, and fuel providers. These changes were first incorporated in the 2014 Inventory and apply to the 1990 through 2016 time period. This resulted in large reductions in AFV VMT, thus leading to a shift in VMT to conventional on-road vehicle classes.

In 2016, historical confidential vehicle sales data were re-evaluated to determine the engine technology assignments. First, several light-duty trucks were re-characterized as heavy-duty vehicles based upon gross vehicle weight rating (GVWR) and confidential sales data. Second, the emission standards each vehicle type was assumed to have met were re-examined using confidential sales data. Also, in previous Inventories, non-plug-in hybrid electric vehicles (HEVs) were considered alternative fueled vehicles and therefore not included in the engine technology breakouts. For this Inventory, HEVs are classified as gasoline vehicles across the entire time series.

Table A-122: Greenhouse Gas Emissions from Domestic Freight Transportation (MMT CO_2 Eq.)

By Mode	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Percent Change 1990-2016
Trucking[a,b]	230.3	275.3	346.8	406.8	430.8	413.3	375.0	388.3	387.1	387.5	394.5	405.8	414.3	423.2	84%
Freight Rail	34.5	38.6	40.9	46.8	45.3	41.9	34.8	37.5	39.3	38.4	39.0	40.4	38.7	35.6	3%
Ships and Non-Recreational Boats	30.6	42.2	48.4	31.5	38.4	29.5	23.1	29.5	31.5	25.5	29.6	18.4	7.2	16.4	-46%
Pipelines[d]	36.0	38.4	35.4	32.4	34.4	35.9	37.1	37.3	38.1	40.5	46.2	39.4	38.5	39.6	10%
Commercial Aircraft	19.2	20.1	24.3	21.8	20.5	18.0	16.7	16.3	16.0	15.8	15.9	16.2	16.5	16.8	-12%
Total	**350.7**	**414.5**	**495.9**	**539.2**	**569.4**	**538.6**	**486.6**	**509.0**	**512.1**	**507.7**	**525.2**	**520.3**	**515.2**	**531.6**	**52%**

[a] The current Inventory includes updated vehicle population data based on the MOVES2014a Model.

[b] Gasoline and diesel highway vehicle fuel consumption estimates used to develop CO_2 estimates in this Inventory are based on data from FHWA Highway Statistics Table MF-21, MF-27 and VM-1 (FHWA 1996 through 2017). Data from Table VM-1 is used to estimate the share of fuel consumption between each on-road vehicle class. For mobile CH_4 and N_2O emissions estimates, gasoline and diesel highway vehicle

mileage estimates are based on data from FHWA Highway Statistics Table VM-1 (FHWA 1996 through 2017). These fuel consumption and mileage estimates are combined with estimates of fuel shares by vehicle type from DOE's TEDB Annex Tables A.1 through A.6 (DOE 1993 through 2017). TEDB data for 2016 has not been published yet, therefore 2015 data are as a proxy.

[d] Pipelines reflect CO_2 emissions from natural gas powered pipelines transporting natural gas.

Notes: Data from DOE (1993 through 2017) were used to disaggregate emissions from rail and buses. Emissions from HFCs have been included in these estimates. In 2015, EPA incorporated the NONROAD2008 model into MOVES2014a. This year's Inventory uses the NONROAD component of MOVES2014a for years 1999 through 2016. In 2015, EIA changed its methods for estimating AFV fuel consumption. These methodological changes included how vehicle counts are estimated, moving from estimates based on modeling to one that is based on survey data. EIA now publishes data about fuel use and number of vehicles for only four types of AFV fleets: federal government, state government, transit agencies, and fuel providers. These changes were first incorporated in the 2014 Inventory and apply to the 1990 to 2016 time period. This resulted in large reductions in AFV VMT, thus leading to a shift in VMT to conventional on-road vehicle classes.

In 2016, historical confidential vehicle sales data were re-evaluated to determine the engine technology assignments. First, several light-duty trucks were re-characterized as heavy-duty vehicles based upon gross vehicle weight rating (GVWR) and confidential sales data. Second, the emission standards each vehicle type was assumed to have met were re-examined using confidential sales data. Also, in previous Inventories, non-plug-in hybrid electric vehicles (HEVs) were considered alternative fueled vehicles and therefore not included in the engine technology breakouts. For this Inventory, HEVs are classified as gasoline vehicles across the entire time series.

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3.3. Methodology for Estimating Emissions from Commercial Aircraft Jet Fuel Consumption

IPCC Tier 3B Method: Commercial aircraft jet fuel burn and carbon dioxide (CO_2) emissions estimates were developed by the U.S. Federal Aviation Administration (FAA) using radar-informed data from the FAA Enhanced Traffic Management System (ETMS) for 2000 through 2016 as modeled with the Aviation Environmental Design Tool (AEDT). This bottom-up approach is built from modeling dynamic aircraft performance for each flight occurring within an individual calendar year. The analysis incorporates data on the aircraft type, date, flight identifier, departure time, arrival time, departure airport, arrival airport, ground delay at each airport, and real-world flight trajectories. To generate results for a given flight within AEDT, the radar-informed aircraft data is correlated with engine and aircraft performance data to calculate fuel burn and exhaust emissions. Information on exhaust emissions for in-production aircraft engines comes from the International Civil Aviation Organization (ICAO) Aircraft Engine Emissions Databank (EDB). This bottom-up approach is in accordance with the Tier 3B method from the *2006 IPCC Guidelines for National Greenhouse Gas Inventories* (IPCC 2006).

International Bunkers: The IPCC guidelines define international aviation (International Bunkers) as emissions from flights that depart from one country and arrive in a different country. Bunker fuel emissions estimates for commercial aircraft were developed for this report for 2000 through 2016 using the same radar-informed data modeled with AEDT. Since this process builds estimates from flight-specific information, the emissions estimates for commercial aircraft can include emissions associated with the U.S. Territories (i.e., American Samoa, Guam, Puerto Rico, U.S. Virgin Islands, Wake Island, and other U.S. Pacific Islands). However, to allow for the alignment of emissions estimates for commercial aircraft with other data that is provided without the U.S. Territories, this annex includes emissions estimates for commercial aircraft both with and without the U.S. Territories included.

Time Series and Analysis Update: The FAA incrementally improves the consistency, robustness, and fidelity of the CO_2 emissions modeling for commercial aircraft, which is the basis of the Tier3B inventories presented in this report. While the FAA does not anticipate significant changes to the AEDT model in the future, recommended improvements are limited by budget and time constraints, as well as data availability. For instance, previous reports included reported annual CO_2 emission estimates for 2000 through 2005 that were modeled using the FAA's System for assessing Aviation's Global Emissions (SAGE). That tool and its capabilities were significantly improved after it was incorporated and evolved into AEDT. For this report, the AEDT model was used to generate annual CO_2 emission estimates for 2000, 2005, 2010, 2011, 2012, 2013, 2014, 2015 and 2016 only. The reported annual CO_2 emissions values for 2001 through 2004 were estimated from the previously reported SAGE data. Likewise, CO_2 emissions values for 2006 through 2009 were estimated by interpolation to preserve trends from past reports.

Commercial aircraft radar data sets are not available for years prior to 2000. Instead, the FAA applied a Tier3B methodology by developing Official Airline Guide (OAG) schedule-informed estimates modeled with AEDT and great circle trajectories for 1990, 2000 and 2010. The ratios between the OAG schedule-informed and the radar-informed inventories for the years 2000 and 2010 were applied to the 1990 OAG scheduled-informed inventory to generate the best possible CO_2 inventory estimate for commercial aircraft in 1990. The resultant 1990 CO_2 inventory served as the reference for generating the additional 1991 to 1999 emissions estimates, which were established using previously available trends.

Notes on the 1990 CO_2 Emissions Inventory for Commercial Aircraft: There are uncertainties associated with the modeled 1990 data that do not exist for the modeled 2000 to 2016 data. Radar-based data is not available for 1990. The OAG schedule information generally includes fewer carriers than radar information, and this will result in a different fleet mix, and in turn, different CO_2 emissions than would be quantified using a radar-based data set. For this reason, the FAA adjusted the OAG-informed schedule for 1990 with a ratio based on radar-informed information. In addition, radar trajectories are also generally longer than great circle trajectories. While the 1990 fuel burn data was adjusted to address these differences, it inherently adds greater uncertainty to the revised 1990 commercial aircraft CO_2 emissions as compared to data from 2000 forward. Also, the revised 1990 CO_2 emissions inventory now reflects only commercial aircraft jet fuel consumption, while previous reports may have aggregated jet fuel sales data from non-commercial aircraft into this category. Thus, it would be inappropriate to compare 1990 to future years for other than qualitative purposes.

The 1990 commercial aircraft CO_2 emissions inventory is approximately 8.7 percent lower than the 2016 CO_2 emissions inventory. It is important to note that the distance flown increased by more than 45 percent over this 25-year period and that fuel burn and aviation activity trends over the past two decades indicate significant improvements in commercial aviation's ability to provide increased service levels while using less fuel.[56]

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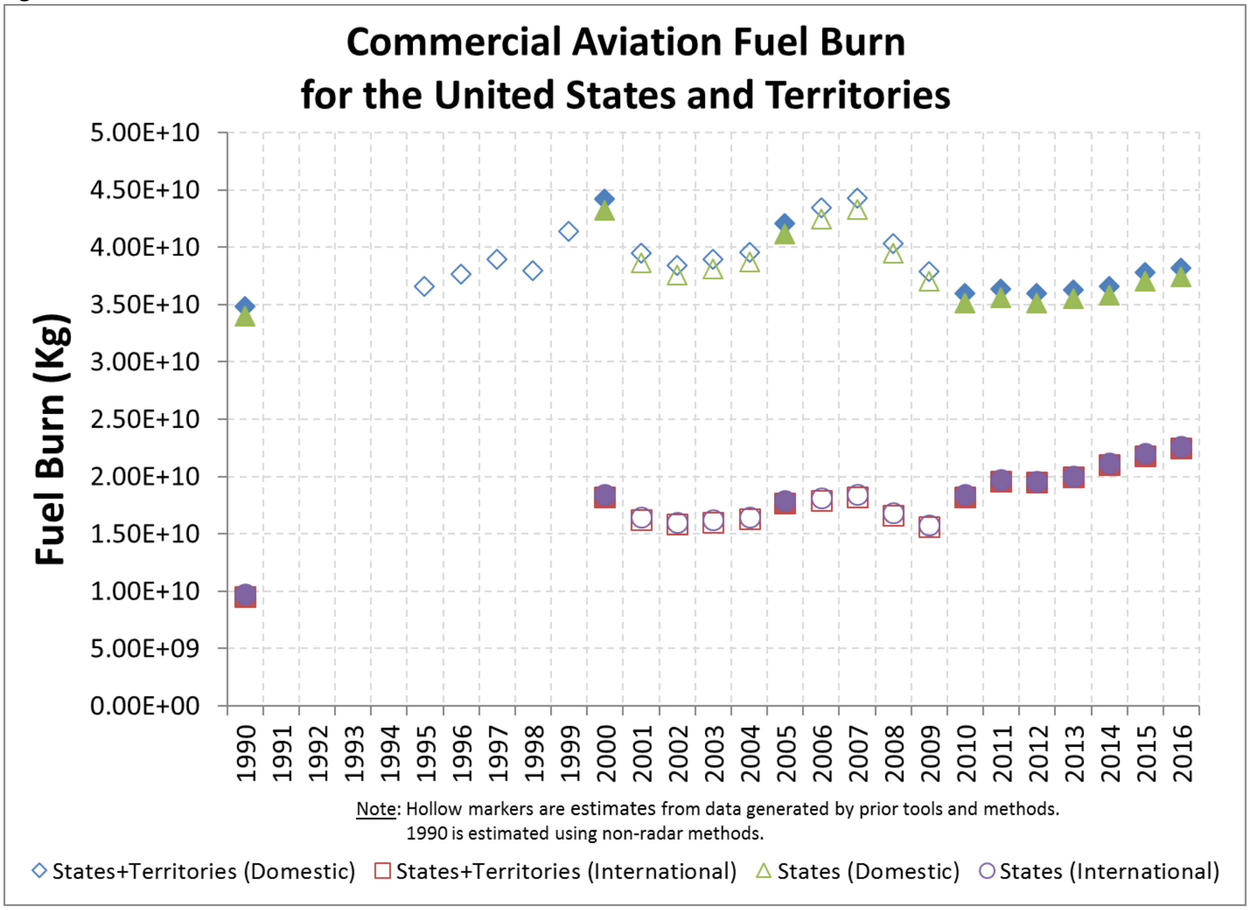
[56] Additional information on the AEDT modeling process is available at: <http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/>.

Methane Emissions: Contributions of methane (CH_4) emissions from commercial aircraft are reported as zero. Years of scientific measurement campaigns conducted at the exhaust exit plane of commercial aircraft gas turbine engines have repeatedly indicated that CH_4 emissions are consumed over the full mission flight envelope (Santoni et al. 2011). As a result, the U.S. Environmental Protection Agency published that "*…methane is no longer considered to be an emission from aircraft gas turbine engines burning Jet A at higher power settings and is, in fact, consumed in net at these higher powers.*"[57] In accordance with the following statements in the *2006 IPCC Guidelines* (IPCC 2006), the FAA does not calculate CH_4 emissions for either the domestic or international bunker commercial aircraft jet fuel emissions inventories. *"Methane (CH_4) may be emitted by gas turbines during idle and by older technology engines, but recent data suggest that little or no CH_4 is emitted by modern engines." "Current scientific understanding does not allow other gases (e.g., N_2O and CH_4) to be included in calculation of cruise emissions"* (IPCC 1999).

Results: For each inventory calendar year the graph and table below include four jet fuel burn values. These values are comprised of domestic and international fuel burn totals for the U.S. 50 States and the U.S. 50 States + Territories. Data are presented for domestic defined as jet fuel burn from any commercial aircraft flight departing and landing in the U.S. 50 States and for the U.S. 50 States + Territories. The data presented as international is respective of the two different domestic definitions, and represents flights departing from the specified domestic area and landing anywhere in the world outside of that area.

Note that the graph and table present less fuel burn for the international U.S. 50 States + Territories than for the international U.S. 50 States. This is because the flights between the 50 states and U.S. Territories are "international" when only the 50 states are defined as domestic, but they are "domestic" for the U.S. 50 States + Territories definition.

Figure A-5: Commercial Aviation Fuel Burn for the United States and Territories



Note: Hollow markers are estimates from data generated by prior tools and methods. 1990 is estimated using non-radar methods.

[57] Recommended Best Practice for Quantifying Speciated Organic Gas Emissions from Aircraft Equipped with Turbofan, Turbojet and Turboprop Engines, EPA-420-R-09-901, May 27, 2009. See <http://www.epa.gov/otaq/aviation.htm>.

Table A-123: Commercial Aviation Fuel Burn for the United States and Territories

Year	Region	Distance Flown (nmi)	Fuel Burn (M Gallon)	Fuel Burn (Tbtu)	Fuel Burn (Kg)	CO_2 (MMT)
1990	Domestic U.S. 50 States and U.S. Territories	4,057,195,988	11,568	1,562	34,820,800,463	109.9
	International U.S. 50 States and U.S. Territories	599,486,893	3,155	426	9,497,397,919	30.0
	Domestic U.S. 50 States	3,984,482,217	11,287	1,524	33,972,832,399	107.2
	International U.S. 50 States	617,671,849	3,228	436	9,714,974,766	30.7
1995 [a]	Domestic U.S. 50 States and U.S. Territories	NA	12,136	1,638	36,528,990,675	115.2
1996 [a]	Domestic U.S. 50 States and U.S. Territories	NA	12,492	1,686	37,600,624,534	118.6
1997 [a]	Domestic U.S. 50 States and U.S. Territories	NA	12,937	1,747	38,940,896,854	122.9
1998 [a]	Domestic U.S. 50 States and U.S. Territories	NA	12,601	1,701	37,930,582,643	119.7
1999 [a]	Domestic U.S. 50 States and U.S. Territories	NA	13,726	1,853	41,314,843,250	130.3
2000	Domestic U.S. 50 States and U.S. Territories	5,994,679,944	14,672	1,981	44,161,841,348	139.3
	International U.S. 50 States and U.S. Territories	1,309,565,963	6,040	815	18,181,535,058	57.4
	Domestic U.S. 50 States	5,891,481,028	14,349	1,937	43,191,000,202	136.3
	International U.S. 50 States	1,331,784,289	6,117	826	18,412,169,613	58.1
2001 [a]	Domestic U.S. 50 States and U.S. Territories	5,360,977,447	13,121	1,771	39,493,457,147	124.6
	International U.S. 50 States and U.S. Territories	1,171,130,679	5,402	729	16,259,550,186	51.3
	Domestic U.S. 50 States	5,268,687,772	12,832	1,732	38,625,244,409	121.9
	International U.S. 50 States	1,191,000,288	5,470	739	16,465,804,174	51.9
2002 [a]	Domestic U.S. 50 States and U.S. Territories	5,219,345,344	12,774	1,725	38,450,076,259	121.3
	International U.S. 50 States and U.S. Territories	1,140,190,481	5,259	710	15,829,987,794	49.9
	Domestic U.S. 50 States	5,129,493,877	12,493	1,687	37,604,800,905	118.6
	International U.S. 50 States	1,159,535,153	5,326	719	16,030,792,741	50.6
2003 [a]	Domestic U.S. 50 States and U.S. Territories	5,288,138,079	12,942	1,747	38,956,861,262	122.9
	International U.S. 50 States and U.S. Territories	1,155,218,577	5,328	719	16,038,632,384	50.6
	Domestic U.S. 50 States	5,197,102,340	12,658	1,709	38,100,444,893	120.2
	International U.S. 50 States	1,174,818,219	5,396	728	16,242,084,008	51.2
2004 [a]	Domestic U.S. 50 States and U.S. Territories	5,371,498,689	13,146	1,775	39,570,965,441	124.8
	International U.S. 50 States and U.S. Territories	1,173,429,093	5,412	731	16,291,460,535	51.4
	Domestic U.S. 50 States	5,279,027,890	12,857	1,736	38,701,048,784	122.1
	International U.S. 50 States	1,193,337,698	5,481	740	16,498,119,309	52.1
2005	Domestic U.S. 50 States and U.S. Territories	6,476,007,697	13,976	1,887	42,067,562,737	132.7
	International U.S. 50 States and U.S. Territories	1,373,543,928	5,858	791	17,633,508,081	55.6
	Domestic U.S. 50 States	6,370,544,998	13,654	1,843	41,098,359,387	129.7
	International U.S. 50 States	1,397,051,323	5,936	801	17,868,972,965	56.4
2006 [a]	Domestic U.S. 50 States and U.S. Territories	5,894,323,482	14,426	1,948	43,422,531,461	137.0
	International U.S. 50 States and U.S. Territories	1,287,642,623	5,939	802	17,877,159,421	56.4
	Domestic U.S. 50 States	5,792,852,211	14,109	1,905	42,467,943,091	134.0
	International U.S. 50 States	1,309,488,994	6,015	812	18,103,932,940	57.1
2007 [a]	Domestic U.S. 50 States and U.S. Territories	6,009,247,818	14,707	1,986	44,269,160,525	139.7
	International U.S. 50 States and U.S. Territories	1,312,748,383	6,055	817	18,225,718,619	57.5
	Domestic U.S. 50 States	5,905,798,114	14,384	1,942	43,295,960,105	136.6
	International U.S. 50 States	1,335,020,703	6,132	828	18,456,913,646	58.2
2008 [a]	Domestic U.S. 50 States and U.S. Territories	5,475,092,456	13,400	1,809	40,334,124,033	127.3
	International U.S. 50 States and U.S. Territories	1,196,059,638	5,517	745	16,605,654,741	52.4
	Domestic U.S. 50 States	5,380,838,282	13,105	1,769	39,447,430,318	124.5
	International U.S. 50 States	1,216,352,196	5,587	754	16,816,299,099	53.1
2009 [a]	Domestic U.S. 50 States and U.S. Territories	5,143,268,671	12,588	1,699	37,889,631,668	119.5
	International U.S. 50 States and U.S. Territories	1,123,571,175	5,182	700	15,599,251,424	49.2
	Domestic U.S. 50 States	5,054,726,871	12,311	1,662	37,056,676,966	116.9
	International U.S. 50 States	1,142,633,881	5,248	709	15,797,129,457	49.8
2010	Domestic U.S. 50 States and U.S. Territories	5,652,264,576	11,931	1,611	35,912,723,830	113.3
	International U.S. 50 States and U.S. Territories	1,474,839,733	6,044	816	18,192,953,916	57.4
	Domestic U.S. 50 States	5,554,043,585	11,667	1,575	35,116,863,245	110.8
	International U.S. 50 States	1,497,606,695	6,113	825	18,398,996,825	58.0
2011	Domestic U.S. 50 States and U.S. Territories	5,767,378,664	12,067	1,629	36,321,170,730	114.6
	International U.S. 50 States and U.S. Territories	1,576,982,962	6,496	877	19,551,631,939	61.7
	Domestic U.S. 50 States	5,673,689,481	11,823	1,596	35,588,754,827	112.3

	International U.S. 50 States	1,596,797,398	6,554	885	19,727,043,614	62.2
2012	Domestic U.S. 50 States and U.S. Territories	5,735,605,432	11,932	1,611	35,915,745,616	113.3
	International U.S. 50 States and U.S. Territories	1,619,012,587	6,464	873	19,457,378,739	61.4
	Domestic U.S. 50 States	5,636,910,529	11,672	1,576	35,132,961,140	110.8
	International U.S. 50 States	1,637,917,110	6,507	879	19,587,140,347	61.8
2013	Domestic U.S. 50 States and U.S. Territories	5,808,034,123	12,031	1,624	36,212,974,471	114.3
	International U.S. 50 States and U.S. Territories	1,641,151,400	6,611	892	19,898,871,458	62.8
	Domestic U.S. 50 States	5,708,807,315	11,780	1,590	35,458,690,595	111.9
	International U.S. 50 States	1,661,167,498	6,657	899	20,036,865,038	63.2
2014	Domestic U.S. 50 States and U.S. Territories	5,825,999,388	12,131	1,638	36,514,970,659	115.2
	International U.S. 50 States and U.S. Territories	1,724,559,209	6,980	942	21,008,818,741	66.3
	Domestic U.S. 50 States	5,725,819,482	11,882	1,604	35,764,791,774	112.8
	International U.S. 50 States	1,745,315,059	7,027	949	21,152,418,387	66.7
2015	Domestic U.S. 50 States and U.S. Territories	5,900,440,363	12,534	1,692	37,727,860,796	119.0
	International U.S. 50 States and U.S. Territories	1,757,724,661	7,227	976	21,752,301,359	68.6
	Domestic U.S 50 States	5,801,594,806	12,291	1,659	36,997,658,406	116.7
	International U.S. 50 States	1,793,787,700	7,310	987	22,002,733,062	69.4
2016	Domestic U.S. 50 States and U.S. Territories	5,929,429,373	12,674	1,711	38,148,578,811	120.4
	International U.S. 50 States and U.S. Territories	1,817,739,570	7,453	1006	22,434,619,940	70.8
	Domestic U.S 50 States	5,827,141,640	12,422	1,677	37,391,339,601	118.0
	International U.S. 50 States	1,839,651,091	7,504	1013	22,588,366,704	71.3

NA (Not Applicable)

[a] Estimates for these years were derived from previously reported tools and methods

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3.4. Methodology for Estimating CH_4 Emissions from Coal Mining

The methodology for estimating CH_4 emissions from coal mining consists of two steps:

- **Estimate emissions from underground mines.** These emissions have two sources: ventilation systems and degasification systems. They are estimated using mine-specific data, then summed to determine total CH_4 liberated. The CH_4 recovered and used is then subtracted from this total, resulting in an estimate of net emissions to the atmosphere.
- **Estimate emissions from surface mines and post-mining activities.** This step does not use mine-specific data; rather, it consists of multiplying coal-basin-specific coal production by coal-basin-specific gas content and an emission factor.

Step 1: Estimate CH_4 Liberated and CH_4 Emitted from Underground Mines

Underground mines generate CH_4 from ventilation systems and from degasification systems. Some mines recover and use the generated CH_4, thereby reducing emissions to the atmosphere. Total CH_4 emitted from underground mines equals the CH_4 liberated from ventilation systems, plus the CH_4 liberated from degasification systems, minus CH_4 recovered and used.

Step 1.1: Estimate CH_4 Liberated from Ventilation Systems

All coal mines with detectable CH_4 emissions use ventilation systems to ensure that CH_4 levels remain within safe concentrations. Many coal mines do not have detectable levels of CH_4; others emit several million cubic feet per day (MMCFD) from their ventilation systems. On a quarterly basis, the U.S. Mine Safety and Health Administration (MSHA) measures CH_4 emissions levels at underground mines. MSHA maintains a database of measurement data from all underground mines with detectable levels of CH_4 in their ventilation air (MSHA 2017).[58] Based on the four quarterly measurements, MSHA estimates average daily CH_4 liberated at each of these underground mines.

For 1990 through 1999, average daily CH_4 emissions from MSHA were multiplied by the number of days in the year (i.e., coal mine assumed in operation for all four quarters) to determine the annual emissions for each mine. For 2000 through 2015, the average daily CH_4 emissions were multiplied by the number of days corresponding to the number of quarters the mine vent was operating. For example, if the mine vent was operational in one out of the four quarters, the average daily CH_4 emissions were multiplied by 92 days. Total ventilation emissions for a particular year were estimated by summing emissions from individual mines.

Since 2011, the nation's "gassiest" underground coal mines—those that liberate more than 36,500,000 actual cubic feet of CH_4 per year (about 17,525 MT CO_2 Eq.)—have been required to report to EPA's GHGRP (EPA 2016).[59] Mines that report to EPA's GHGRP must report quarterly measurements of CH_4 emissions from ventilation systems to EPA; they have the option of recording their own measurements, or using the measurements taken by MSHA as part of that agency's quarterly safety inspections of all mines in the United States with detectable CH_4 concentrations.[60]

Since 2013, ventilation emission estimates have been calculated based on both EPA's GHGRP[61] data submitted by underground mines, and on quarterly measurement data obtained directly from MSHA for the remaining mines. The quarterly measurements are used to determine the average daily emission rate for the reporting year quarter. The CH_4 liberated from ventilation systems was estimated by summing the emissions from the EPA's GHGRP mines and emissions based on MSHA quarterly measurements for the remaining mines not reporting to EPA's GHGRP.

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[58] MSHA records coal mine methane readings with concentrations of greater than 50 ppm (parts per million) methane. Readings below this threshold are considered non-detectable.

[59] Underground coal mines report to EPA under subpart FF of EPA's GHGRP (40 CFR part 98). In 2016, 90 underground coal mines reported to the program.

[60] MSHA records coal mine CH_4 readings with concentrations of greater than 50 ppm (parts per million) CH_4. Readings below this threshold are considered non-detectable.

[61] In implementing improvements and integrating data from EPA's GHGRP, the EPA followed the latest guidance from the IPCC on the use of facility-level data in national inventories (IPCC 2011).

Table A-124: Mine-Specific Data Used to Estimate Ventilation Emissions

Year	Individual Mine Data Used
1990	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total)[a]
1991	1990 Emissions Factors Used Instead of Mine-Specific Data
1992	1990 Emissions Factors Used Instead of Mine-Specific Data
1993	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
1994	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
1995	All Mines Emitting at Least 0.5 MMCFD (Assumed to Account for 94.1% of Total) [a]
1996	All Mines Emitting at Least 0.5 MMCFD (Assumed to Account for 94.1% of Total) [a]
1997	All Mines with Detectable Emissions (Assumed to Account for 100% of Total)
1998	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
1999	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
2000	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
2001	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
2002	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
2003	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
2004	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
2005	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
2006	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 97.8% of Total) [a]
2007	All Mines with Detectable Emissions (Assumed to Account for 100% of Total)
2008	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 98.96% of Total) [b]
2009	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 98.96% of Total) [b]
2010	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 98.96% of Total) [b]
2011	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 98.96% of Total) [b]
2012	All Mines Emitting at Least 0.1 MMCFD (Assumed to Account for 98.96% of Total) [b]
2013	All Mines with Detectable Emissions and GHGRP reported data (Assumed to account for 100% of Total)
2014	All Mines with Detectable Emissions and GHGRP reported data (Assumed to account for 100% of Total)
2015	All Mines with Detectable Emissions and GHGRP reported data (Assumed to account for 100% of Total)
2016	All Mines with Detectable Emissions and GHGRP reported data (Assumed to account for 100% of Total)

[a] Factor derived from a complete set of individual mine data collected for 1997.
[b] Factor derived from a complete set of individual mine data collected for 2007.

Step 1.2: Estimate CH_4 Liberated from Degasification Systems

Coal mines use several types of degasification systems to remove CH_4, including pre-mining vertical and horizontal wells (to recover CH_4 before mining) and post-mining vertical wells and horizontal boreholes (to recover CH_4 during mining of the coal seam). Post-mining gob wells and cross-measure boreholes recover CH_4 from the overburden (i.e., gob area) after mining of the seam (primarily in longwall mines).

Twenty-five mines employed degasification systems in 2016, and the CH_4 liberated through these systems was reported to the EPA's GHGRP (EPA 2017). Fifteen of these mines reported CH_4 recovery and use projects, and the other ten reported emitting CH_4 from degasification systems to the atmosphere. Several of the mines venting CH_4 from degasification systems use a small portion of the gas to fuel gob well blowers or compressors in remote locations where electricity is not available. However, this CH_4 use is not considered to be a formal recovery and use project.

Degasification information reported to EPA's GHGRP by underground coal mines is the primary source of data used to develop estimates of CH_4 liberated from degasification systems. Data reported to EPA's GHGRP were used to estimate CH_4 liberated from degasification systems at 20 of the 25 mines that used degasification systems in 2016.

Degasification volumes for the life of mined through pre-mining wells are attributed to the mine as emissions in the year in which the well is mined through.[62] EPA's GHGRP does not require gas production from virgin coal seams (coalbed methane) to be reported by coal mines under subpart FF. Most pre-mining wells drilled from the surface are considered coalbed methane wells and are reported under another subpart of the program (subpart W, "Petroleum and Natural Gas Systems"). As a result, for the five mines with degasification systems that include pre-mining wells that were mined through in 2016, EPA's GHGRP information was supplemented with historical data from state gas well production databases (DMME 2017; GSA 2017; WVGES 2017), as well as with mine-specific information regarding the dates on which pre-

[62] A well is "mined through" when coal mining development or the working face intersects the borehole or well.

mining wells were mined through (JWR 2010; El Paso 2009). For pre-mining wells, the cumulative CH_4 production from the well is totaled using gas sales data, and considered liberated from the mine's degasification system the year in which the well is mined through.

EPA's GHGRP reports with CH_4 liberated from degasification systems are reviewed for errors in reporting. For some mines, GHGRP data are corrected for the Inventory based on expert judgment. Common errors include reporting CH_4 liberated as CH_4 destroyed and vice versa. Other errors include reporting CH_4 destroyed without reporting any CH_4 liberated by degasification systems. In the rare cases where GHGRP data are inaccurate and gas sales data unavailable, estimates of CH_4 liberated are based on historical CH_4 liberation rates. For one mine, due to a lack of mine-provided information used in prior years and a GHGRP reporting discrepancy, the CH_4 liberated was based on an estimate from historical mine-provided CH_4 recovery and use rates and state gas sales records (DMME 2017).

Step 1.3: Estimate CH_4 Recovered from Ventilation and Degasification Systems, and Utilized or Destroyed (Emissions Avoided)

Of the 15 active coal mines with operational CH_4 recovery and use projects in 2016, 14 sold the recovered CH_4 to a pipeline, including one mine that used CH_4 to fuel a thermal coal dryer and one mine that used CH_4 to heat mine ventilation air.

Ten of the 15 mines deployed degasification systems in 2016; for those mines, estimates of CH_4 recovered from the systems were exclusively based on GHGRP data. Based on weekly measurements of gas flow and CH_4 concentrations, the GHGRP summary data for degasification destruction at each mine were added together to estimate the CH_4 recovered and used from degasification systems.

Of the 15 mines with CH_4 recovery in 2016, four intersected pre-mining wells in 2016. EPA's GHGRP and supplemental data were used to estimate CH_4 recovered and used at two of these mines, while supplemental data alone were used at the other two mines that reported as a single entity to EPA's GHGRP. Supplemental information was used for these four mines because estimating CH_4 recovery and use from pre-mining wells requires additional data (not reported under subpart FF of EPA's GHGRP; see discussion in step 1.2 above) to account for the emissions avoided. The supplemental data came from state gas production databases (GSA 2017; WVGES 2016), as well as mine-specific information on the timing of mined-through pre-mining wells (JWR 2010; El Paso 2009). For pre-mining wells, the cumulative CH_4 production from the wells was totaled using gas sales data, and considered to be CH_4 recovered and used from the mine's degasification system the year in which the well is mined through.

For one mine, due to a lack of mine-provided information used in prior years and a GHGRP reporting discrepancy, the CH_4 recovered and used was based on an estimate from historical mine-provided CH_4 recovery and use rates and state gas sales records (DMME 2017). In 2016, the availability of the Virginia Division of Gas and Oil Data Information System made it possible to estimate recovered degasification emissions for this mine based on published well production.

EPA's GHGRP reports with CH_4 recovered and used from degasification systems are reviewed for errors in reporting. For some mines, GHGRP data are corrected for the Inventory based on expert judgment (see further discussion in Step 1.2). In 2016, GHGRP information was not used to estimate CH_4 recovered and used at two mines because of a lack of mine-provided information used in prior years and GHGRP reporting discrepancies.

In 2016, one mine destroyed a portion of its CH_4 emissions from ventilation systems using thermal oxidation technology. The amount of CH_4 recovered and destroyed by the project was determined through publicly available emission reduction project information (ACR 2017).

Step 2: Estimate CH_4 Emitted from Surface Mines and Post-Mining Activities

Mine-specific data were not available for estimating CH_4 emissions from surface coal mines or for post-mining activities. For surface mines, basin-specific coal production obtained from the Energy Information Administration's *Annual Coal Report* was multiplied by basin-specific gas contents and a 150 percent emission factor (to account for CH_4 from over- and under-burden) to estimate CH_4 emissions (see King 1994; Saghafi 2013). For post-mining activities, basin-specific coal production was multiplied by basin-specific gas contents and a mid-range 32.5 percent emission factor accounting for CH_4 desorption during coal transportation and storage (Creedy 1993). Basin-specific *in situ* gas content data were compiled from AAPG (1984) and USBM (1986). Beginning in 2006, revised data on *in situ* CH_4 content and emissions factors have been used (EPA 1996, 2005).

Step 2.1: Define the Geographic Resolution of the Analysis and Collect Coal Production Data

The first step in estimating CH_4 emissions from surface mining and post-mining activities was to define the geographic resolution of the analysis and to collect coal production data at that level of resolution. The analysis was conducted by coal basin as defined in Table A-125, which presents coal basin definitions by basin and by state.

The Energy Information Administration's *Annual Coal Report* (EIA 2017) includes state- and county-specific underground and surface coal production by year. To calculate production by basin, the state level data were grouped into coal basins using the basin definitions listed in Table A-125. For two states—West Virginia and Kentucky—county-level production data were used for the basin assignments because coal production occurred in geologically distinct coal basins within these states. Table A-126 presents the coal production data aggregated by basin.

Step 2.2: Estimate Emission Factors for Each Emissions Type

Emission factors for surface-mined coal were developed from the *in situ* CH_4 content of the surface coal in each basin. Based on analyses conducted in Canada and Australia on coals similar to those present in the United States (King 1994; Saghafi 2013), the surface mining emission factor used was conservatively estimated to be 150 percent of the *in situ* CH_4 content of the basin. Furthermore, the post-mining emission factors used were estimated to be 25 to 40 percent of the average *in situ* CH_4 content in the basin. For this analysis, the post-mining emission factor was determined to be 32.5 percent of the *in situ* CH_4 content in the basin. Table A-127 presents the average *in situ* content for each basin, along with the resulting emission factor estimates.

Step 2.3: Estimate CH_4 Emitted

The total amount of CH_4 emitted from surface mines and post-mining activities was calculated by multiplying the coal production in each basin by the appropriate emission factors.

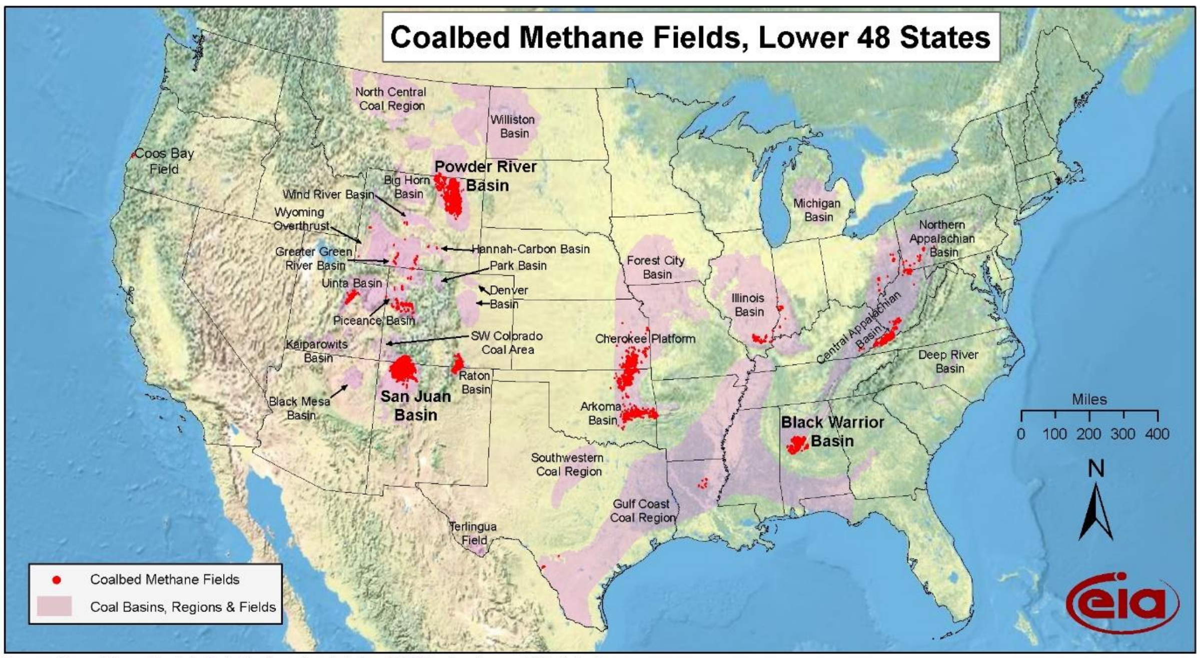
Table A-125 lists each of the major coal mine basins in the United States and the states in which they are located. As shown in Figure A-6, several coal basins span several states. Table A-126 shows annual underground, surface, and total coal production (in short tons) for each coal basin. Table A-127 shows the surface, post-surface, and post-underground emission factors used for estimating CH_4 emissions for each of the categories. Table A-128 presents annual estimates of CH_4 emissions for ventilation and degasification systems, and CH_4 used and emitted by underground coal mines. Table A-129 presents annual estimates of total CH_4 emissions from underground, post-underground, surface, and post-surface activities. Table A-130 provides the total net CH_4 emissions by state.

Table A-125: Coal Basin Definitions by Basin and by State

Basin	States
Northern Appalachian Basin	Maryland, Ohio, Pennsylvania, West Virginia North
Central Appalachian Basin	Kentucky East, Tennessee, Virginia, West Virginia South
Warrior Basin	Alabama, Mississippi
Illinois Basin	Illinois, Indiana, Kentucky West
South West and Rockies Basin	Arizona, California, Colorado, New Mexico, Utah
North Great Plains Basin	Montana, North Dakota, Wyoming
West Interior Basin	Arkansas, Iowa, Kansas, Louisiana, Missouri, Oklahoma, Texas
Northwest Basin	Alaska, Washington
State	**Basin**
Alabama	Warrior Basin
Alaska	Northwest Basin
Arizona	South West and Rockies Basin
Arkansas	West Interior Basin
California	South West and Rockies Basin
Colorado	South West and Rockies Basin
Illinois	Illinois Basin
Indiana	Illinois Basin
Iowa	West Interior Basin
Kansas	West Interior Basin
Kentucky (east)	Central Appalachian Basin
Kentucky (west)	Illinois Basin
Louisiana	West Interior Basin
Maryland	Northern Appalachian Basin
Mississippi	Warrior Basin
Missouri	West Interior Basin
Montana	North Great Plains Basin

New Mexico	South West and Rockies Basin
North Dakota	North Great Plains Basin
Ohio	Northern Appalachian Basin
Oklahoma	West Interior Basin
Pennsylvania	Northern Appalachian Basin
Tennessee	Central Appalachian Basin
Texas	West Interior Basin
Utah	South West and Rockies Basin
Virginia	Central Appalachian Basin
Washington	Northwest Basin
West Virginia South	Central Appalachian Basin
West Virginia North	Northern Appalachian Basin
Wyoming	North Great Plains Basin

Figure A-6: Locations of U.S. Coal Basins



Source: Energy Information Administration based on data from USGS and various published studies
Updated: April 8, 2009

Table A-126: Annual Coal Production (Thousand Short Tons)

Basin	1990	2005	2008	2009	2010	2011	2012	2013	2014	2015	2016
Underground Coal Production	**423,556**	**368,611**	**357,074**	**332,061**	**337,155**	**345,607**	**342,387**	**341,216**	**354,705**	**306,820**	**251,771**
N. Appalachia	103,865	111,151	105,228	99,629	103,109	105,752	103,408	104,198	116,700	103,578	94,679
Cent. Appalachia	198,412	123,083	114,998	98,689	96,354	94,034	78,067	70,440	64,219	53,230	39,863
Warrior	17,531	13,295	12,281	11,505	12,513	10,879	12,570	13,391	12,516	9,897	6,943
Illinois	69,167	59,180	64,609	67,186	72,178	81,089	92,500	98,331	105,211	96,361	76,572
S. West/Rockies	32,754	60,865	55,781	50,416	44,368	45,139	45,052	41,232	44,302	33,762	26,161
N. Great Plains	1,722	572	3,669	4,248	8,208	8,179	10,345	13,126	11,272	9,510	7,151
West Interior	105	465	508	388	425	535	445	498	485	482	402
Northwest	0	0	0	0	0	0	0	0	0	0	0
Surface Coal Production	**602,753**	**762,191**	**813,321**	**740,175**	**764,709**	**754,871**	**672,748**	**640,740**	**643,721**	**588,774**	**475,631**
N. Appalachia	60,761	28,873	30,413	26,552	26,082	26,382	21,411	19,339	17,300	13,491	8,686
Cent. Appalachia	94,343	112,222	118,962	97,778	89,788	90,778	69,721	57,173	52,399	37,278	26,974
Warrior	11,413	11,599	11,172	10,731	11,406	10,939	9,705	8,695	7,584	6,437	5,047
Illinois	72,000	33,702	34,266	34,837	32,911	34,943	34,771	33,798	31,969	27,360	21,679
S. West/Rockies	43,863	42,756	34,283	32,167	28,889	31,432	30,475	28,968	27,564	26,020	18,980
N. Great Plains	249,356	474,056	538,387	496,290	507,995	502,734	455,320	444,740	458,112	436,928	350,799
West Interior	64,310	52,263	44,361	39,960	46,136	55,514	49,293	46,477	47,201	40,083	42,534
Northwest	6,707	6,720	1,477	1,860	2,151	2,149	2,052	1,550	1,502	1,177	932
Total Coal Production	**1,026,309**	**1,130,802**	**1,170,395**	**1,072,236**	**1,101,864**	**1,100,478**	**1,015,135**	**981,956**	**998,426**	**895,594**	**727,402**
N. Appalachia	164,626	140,024	135,641	126,181	129,191	132,134	124,819	123,537	134,000	117,069	103,365
Cent. Appalachia	292,755	235,305	233,960	196,467	186,142	184,812	147,788	127,613	116,618	90,508	66,837
Warrior	28,944	24,894	23,453	22,236	23,919	21,818	22,275	22,086	20,100	16,334	11,990
Illinois	141,167	92,882	98,875	102,023	105,089	116,032	127,271	132,129	137,180	123,721	98,251
S. West/Rockies	76,617	103,621	90,064	82,583	73,257	76,571	75,527	70,200	71,956	59,782	45,141
N. Great Plains	251,078	474,628	542,056	500,538	516,203	510,913	465,665	457,866	469,384	446,438	357,950
West Interior	64,415	52,728	44,869	40,348	46,561	56,049	49,738	46,975	47,686	40,565	42,936
Northwest	6,707	6,720	1,477	1,860	2,151	2,149	2,052	1,550	1,502	1,177	932

Note: Totals may not sum due to independent rounding.
Source for 1990 through 2015 data: EIA (1990 through 2015), *Annual Coal Report*. Table 1. U.S. Department of Energy.
Source for 2015 data: spreadsheet for the 2015 *Annual Coal Report*.

Table A-127: Coal Underground, Surface, and Post-Mining CH_4 Emission Factors (ft^3 per Short Ton)

Basin	Surface Average *In Situ* Content	Underground Average *In Situ* Content	Surface Mine Factors	Post-Mining Surface Factors	Post-Mining Underground
Northern Appalachia	59.5	138.4	89.3	19.3	45.0
Central Appalachia (WV)	24.9	136.8	37.4	8.1	44.5
Central Appalachia (VA)	24.9	399.1	37.4	8.1	129.7
Central Appalachia (E KY)	24.9	61.4	37.4	8.1	20.0
Warrior	30.7	266.7	46.1	10.0	86.7
Illinois	34.3	64.3	51.5	11.1	20.9
Rockies (Piceance Basin)	33.1	196.4	49.7	10.8	63.8
Rockies (Uinta Basin)	16.0	99.4	24.0	5.2	32.3
Rockies (San Juan Basin)	7.3	104.8	11.0	2.4	34.1
Rockies (Green River Basin)	33.1	247.2	49.7	10.8	80.3
Rockies (Raton Basin)	33.1	127.9	49.7	10.8	41.6
N. Great Plains (WY, MT)	20.0	15.8	30.0	6.5	5.1
N. Great Plains (ND)	5.6	15.8	8.4	1.8	5.1
West Interior (Forest City, Cherokee Basins)	34.3	64.3	51.5	11.1	20.9
West Interior (Arkoma Basin)	74.5	331.2	111.8	24.2	107.6
West Interior (Gulf Coast Basin)	11.0	127.9	16.5	3.6	41.6
Northwest (AK)	16.0	160.0	24.0	1.8	52.0
Northwest (WA)	16.0	47.3	24.0	5.2	15.4

Sources: 1986 USBM Circular 9067, *Results of the Direct Method Determination of the Gas Contents of U.S. Coal Basins*; U.S. DOE Report DOE/METC/83-76, *Methane Recovery from Coalbeds: A Potential Energy Source;* 1986–1988 Gas Research Institute Topical Report, *A Geologic Assessment of Natural Gas from Coal Seams;* 2005 U.S. EPA Draft Report, *Surface Mines Emissions Assessment*.

Table A-128: Underground Coal Mining CH_4 Emissions (Billion Cubic Feet)

Activity	1990	2005	2008	2009	2010	2011	2012	2013	2014	2015	2016
Ventilation Output	112	75	100	114	117	97	90	89	89	84	76
Adjustment Factor for Mine Data [a]	98%	98%	99%	99%	99%	99%	99%	100%	100%	100%	100%
Adjusted Ventilation Output	114	77	101	115	118	98	91	89	89	84	76
Degasification System Liberated	54	48	49	49	58	48	45	45	43	43	42
Total Underground Liberated	168	124	150	163	177	147	137	134	131	127	119
Recovered & Used	(14)	(37)	(40)	(40)	(49)	(42)	(38)	(38)	(35)	(34)	(34)
Total	**154**	**87**	**110**	**123**	**128**	**104**	**98**	**96**	**96**	**93**	**85**

[a] Refer to Table A-124.

Notes: Totals may not sum due to independent rounding. Parentheses indicate negative values.

Table A-129: Total Coal Mining CH_4 Emissions (Billion Cubic Feet)

Activity	1990	2005	2008	2009	2010	2011	2012	2013	2014	2015	2016
Underground Mining	154	87	110	123	128	104	98	96	96	93	85
Surface Mining	22	25	27	24	24	24	21	20	20	18	14
Post-Mining (Underground)	19	16	15	14	14	14	14	14	14	12	10
Post-Mining (Surface)	5	5	6	5	5	5	5	4	4	4	3
Total	**200**	**132**	**157**	**166**	**171**	**148**	**138**	**134**	**134**	**127**	**112**

Note: Totals may not sum due to independent rounding.

Table A-130: Total Coal Mining CH_4 Emissions by State (Million Cubic Feet)

State	1990	2005	2008	2009	2010	2011	2012	2013	2014	2015	2016
Alabama	32,097	15,789	20,992	22,119	21,377	18,530	18,129	17,486	16,301	12,675	10,708
Alaska	50	42	43	54	63	63	60	45	44	34	27
Arizona	151	161	107	100	103	108	100	101	107	91	72
Arkansas	5	+	237	119	130	348	391	214	176	559	245
California	1	0	0	0	0	0	0	0	0	0	0
Colorado	10,187	13,441	12,871	13,999	16,470	11,187	9,305	4,838	4,038	3,248	2,272
Illinois	10,180	6,488	7,568	7,231	8,622	7,579	9,763	8,920	9,217	10,547	11,035
Indiana	2,232	3,303	5,047	5,763	5,938	6,203	7,374	6,427	7,159	6,891	6,713
Iowa	24	0	0	0	0	0	0	0	0	0	0
Kansas	45	11	14	12	8	2	1	1	4	12	2
Kentucky	10,018	6,898	9,986	12,035	12,303	10,592	7,993	8,098	8,219	6,377	4,882
Louisiana	64	84	77	73	79	168	80	56	52	69	56
Maryland	474	361	263	219	238	263	197	166	169	170	127
Mississippi	0	199	159	193	224	154	165	200	209	176	161
Missouri	166	3	15	28	29	29	26	26	23	9	15
Montana	1,373	1,468	1,629	1,417	1,495	1,445	1,160	1,269	1,379	1,353	1,004
New Mexico	363	2,926	3,411	3,836	3,956	4,187	2,148	2,845	2,219	2,648	1,954
North Dakota	299	306	303	306	296	289	281	282	298	294	287
Ohio	4,406	3,120	3,686	4,443	3,614	3,909	3,389	3,182	3,267	2,718	1,999
Oklahoma	226	825	932	624	436	360	499	282	112	735	864
Pennsylvania	21,864	17,904	20,684	22,939	23,372	17,708	17,773	20,953	19,803	19,554	17,930
Tennessee	276	115	86	69	67	60	35	31	22	40	26
Texas	1,119	922	783	704	823	922	887	854	876	721	787
Utah	3,587	4,787	5,524	5,449	5,628	3,651	3,624	2,733	1,605	1,737	781
Virginia	46,041	8,649	9,223	8,042	9,061	8,526	6,516	8,141	6,980	6,396	6,682
Washington	146	154	0	0	0	0	0	0	0	0	0
West Virginia	48,335	29,745	36,421	40,452	40,638	35,709	33,608	32,998	37,498	36,460	32,322
Wyoming	6,671	14,745	16,959	15,627	16,032	15,916	14,507	14,025	14,339	13,624	10,810
Total	**200,399**	**132,481**	**157,112**	**165,854**	**171,000**	**147,908**	**138,012**	**134,173**	**134,118**	**127,139**	**111,763**

+ Does not exceed 0.5 million cubic feet.

Note: The emission estimates provided above are inclusive of emissions from underground mines, surface mines and post-mining activities. The following states have neither underground nor surface mining and thus report no emissions as a result of coal mining: Connecticut, Delaware, Florida, Georgia, Hawaii, Idaho, Maine, Massachusetts, Michigan, Minnesota, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Carolina, Oregon, Rhode Island, South Carolina, South Dakota, Vermont, and Wisconsin.

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3.5. Methodology for Estimating CH_4 and CO_2 Emissions from Petroleum Systems

As described in the main body text on Petroleum Systems, the Inventory methodology involves the calculation of emissions for 65 activities that emit CH_4 and 35 activities that emit non-combustion CO_2 from petroleum systems sources, and then the summation of emissions for each petroleum systems segment. The approach for calculating emissions for petroleum systems generally involves the application of emission factors to activity data.

Emission Factors

Table 3.5-2 and Table 3.5-7 show CH_4 and CO_2 emissions, respectively, for all sources in Petroleum Systems, for all time series years. Table 3.5-3 and Table 3.5-8 show the CH_4 and CO_2 effective emission factors, respectively, for all sources in Petroleum Systems, for all time series years. These emission factors are calculated by dividing net emissions by activity. Therefore, in a given year, these emission factors reflect the estimated contribution from controlled and uncontrolled fractions of the source population.

Additional detail on the basis for emission factors used across the time series is provided in Table 3.5-4 and Table 3.5-9, and below.

In addition to the Greenhouse Gas Reporting Program (GHGRP), key references for emission factors for CH_4 and non-combustion-related CO_2 emissions from the U.S. petroleum industry include a 1999 EPA/Radian report *Methane Emissions from the U.S. Petroleum Industry* (EPA/Radian 1999), which contained the most recent and comprehensive determination of CH_4 emission factors for CH_4-emitting activities in the oil industry at that time, a 1999 EPA/ICF draft report *Estimates of Methane Emissions from the U.S. Oil Industry* (EPA/ICF 1999) which is largely based on the 1999 EPA/Radian report, and a detailed study by the Gas Research Institute and EPA *Methane Emissions from the Natural Gas Industry* (EPA/GRI 1996). These studies still represent best available data in many cases—in particular, for the early years of the time series.

In recent Inventories, EPA has revised the emission estimation methodology for many sources in Petroleum Systems. New data from studies and EPA's GHGRP (EPA 2017a,b) allows for emission factors to be calculated that account for adoption of control technologies and emission reduction practices. For several sources, EPA has developed control category-specific emission factors from recent data that are used over the time series (paired with control category-specific activity data that fluctuates to reflect control adoption over time).

For oil well completions with hydraulic fracturing, the controlled and uncontrolled emission factors were developed using data analyzed for the 2015 NSPS OOOOa proposal (EPA 2015a). For associated gas, separate emission estimates are developed from GHGRP data for venting and flaring. For oil tanks, emissions estimates were developed for large and small tanks with flaring or VRU control, without control devices, and with upstream malfunctioning separator dump valves. For pneumatic controllers, separate estimates are developed for low bleed, high bleed, and intermittent controllers. For chemical injection pumps, the estimate is calculated with an emission factor developed with GHGRP data, which is based on the previous GRI/EPA factor but takes into account operating hours. Some sources in Petroleum Systems that use methodologies based on GHGRP data use a basin-level aggregation approach, wherein EPA calculates basin-specific emissions and/or activity factors for basins that contribute at least 10 percent of total annual emissions (on a CO_2 Eq. basis) from the source in any year—and combines all other basins into one grouping. This methodology is currently applied for associated gas venting and flaring and miscellaneous production flaring.

For the refining segment, EPA has directly used the GHGRP data for all emission sources for recent years (2010 forward) (EPA 2017b) and developed source level throughput-based emission factors from GHGRP data to estimate emissions in earlier time series years (1990-2009). For some sources, EPA continues to apply the historical emission factors for all time series years. All refineries have been required to report CH_4 and CO_2 emissions for all major activities since 2010. The national totals of these emissions for each activity were used for the 2010 to 2016 emissions. The national emission totals for each activity were divided by refinery feed rates for those four Inventory years to develop average activity-specific emission factors, which were used to estimate national emissions for each refinery activity from 1990 to 2009 based on national refinery feed rates for each year (EPA 2015c).

Offshore emissions from shallow water and deep water oil platforms are taken from analysis of the *2011 Gulf-wide Emission Inventory Study* (EPA 2015b; BOEM 2014). The emission factors were assumed to be representative of emissions from each source type over the period 1990 through 2016, and are used for each year throughout this period.

When a CO_2-specific emission factor is not available for a source, the CO_2 emission factors were derived from the corresponding source CH_4 emission factors. The amount of CO_2 in the crude oil stream changes as it passes through various equipment in petroleum production operations. As a result, four distinct stages/streams with varying CO_2 contents exist. The four streams that are used to estimate the emissions factors are the associated gas stream separated from crude oil, hydrocarbons flashed out from crude oil (such as in storage tanks), whole crude oil itself when it leaks downstream, and gas emissions from offshore oil platforms. For this approach, CO_2 emission factors are estimated by multiplying the existing CH_4 emissions factors by a conversion factor, which is the ratio of CO_2 content to methane content for the particular stream. Ratios of CO_2 to CH_4 volume in emissions are presented in Table 3.5-1.

<u>1990-2016 Inventory updates to emission factors</u>

Summary information for emission factors for sources with revisions in this year's Inventory is below. The details are presented in three memoranda, *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Additional Revisions Under Consideration* (2018a), *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Revisions to Create Year-Specific Emissions and Activity Factors* (2018b), and *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Revisions to CO_2 Emissions Estimation Methodologies* (2018c), as well as the "Recalculations Discussion" section of the main body text.

In the exploration segment, EPA developed new CH_4 and CO_2 estimates for vented and flared oil well testing (during non-completion events) using GHGRP emissions and activity data.

In the production segment, EPA developed new CH_4 and CO_2 estimates for associated gas venting and flaring and miscellaneous production flaring; for these sources, EPA uses a basin-level aggregation and production-based scaling approach to calculate emission factors from GHGRP data. EPA developed CO_2 emissions estimates for oil tanks using GHGRP data and a throughput-based approach to calculate emission factors, which is identical to the methodology to calculate CH_4 emissions.

Activity Data

Table 3.5-5 shows the activity data for all sources in Petroleum Systems, for all time series years. Additional detail on the basis for activity data used across the time series is provided in Table 3.5-6, and below.

For many sources, complete activity data were not available for all years of the time series. In such cases, one of three approaches was employed. Where appropriate, the activity data were calculated from related statistics using ratios developed based on EPA 1996, and/or GHGRP data. For major equipment, pneumatic controllers, and chemical injection pumps, GHGRP subpart W data were used to develop activity factors (i.e., count per well) that are applied to calculated activity in recent years; to populate earlier years of the time series, linear interpolation is used to connect GHGRP-based estimates with existing estimates in years 1990 to 1995. In other cases, the activity data were held constant from 1990 through 2014 based on EPA (1999). Lastly, the previous year's data were used when data for the current year were unavailable. For offshore production, the number of platforms in shallow water and the number of platforms in deep water are used as activity data and are taken from Bureau of Ocean Energy Management (BOEM) (formerly Bureau of Ocean Energy Management, Regulation, and Enforcement (BOEMRE)) datasets (BOEM 2011a,b,c). The activity data for the total crude transported in the transportation segment is not available, therefore the activity data for the refining sector (i.e., refinery feed in 1000 bbl/year) was used also for the transportation sector, applying an assumption that all crude transported is received at refineries. In the few cases where no data were located, oil industry data based on expert judgment was used. In the case of non-combustion CO_2 emission sources, the activity factors are the same as for CH_4 emission sources. In some instances, where recent time series data (e.g., year 2016) are not yet available, year 2015 or prior data has been used as proxy.

<u>Methodology for well counts and events</u>

For hydraulically fractured oil well completions, EPA developed activity data specific to each year of the time series using the date of completion or first reported production available from a data set licensed by DrillingInfo, Inc. For more information on the DrillingInfo data processing, please see Annex 3.6 Methodology for Estimating CH_4 and CO_2 from Natural Gas Systems.

<u>1990-2016 Inventory updates to activity data</u>

Summary information for activity data for sources with revisions in this year's Inventory is below. The details are presented in three memoranda, *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Additional Revisions Under Consideration* (2018a), *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Revisions to Create Year-Specific Emissions and Activity Factors* (2018b), and *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Revisions to CO_2 Emissions Estimation Methodologies* (2018c), as well as the "Recalculations Discussion" section of the main body text.

In the exploration segment, EPA developed new CH_4 and CO_2 estimates for vented and flared oil well testing (during non-completion events) using GHGRP emissions and activity data.

In the production segment, EPA developed new CH_4 and CO_2 estimates for associated gas venting and flaring and miscellaneous production flaring; for these sources, EPA uses a basin-level aggregation and production-based scaling approach to calculate activity data from GHGRP data. EPA developed CO_2 emissions estimates for oil tanks using GHGRP data and a throughput-based approach to calculate activity, which is identical to the methodology to calculate CH_4 emissions. EPA also used a more recent version of the DrillingInfo data set to update well counts data in the Inventory; though this does not reflect a methodological revision or major changes to the activity data. Lastly, EPA recalculated activity factors of equipment per well using the latest GHGRP RY2015 data, which included some resubmissions. This resulted in minor changes across the time series

Methane and Carbon Dioxide Emissions by Emission Source for Each Year

Annual CH_4 emissions and CO_2 emissions for each source were estimated by multiplying the activity data for each year by the corresponding emission factor. These annual emissions for each activity were then summed to estimate the total annual CH_4 and CO_2 emissions, respectively. Emissions at a segment level are shown in Table 3.5-2 and Table 3.5-7.

Refer to the 1990-2016 Inventory section at https://www.epa.gov/ghgemissions/natural-gas-and-petroleum-systems for the following data tables, in Excel format:

- Table 3.5-1: Ratios of CO_2 to CH_4 Volume in Emissions from Petroleum Production Field Operations
- Table 3.5-2: CH_4 Emissions (kt) for Petroleum Systems, by Segment and Source, for All Years
- Table 3.5-3: Effective CH_4 Emission Factors (kg/unit activity) for Petroleum Systems Sources, for All Years
- Table 3.5-4: CH_4 Emission Factors for Petroleum Systems, Data Sources/Methodology
- Table 3.5-5: Activity Data for Petroleum Systems Sources, for All Years
- Table 3.5-6: Activity Data for Petroleum Systems, Data Sources/Methodology
- Table 3.5-7: CO_2 Emissions (kt) for Petroleum Systems, by Segment and Source, for All Years
- Table 3.5-8: Effective CO_2 Emission Factors (kg/unit activity) for Petroleum Systems Sources, for All Years
- Table 3.5-9: CO_2 Emission Factors for Petroleum Systems, Data Sources/Methodology

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3.6. Methodology for Estimating CH_4 and CO_2 Emissions from Natural Gas Systems

As described in the main body text on Natural Gas Systems, the Inventory methodology involves the calculation of CH_4 and CO_2 emissions for over 100 emissions sources, and then the summation of emissions for each natural gas sector stage. The approach for calculating emissions for natural gas systems generally involves the application of emission factors to activity data. For many sources, the approach uses technology-specific emission factors or emission factors that vary over time and take into account changes to technologies and practices, which are used to calculate net emissions directly. For others, the approach uses what are considered "potential methane factors" and reduction data to calculate net emissions.

Emission Factors

Table 3.6-1 and Table 3.6-10 show CH_4 and CO_2 emissions, respectively, for all sources in Natural Gas Systems, for all time series years. Table 3.6-2 and Table 3.6-12 show the CH_4 and CO_2 effective emission factors, respectively, for all sources in Natural Gas Systems, for all time series years. These emission factors are calculated by dividing net emissions by activity. Therefore, in a given year, these emission factors reflect the estimated contribution from controlled and uncontrolled fractions of the source population and any source-specific reductions (see below section "Reductions Data"); additionally, for sources based on the GRI/EPA study, the values take into account methane compositions from GTI 2001 adjusted year to year using gross production for National Energy Modeling System (NEMS) oil and gas supply module regions from the EIA. These adjusted region-specific annual CH_4 compositions are presented in Table 3.6-3 (for general sources), Table 3.6-4 (for gas wells without hydraulic fracturing), and Table 3.6-5 (for gas wells with hydraulic fracturing).

Additional detail on the basis for the CH_4 and CO_2 emission factors used across the time series is provided in Table 3.6-6 and Table 3.6-13, and below.

Key references for emission factors for CH_4 and non-combustion-related CO_2 emissions from the U.S. natural gas industry include the 1996 Gas Research Institute (GRI) and EPA study (EPA/GRI 1996), the Greenhouse Gas Reporting Program (GHGRP), and others.

The EPA/GRI study developed over 80 CH_4 emission factors to characterize emissions from the various components within the operating stages of the U.S. natural gas system for base year 1992. Since the time of this study, practices and technologies have changed. This study still represents best available data in many cases—in particular, for early years of the time series.

In recent Inventories, EPA has revised the CH_4 and CO_2 emission estimation methodology for many sources in Natural Gas Systems. New data from studies and EPA's GHGRP (EPA 2017a) allows for emission factors to be calculated that account for adoption of control technologies and emission reduction practices. For some sources, EPA has developed control category-specific emission factors from recent data that are used over the time series (paired with control category-specific activity data that fluctuates to reflect control adoption over time). In other cases, EPA retains emission factors from the EPA/GRI study for early time series years (1990-1992), applies updated emission factors in recent years (e.g., 2011 forward), and uses interpolation to calculate emission factors for intermediate years. For some sources, EPA continues to apply the EPA/GRI emission factors for all time series years, and accounts for emission reductions through data reported to Gas STAR or estimated based on regulations (see below section "Reductions Data"). For gas well completions and workovers with hydraulic fracturing, separate emissions estimates were developed for hydraulically fractured completions and workovers that vent, flared hydraulic fracturing completions and workovers, hydraulic fracturing completions and workovers with reduced emissions completions (RECs), and hydraulic fracturing completions and workovers with RECs that flare. For gas well completions without hydraulic fracturing, separate emissions estimates were developed for completions that event and completions that flare. In addition, net emissions are calculated for miscellaneous production flaring. For liquids unloading, separate emissions estimates were developed for wells with plunger lifts and wells without plunger lifts. Likewise, for condensate tanks, emissions estimates were developed for large and small tanks with flaring or VRU control, without control devices, and with upstream malfunctioning separator dump valves. For pneumatic controllers, separate estimates are developed for low bleed, high bleed, and intermittent controllers. Chemical injection pumps estimates are calculated with an emission factor developed with GHGRP data, which is based on the previous GRI/EPA factor but takes into account operating hours. For all sources in the processing and distribution segments, and most sources in the transmission and storage segment, net emission factors have been developed for application in recent years of the time series, while the existing emission factors are applied in early time series years.

When a CO_2-specific emission factor is not available for a source, the CO_2 emission factors were derived from the corresponding source CH_4 emission factors using default gas composition data. CO_2 emission factors are estimated by multiplying the CH_4 emission factors by the ratio of the CO_2-to-CH_4 gas content. This approach is applied for certain sources in the natural gas production, gas processing (only for early time series years), transmission and storage, and distribution segments. The default gas composition data are specific to segment and are provided in Table 3.6-11. The default values were derived from EPA/GRI (1996), EIA (1994), and GTI (2001).

1990-2016 Inventory updates to emission factors

Summary information for emission factors for sources with revisions in this year's Inventory is below. The details are presented in memoranda,[63] *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Additional Revisions Under Consideration* (2018a), *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Revisions to Create Year-Specific Emissions and Activity Factors* (2018b), and *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Revisions to CO_2 Emissions Estimation Methodologies* (2018c), as well as the "Recalculations Discussion" section of the main body text.

In the exploration segment, EPA developed new CH_4 and CO_2 estimates for vented and flared oil well testing (during non-completion events) using GHGRP emissions and activity data. EPA also developed year-specific emission factors for non-hydraulically fractured gas well completions and hydraulically fractured gas well completions (for years 2011-2016).

For the production segment, EPA developed control category- and year-specific CO_2 and CH_4 emission factors from GHGRP data for non-hydraulically fractured gas well workovers, hydraulically fractured gas well workovers, liquids unloading, and miscellaneous production flaring. Control category-specific CO_2 emission factors were developed from GHGRP data for production storage tanks.

For the processing segment, CO_2 emission factors were developed from GHGRP data using the same methodology as for CH_4 emission factors. EPA calculated CO_2 emission factors for plant fugitives, compressors, dehydrators, flares, blowdowns, and acid gas removal vents from GHGRP data for years 2011 to 2016. In order to create time series consistency for emission factors between earlier years' estimates (1990 to 1992) that generally rely on data from GRI/EPA 1996 and the most recent years' estimates (2011 to 2016) that were calculated using data from the GHGRP, linear interpolation between the data endpoints of 1992 (GRI/EPA) and 2011 (GHGRP) was used for calculations.

For the transmission and storage segment, CO_2 and CH_4 emission factors were newly developed from GHGRP data for station flares. For the storage segment, the emission estimate for year 2016 was adjusted upward to account for the Aliso Canyon leak.

Activity Data

Table 3.6-7 shows the activity data for all sources in Natural Gas Systems, for all time series years. Additional detail on the basis for activity data used across the time series is provided in Table 3.6-8, and below.

For a few sources, recent direct activity data were not available. For these sources, either 2015 data were used as proxy for 2016 data or a set of industry activity data drivers was developed and was used to update activity data. Key drivers include statistics on gas production, number of wells, system throughput, miles of various kinds of pipe, and other statistics that characterize the changes in the U.S. natural gas system infrastructure and operations.

Methodology for well counts and events

EPA used DI Desktop, a production database maintained by DrillingInfo, Inc. (DrillingInfo 2017), covering U.S. oil and natural gas wells to populate activity data for gas wells, oil wells (in petroleum systems) gas well completions and workovers with hydraulic fracturing for 1990-2010, and oil well completions for all years of the time series. EPA queried DI Desktop for relevant data on an individual well basis—including location, natural gas and liquids (i.e., oil and condensate) production by year, drill type (e.g., horizontal or vertical), and date of completion or first production. Non-associated gas wells were classified as any well within DI Desktop that had non-zero gas production in a given year, and with a gas-to-oil ratio (GOR) of greater than 100 mcf/bbl in that year. Oil wells were classified as any well that had non-zero liquids production in a given year, and with a GOR of less than or equal to 100 mcf/bbl in that year. Gas wells with hydraulic fracturing were assumed to be the subset of the non-associated gas wells that were horizontally drilled and/or located in an unconventional formation (i.e., shale, tight sands, or coalbed). Unconventional formations were identified based on well basin, reservoir, and field data reported in DI Desktop referenced against a formation type crosswalk developed by EIA (EIA 2012a).

For 1990 through 2010, gas well completions with hydraulic fracturing were identified as a subset of the gas wells with hydraulic fracturing that had a date of completion or first production in the specified year. To calculate workovers for 1990 through 2016, EPA applied a refracture rate of 1 percent (i.e., 1 percent of all wells with hydraulic fracturing are

[63] Draft and final memoranda for the 1990-2016 Inventory are available here < https://www.epa.gov/ghgemissions/natural-gas-and-petroleum-systems>.

assumed to be refractured in a given year) to the total counts of wells with hydraulic fracturing from the DrillingInfo data. For 2011 through 2016, EPA used GHGRP data for the total number of well completions. The GHGRP data represents a subset of the national completions, due to the reporting threshold, and therefore using this data without scaling it up to national level results in an underestimate. However, because EPA's GHGRP counts of completions were higher than national counts of completions, obtained using DI Desktop data, EPA directly used the GHGRP data for completions for 2011 through 2016.

EPA calculated the percentage of gas well completions and workovers with hydraulic fracturing in each of the four control categories using 2011 through 2016 Subpart W data. EPA assumed no REC use from 1990 through 2000, used GHGRP RECs percentage for 2011 through 2016, and then used linear interpolation between the 2000 and 2011 percentages. For flaring, EPA used an assumption of 10 percent (the average of the percent of completions and workovers that were flared in 2011 through 2013 GHGRP data) flaring from 1990 through 2010 to recognize that some flaring has occurred over that time period. For 2011 through 2016, EPA used the GHGRP data on flaring.

1990-2016 Inventory updates to activity data

Summary information for activity data for sources with revisions in this year's Inventory is below. The details are presented in memoranda,[64] *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Additional Revisions Under Consideration* (2018a), *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Revisions to Create Year-Specific Emissions and Activity Factors* (2018b), and *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2016: Revisions to CO_2 Emissions Estimation Methodologies* (2018c), as well as the "Recalculations Discussion" section of the main body text.

In the exploration segment, EPA developed new CH_4 and CO_2 estimates for vented and flared gas well testing (during non-completion events) using GHGRP emissions and activity data. EPA also developed year-specific activity factors for non-hydraulically fractured gas well completions and hydraulically fractured gas well completions (for years 2011-2016).

For the production segment, EPA developed control category- and year-specific CO_2 and CH_4 activity factors from GHGRP data for non-hydraulically fractured gas well workovers, hydraulically fractured gas well workovers, liquids unloading, and miscellaneous production flaring. For miscellaneous production flaring, EPA uses a basin-level aggregation and production-based scaling approach to calculate activity data from GHGRP data. EPA also used a more recent version of the DrillingInfo data set to update well counts data in the Inventory; though this does not reflect a methodological revision or major changes to the activity data. Lastly, EPA recalculated activity factors of equipment per well using the latest GHGRP RY2015 data, which included some resubmissions. This resulted in minor changes across the time series.

For the transmission and storage segment, the flares emission factors developed from GHGRP data are at a station-level and the methodology to determine the number of stations did not change from previous Inventories.

Reductions Data

As described under "Emission Factors" above, some sources in Natural Gas Systems rely on CH_4 emission factors developed from the 1996 EPA/GRI study. Application of these emission factors across the time series represents potential emissions and does not take into account any use of technologies or practices that reduce emissions. To take into account use of such technologies for emission sources that use potential factors, data were collected on relevant voluntary and regulatory reductions.

Voluntary and regulatory emission reductions by segment, for all time series years, are included in Table 3.6-1. Reductions by emission source, for all time series years, are shown in Table 3.6-9.

Voluntary reductions

Voluntary reductions included in the Inventory were those reported to Gas STAR for activities such as replacing gas engines with electric compressor drivers, installing automated air-to-fuel ratio controls for engines, and implementing gas recovery for pipeline maintenance operations.

Most Gas STAR reductions in the production segment are not classified as applicable to specific emission sources. As many sources in production are now calculated with net factor approaches, to address potential double-counting of reductions, a scaling factor was applied to the "other voluntary reductions" to reduce this reported amount based on an estimate of the fraction of those reductions that occur in the sources that are now calculated using net emissions approaches.

[64] Draft and final memoranda for the 1990-2016 Inventory are available here <https://www.epa.gov/ghgemissions/natural-gas-and-petroleum-systems>.

This fraction was developed by dividing the net emissions from sources with net approaches, by the total production segment emissions (without deducting the Gas STAR reductions). The result for 2016, is that around 80 percent of the reductions were estimated to occur in sources for which net emissions are now calculated, which yields an adjusted "other reductions" estimate of 3 MMT CO_2 Eq.

Federal regulations

Regulatory actions reducing emissions in the current Inventory include National Emission Standards for Hazardous Air Pollutants (NESHAP) regulations for dehydrator vents in the production segment. In regards to the oil and natural gas industry, the NESHAP regulation addresses HAPs from the oil and natural gas production sectors and the natural gas transmission and storage sectors of the industry. Though the regulation deals specifically with HAPs reductions, methane emissions are also incidentally reduced.

The NESHAP regulation requires that glycol dehydration unit vents that have HAP emissions and exceed a gas throughput threshold be connected to a closed loop emission control system that reduces emissions by 95 percent. The emissions reductions achieved as a result of NESHAP regulations for glycol dehydrators in the production segment were calculated using data provided in the Federal Register Background Information Document (BID) for this regulation. The BID provides the levels of control measures in place before the enactment of regulation. The emissions reductions were estimated by analyzing the portion of the industry without control measures already in place that would be impacted by the regulation.

Previous Inventories also took into account NESHAP driven reductions from storage tanks and from dehydrators in the processing segment; these sources are now estimated with net emission methodologies that take into account controls implemented due to regulations. In addition to the NESHAP applicable to natural gas, the Inventory reflects the 2012 New Source Performance Standards (NSPS) subpart OOOO for oil and gas, through the use of a net factor approach that captures shifts to lower emitting technologies required by the regulation. Examples include separating gas well completions and workovers with hydraulic fracturing into four categories and developing control technology-specific methane emission factors and year-specific activity data for each category; establishing control category-specific emission factors and associated year-specific activity data for condensate tanks; calculating year-specific activity data for pneumatic controller bleed categories; and estimating year-specific activity data for wet versus dry seal centrifugal compressors.

Methane and Carbon Dioxide Emissions by Emission Source for Each Year

Annual CH_4 emissions and CO_2 emissions for each source were estimated by multiplying the activity data for each year by the corresponding emission factor. These annual emissions for each activity were then summed to estimate the total annual CH_4 and CO_2 emissions, respectively. As a final step for CH_4 emissions, any relevant reductions data from each segment is summed for each year and deducted from the total emissions to estimate net CH_4 emissions for the Inventory. CH_4 potential emissions, reductions, and net emissions at a segment level are shown in Table 3.6-1. CO_2 emissions by segment and source are summarized in Table 3.6-10.

Refer to the 1990-2016 Inventory section at https://www.epa.gov/ghgemissions/natural-gas-and-petroleum-systems for the following data tables, in Excel format:

- Table 3.6-1: CH_4 Emissions (kt) for Natural Gas Systems, by Segment and Source, for All Years
- Table 3.6-2: Effective CH_4 Emission Factors (kg/unit activity) for Natural Gas Systems Sources, for All Years
- Table 3.6-3: U.S. Production Sector CH_4 Content in Natural Gas by NEMS Region (General Sources)
- Table 3.6-4: U.S. Production Sector CH_4 Content in Natural Gas by NEMS Region (Gas Wells Without Hydraulic Fracturing)
- Table 3.6-5: U.S. Production Sector CH_4 Content in Natural Gas by NEMS Region (Gas Wells With Hydraulic Fracturing)
- Table 3.6-6: CH_4 Emission Factors for Natural Gas Systems, Data Sources/Methodology
- Table 3.6-7: Activity Data for Natural Gas Systems Sources, for All Years
- Table3.6-8: Activity Data for Natural Gas Systems, Data Sources/Methodology
- Table 3.6-9: Voluntary and Regulatory CH_4 Reductions for Natural Gas Systems (kt)
- Table 3.6-10: CO_2 Emissions (kt) for Natural Gas Systems, by Segment and Source, for All Years
- Table 3.6-11: Default Gas Content by Segment, for All Years
- Table 3.6-12: Effective CO_2 Emission Factors (kg/unit activity) for Natural Gas Systems Sources, for All Years
- Table 3.6-13: CO_2 Emission Factors for Natural Gas Systems, Data Sources/Methodology

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3.7. Methodology for Estimating CO_2, CH_4, and N_2O Emissions from the Incineration of Waste

Emissions of CO_2 from the incineration of waste include CO_2 generated by the incineration of plastics, synthetic rubber and synthetic fibers in municipal solid waste (MSW), and incineration of tires (which are composed in part of synthetic rubber and C black) in a variety of other combustion facilities (e.g., cement kilns). Incineration of waste also results in emissions of CH_4 and N_2O. The emission estimates are calculated for all four sources on a mass-basis based on the data available. The methodology for calculating emissions from each of these waste incineration sources is described in this Annex.

CO_2 from Plastics Incineration

In the *Municipal Solid Waste Generation, Recycling, and Disposal in the United States: Facts and Figures* reports (EPA 1999 through 2003, 2005 through 2014), *Advancing Sustainable Materials Management: Facts and Figures – Assessing Trends in Material Generation, Recycling and Disposal in the United States* (EPA 2015, 2016) the flows of plastics in the U.S. waste stream are reported for seven resin categories. For 2016, the quantity generated, recovered, and discarded for each resin is shown in Table A-131. The data set for 1990 through 2016 is incomplete, and several assumptions were employed to bridge the data gaps. The EPA reports do not provide estimates for individual materials landfilled and incinerated, although they do provide such an estimate for the waste stream as a whole. To estimate the quantity of plastics landfilled and incinerated, total discards were apportioned based on the proportions of landfilling and incineration for the entire U.S. waste stream for each year in the time series according to *Biocycle's State of Garbage in America* (van Haaren et al. 2010), and Shin (2014). For those years when distribution by resin category was not reported (1990 through 1994), total values were apportioned according to 1995 (the closest year) distribution ratios. Generation and recovery figures for 2002 and 2004 were linearly interpolated between surrounding years' data.

Table A-131: 2016 Plastics in the Municipal Solid Waste Stream by Resin (kt)

Waste Pathway	PET	HDPE	PVC	LDPE/ LLDPE	PP	PS	Other	Total
Generation	4,600	5,289	762	6,995	6,450	2,114	3,955	**30,164**
Recovery	880	553	0	408	54	27	953	**2,876**
Discard	3,720	4,736	762	6,586	6,396	2,087	3,003	**27,289**
Landfill	3,437	4,376	704	6,086	5,910	1,928	2,775	**25,215**
Combustion	283	360	58	501	486	159	228	**2,074**
Recovery[a]	19%	10%	0%	6%	1%	1%	24%	**10%**
Discard[a]	81%	90%	100%	94%	99%	99%	76%	**90%**
Landfill[a]	75%	83%	92%	87%	92%	91%	70%	**84%**
Combustion[a]	6%	7%	8%	7%	8%	8%	6%	**7%**

[a] As a percent of waste generation.

Note: Totals may not sum due to independent rounding. Abbreviations: PET (polyethylene terephthalate), HDPE (high density polyethylene), PVC (polyvinyl chloride), LDPE/LLDPE (linear low density polyethylene), PP (polypropylene), PS (polystyrene).

Fossil fuel-based CO_2 emissions were calculated as the product of plastic combusted, C content, and fraction oxidized (see Table A-132). The C content of each of the six types of plastics is listed, with the value for "other plastics" assumed equal to the weighted average of the six categories. The fraction oxidized was assumed to be 98 percent.

Table A-132: 2016 Plastics Incinerated (kt), Carbon Content (%), Fraction Oxidized (%) and Carbon Incinerated (kt)

Factor	PET	HDPE	PVC	LDPE/ LLDPE	PP	PS	Other	Total
Quantity Combusted	283	360	58	501	486	159	228	**2,074**
Carbon Content of Resin	63%	86%	38%	86%	86%	92%	66%	**NA**
Fraction Oxidized	98%	98%	98%	98%	98%	98%	98%	**NA**
Carbon in Resin Combusted	173	302	22	420	408	143	147	**1,617**
Emissions (MMT CO_2 Eq.)	**0.6**	**1.1**	**0.1**	**1.5**	**1.5**	**0.5**	**0.5**	**5.9**

NA (Not Applicable)

[a] Weighted average of other plastics produced.

Note: Totals may not sum due to independent rounding.

CO_2 from Incineration of Synthetic Rubber and Carbon Black in Tires

Emissions from tire incineration require two pieces of information: the amount of tires incinerated and the C content of the tires. "2015 U.S. Scrap Tire Management Summary" (RMA 2016) reports that 1,923 thousand of the 3,551 thousand tons of scrap tires generated in 2015 (approximately 54 percent of generation) were used for fuel purposes. The 2015 value was used for 2016. Using RMA's estimates of average tire composition and weight, the mass of synthetic rubber and C black in scrap tires was determined:

- Synthetic rubber in tires was estimated to be 90 percent C by weight, based on the weighted average C contents of the major elastomers used in new tire consumption.[65] Table A-133 shows consumption and C content of elastomers used for tires and other products in 2002, the most recent year for which data are available.
- C black is 100 percent C (Aslett Rubber Inc. n.d.).

Multiplying the mass of scrap tires incinerated by the total C content of the synthetic rubber, C black portions of scrap tires, and then by a 98 percent oxidation factor, yielded CO_2 emissions, as shown in Table A-134. The disposal rate of rubber in tires (0.3 MMT C/year) is smaller than the consumption rate for tires based on summing the elastomers listed in Table A-131 (1.3 MMT/year); this is due to the fact that much of the rubber is lost through tire wear during the product's lifetime and may also reflect the lag time between consumption and disposal of tires. Tire production and fuel use for 1990 through 2016 were taken from RMA 2006, RMA 2009, RMA 2011; RMA 2014a; RMA2016; where data were not reported, they were linearly interpolated between bracketing years' data or, for the ends of time series, set equal to the closest year with reported data.

In 2009, RMA changed the reporting of scrap tire data from millions of tires to thousands of short tons of scrap tire. As a result, the average weight and percent of the market of light duty and commercial scrap tires was used to convert the previous years from millions of tires to thousands of short tons (STMC 1990 through 1997; RMA 2002 through 2006, 2014b, 2016).

Table A-133: Elastomers Consumed in 2002 (kt)

Elastomer	Consumed	Carbon Content	Carbon Equivalent
Styrene butadiene rubber solid	**768**	**91%**	**700**
For Tires	660	91%	602
For Other Products[a]	108	91%	98
Polybutadiene	**583**	**89%**	**518**
For Tires	408	89%	363
For Other Products	175	89%	155
Ethylene Propylene	**301**	**86%**	**258**
For Tires	6	86%	5
For Other Products	295	86%	253
Polychloroprene	**54**	**59%**	**32**
For Tires	0	59%	0
For Other Products	54	59%	32
Nitrile butadiene rubber solid	**84**	**77%**	**65**
For Tires	1	77%	1
For Other Products	83	77%	64
Polyisoprene	**58**	**88%**	**51**
For Tires	48	88%	42
For Other Products	10	88%	9
Others	**367**	**88%**	**323**
For Tires	184	88%	161
For Other Products	184	88%	161
Total	**2,215**	**NA**	**1,950**
For Tires	**1,307**	**NA**	**1,174**

NA (Not Applicable)
[a] Used to calculate C content of non-tire rubber products in municipal solid waste.
Note: Totals may not sum due to independent rounding.

[65] The carbon content of tires (1,174 kt C) divided by the mass of rubber in tires (1,307 kt) equals 90 percent.

Table A-134: Scrap Tire Constituents and CO_2 Emissions from Scrap Tire Incineration in 2016

Material	Weight of Material (MMT)	Fraction Oxidized	Carbon Content	Emissions (MMT CO_2 Eq.)
Synthetic Rubber	0.3	98%	90%	1.2
Carbon Black	0.4	98%	100%	1.5
Total	**0.8**	**NA**	**NA**	**2.7**

NA (Not Applicable)

CO_2 from Incineration of Synthetic Rubber in Municipal Solid Waste

Similar to the methodology for scrap tires, CO_2 emissions from synthetic rubber in MSW were estimated by multiplying the amount of rubber incinerated by an average rubber C content. The amount of rubber discarded in the MSW stream was estimated from generation and recycling data[66] provided in the *Municipal Solid Waste Generation, Recycling, and Disposal in the United States: Facts and Figures* reports (EPA 1999 through 2003, 2005 through 2014), *Advancing Sustainable Materials Management: Facts and Figures: Assessing Trends in Material Generation, Recycling and Disposal in the United States* (EPA 2015, 2016), and unpublished backup data (Schneider 2007). The reports divide rubber found in MSW into three product categories: other durables (not including tires), non-durables (which includes clothing and footwear and other non-durables), and containers and packaging. EPA (2016) did not report rubber found in the product category "containers and packaging;" however, containers and packaging from miscellaneous material types were reported for 2009 through 2016. As a result, EPA assumes that rubber containers and packaging are reported under the "miscellaneous" category; and therefore, the quantity reported for 2009 through 2016 were set equal to the quantity reported for 2008. Since there was negligible recovery for these product types, all the waste generated is considered to be discarded. Similar to the plastics method, discards were apportioned into landfilling and incineration based on their relative proportions, for each year, for the entire U.S. waste stream. The report aggregates rubber and leather in the MSW stream; an assumed synthetic rubber content of 70 percent was assigned to each product type, as shown in Table A-135.[67] A C content of 85 percent was assigned to synthetic rubber for all product types (based on the weighted average C content of rubber consumed for non-tire uses), and a 98 percent fraction oxidized was assumed.

Table A-135: Rubber and Leather in Municipal Solid Waste in 2016

Product Type	Incinerated (kt)	Synthetic Rubber (%)	Carbon Content (%)	Fraction Oxidized (%)	Emissions (MMT CO_2 Eq.)
Durables (not Tires)	**259**	**70%**	**85%**	**98%**	**0.8**
Non-Durables	**79**	**NA**	**NA**	**NA**	**0.2**
Clothing and Footwear	60	70%	85%	98%	0.2
Other Non-Durables	19	70%	85%	98%	0.1
Containers and Packaging	**2**	**70%**	**85%**	**98%**	**0.0**
Total	**341**	**NA**	**NA**	**NA**	**1.1**

NA (Not Applicable)

CO_2 from Incineration of Synthetic Fibers

Carbon dioxide emissions from synthetic fibers were estimated as the product of the amount of synthetic fiber discarded annually and the average C content of synthetic fiber. Fiber in the MSW stream was estimated from data provided in the *Municipal Solid Waste Generation, Recycling, and Disposal in the United States: Facts and Figures* reports (EPA 1999 through 2003, 2005 through 2014) and *Advancing Sustainable Materials Management: Facts and Figures – Assessing Trends in Material Generation, Recycling and Disposal in the United States* (EPA 2015, 2016) for textiles. Production data for the synthetic fibers was based on data from the American Chemical Society (FEB 2009). The amount of synthetic fiber in MSW was estimated by subtracting (a) the amount recovered from (b) the waste generated (see Table A-136). As with the other materials in the MSW stream, discards were apportioned based on the annually variable proportions of landfilling and incineration for the entire U.S. waste stream, as found in van Haaren et al. (2010), and Shin (2014). It was assumed that approximately 55 percent of the fiber was synthetic in origin, based on information received from the Fiber Economics Bureau (DeZan 2000). The average C content of 71 percent was assigned to synthetic fiber using the production-weighted average of the C contents of the four major fiber types (polyester, nylon, olefin, and acrylic) based on 2016 fiber production (see Table A-137). The equation relating CO_2 emissions to the amount of textiles combusted is shown below.

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[66] Discards = Generation minus recycling.

[67] As a sustainably harvested biogenic material, the incineration of leather is assumed to have no net CO_2 emissions.

$$CO_2 \text{ Emissions from the Incineration of Synthetic Fibers} = \text{Annual Textile Incineration (kt)} \times (\text{Percent of Total Fiber that is Synthetic}) \times (\text{Average C Content of Synthetic Fiber}) \times (44 \text{ g } CO_2/12 \text{ g C})$$

Table A-136: Synthetic Textiles in MSW (kt)

Year	Generation	Recovery	Discards	Incineration
1990	2,884	328	2,557	332
1995	3,674	447	3,227	442
1996	3,832	472	3,361	467
1997	4,090	526	3,564	458
1998	4,269	556	3,713	407
1999	4,498	611	3,887	406
2000	4,706	655	4,051	417
2001	4,870	715	4,155	432
2002	5,123	750	4,373	459
2003	5,297	774	4,522	472
2004	5,451	884	4,567	473
2005	5,714	908	4,805	481
2006	5,893	933	4,959	479
2007	6,041	953	5,088	470
2008	6,305	968	5,337	470
2009	6,424	978	5,446	458
2010	6,563	1,018	5,545	444
2011	6,513	1,003	5,510	419
2012	7,198	1,137	6,061	461
2013	7,605	1,181	6,424	488
2014	8,052	1,301	6,751	513
2015	8,052	1,301	6,751	513
2016	8,052	1,301	6,751	513

Table A-137: Synthetic Fiber Production in 2016

Fiber	Production (MMT)	Carbon Content
Polyester	1.4	63%
Nylon	0.6	64%
Olefin	1.0	86%
Acrylic	0.0	68%
Total	**3.0**	**71%**

CH_4 and N_2O from Incineration of Waste

Estimates of N_2O emissions from the incineration of waste in the United States are based on the methodology outlined in the EPA's Compilation of Air Pollutant Emission Factors (EPA 1995) and presented in the *Municipal Solid Waste Generation, Recycling, and Disposal in the United States: Facts and Figures* reports (EPA 1999 through 2003, 2005 through 2014), *Advancing Sustainable Materials Management: Facts and Figures: Assessing Trends in Material Generation, Recycling and Disposal in the United States* (EPA 2015, 2016) and unpublished backup data (Schneider 2007). According to this methodology, emissions of N_2O from waste incineration are the product of the mass of waste incinerated, an emission factor of N_2O emitted per unit mass of waste incinerated, and an N_2O emissions control removal efficiency. The mass of waste incinerated was derived from the results of the biannual national survey of Municipal Solid Waste (MSW) Generation and Disposition in the U.S., published in *BioCycle* (van Haaren et al. 2010), and Shin (2014). For waste incineration in the United States, an emission factor of 50 g N_2O/metric ton MSW based on the *2006 IPCC Guidelines* and an estimated emissions control removal efficiency of zero percent were used (IPCC 2006). It was assumed that all MSW incinerators in the United States use continuously-fed stoker technology (Bahor 2009; ERC 2009).

Estimates of CH_4 emissions from the incineration of waste in the United States are based on the methodology outlined in IPCC's *2006 IPCC Guidelines for National Greenhouse Gas Inventories* (IPCC 2006). According to this methodology, emissions of CH_4 from waste incineration are the product of the mass of waste incinerated and an emission factor of CH_4 emitted per unit mass of waste incinerated. Similar to the N_2O emissions methodology, the mass of waste incinerated was derived from the information published in *BioCycle* (van Haaren et al. 2010) for 1990 through 2008. Data for 2011 were derived from information in Shin (2014). For waste incineration in the United States, an emission factor of 0.20 kg CH_4/kt MSW was used based on the *2006 IPCC Guidelines* and assuming that all MSW incinerators in the United States use continuously-fed stoker technology (Bahor 2009; ERC 2009). No information was available on the mass of waste incinerated for 2012 through 2016, so these values were assumed to be equal to the 2011 value.

Despite the differences in methodology and data sources, the two series of references (EPA 2014; van Haaren, Rob, Themelis, N., and Goldstein, N. 2010) provide estimates of total solid waste incinerated that are relatively consistent (see Table A-138).

Table A-138: U.S. Municipal Solid Waste Incinerated, as Reported by EPA and BioCycle (Metric Tons)

Year	EPA	BioCycle
1990	28,939,680	30,632,057
1995	32,241,888	29,639,040
2000	30,599,856	25,974,978
2001	30,481,920	25,942,036[a]
2002	30,255,120	25,802,917
2003	30,028,320	25,930,542[b]
2004	28,585,872	26,037,823
2005	28,685,664	25,973,520[c]
2006	28,985,040	25,853,401
2007	29,003,184	24,788,539[d]
2008	28,622,160	23,674,017
2009	26,317,872	22,714,122[e]
2010	26,544,672	21,741,734[e]
2011	26,544,672	20,756,870
2012	26,544,672	20,756,870[f]
2013	29,629,152	20,756,870[f]
2014	30,136,361	20,756,870[f]
2015	30,136,361[g]	20,756,870[f]
2016	30,136,361[g]	20,756,870[f]

[a] Interpolated between 2000 and 2002 values.
[b] Interpolated between 2002 and 2004 values.
[c] Interpolated between 2004 and 2006 values.
[d] Interpolated between 2006 and 2008 values
[e] Interpolated between 2011 and 2008 values
[f] Set equal to the 2011 value
[g] Set equal to the 2014 value.

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3.8. Methodology for Estimating Emissions from International Bunker Fuels used by the U.S. Military

Bunker fuel emissions estimates for the Department of Defense (DoD) were developed using data generated by the Defense Logistics Agency Energy (DLA Energy) for aviation and naval fuels. DLA Energy prepared a special report based on data in the Fuels Automated System (FAS) for calendar year 2016 fuel sales in the Continental United States (CONUS).[68] The following steps outline the methodology used for estimating emissions from international bunker fuels used by the U.S. Military.

Step 1: Omit Extra-Territorial Fuel Deliveries

Beginning with the complete FAS data set for each year, the first step in quantifying DoD-related emissions from international bunker fuels was to identify data that would be representative of international bunker fuel consumption as defined by decisions of the UNFCCC (i.e., fuel sold to a vessel, aircraft, or installation within the United States or its territories and used in international maritime or aviation transport). Therefore, fuel data were categorized by the location of fuel delivery in order to identify and omit all international fuel transactions/deliveries (i.e., sales abroad).

Step 2: Allocate JP-8 between Aviation and Land-based Vehicles

As a result of DoD[69] and NATO[70] policies on implementing the Single Fuel For the Battlefield concept, DoD activities have been increasingly replacing diesel fuel with JP8 (a type of jet fuel) in compression ignition and turbine engines of land-based equipment. DoD is replacing JP-8 with commercial specification Jet A fuel with additives (JAA) for non-naval aviation and ground assets. The transition is scheduled to be completed in 2016. Based on this concept and examination of all data describing jet fuel used in land-based vehicles, it was determined that a portion of JP8 consumption should be attributed to ground vehicle use. Based on available Military Service data and expert judgment, a small fraction of the total JP8 use (i.e., between 1.78 and 2.7 times the quantity of diesel fuel used, depending on the Service) was reallocated from the aviation subtotal to a new land-based jet fuel category for 1997 and subsequent years. As a result of this reallocation, the JP8 use reported for aviation was reduced and the total fuel use for land-based equipment increased. DoD's total fuel use did not change.

Table A-139 displays DoD's consumption of transportation fuels, summarized by fuel type, that remain at the completion of Step 1, and reflects the adjustments for jet fuel used in land-based equipment, as described above.

Step 3: Omit Land-Based Fuels

Navy and Air Force land-based fuels (i.e., fuel not used by ships or aircraft) were omitted for the purpose of calculating international bunker fuels. The remaining fuels, listed below, were considered potential DoD international bunker fuels.

- **Aviation:** jet fuels (JP8, JP5, JP4, JAA, JA1, and JAB).
- **Marine:** naval distillate fuel (F76), marine gas oil (MGO), and intermediate fuel oil (IFO).

Step 4: Omit Fuel Transactions Received by Military Services that are not considered to be International Bunker Fuels

Only Navy and Air Force were deemed to be users of military international bunker fuels after sorting the data by Military Service and applying the following assumptions regarding fuel use by Service.

- Only fuel delivered to a ship, aircraft, or installation in the United States was considered a potential international bunker fuel. Fuel consumed in international aviation or marine transport was included in the bunker fuel estimate of the country where the ship or aircraft was fueled. Fuel consumed entirely within a country's borders was not considered a bunker fuel.

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[68] FAS contains data for 1995 through 2016, but the dataset was not complete for years prior to 1995. Using DLA aviation and marine fuel procurement data, fuel quantities from 1990 to 1994 were estimated based on a back-calculation of the 1995 data in the legacy database, the Defense Fuels Automated Management System (DFAMS). The back-calculation was refined in 1999 to better account for the jet fuel conversion from JP4 to JP8 that occurred within DoD between 1992 and 1995.

[69] DoD Directive 4140.25-M-V1, Fuel Standardization and Cataloging, 2013; DoD Directive 4140.25, DoD Management Policy for Energy Commodities and Related Services, 2004.

[70] NATO Standard Agreement NATO STANAG 4362, Fuels for Future Ground Equipment Using Compression Ignition or Turbine Engines, 2012.

- Based on previous discussions with the Army staff, only an extremely small percentage of Army aviation emissions, and none of Army watercraft emissions, qualified as bunker fuel emissions. The magnitude of these emissions was judged to be insignificant when compared to Air Force and Navy emissions. Based on this research, Army bunker fuel emissions were assumed to be zero.

- Marine Corps aircraft operating while embarked consumed fuel that was reported as delivered to the Navy. Bunker fuel emissions from embarked Marine Corps aircraft were reported in the Navy bunker fuel estimates. Bunker fuel emissions from other Marine Corps operations and training were assumed to be zero.

- Bunker fuel emissions from other DoD and non-DoD activities (i.e., other federal agencies) that purchased fuel from DLA Energy were assumed to be zero.

Step 5: Determine Bunker Fuel Percentages

It was necessary to determine what percent of the aviation and marine fuels were used as international bunker fuels. Military aviation bunkers include international operations (i.e., sorties that originate in the United States and end in a foreign country), operations conducted from naval vessels at sea, and operations conducted from U.S. installations principally over international water in direct support of military operations at sea (e.g., anti-submarine warfare flights). Methods for quantifying aviation and marine bunker fuel percentages are described below.

- **Aviation:** The Air Force Aviation bunker fuel percentage was determined to be 13.2 percent. A bunker fuel weighted average was calculated based on flying hours by major command. International flights were weighted by an adjustment factor to reflect the fact that they typically last longer than domestic flights. In addition, a fuel use correction factor was used to account for the fact that transport aircraft burn more fuel per hour of flight than most tactical aircraft. This percentage was multiplied by total annual Air Force aviation fuel delivered for U.S. activities, producing an estimate for international bunker fuel consumed by the Air Force.

  The Naval Aviation bunker fuel percentage was calculated to be 40.4 percent by using flying hour data from Chief of Naval Operations Flying Hour Projection System Budget for fiscal year 1998 and estimates of bunker fuel percent of flights provided by the fleet. This Naval Aviation bunker fuel percentage was then multiplied by total annual Navy aviation fuel delivered for U.S. activities, yielding total Navy aviation bunker fuel consumed.

- **Marine:** For marine bunkers, fuels consumed while ships were underway were assumed to be bunker fuels. The Navy maritime bunker fuel percentage was determined to be 79 percent because the Navy reported that 79 percent of vessel operations were underway, while the remaining 21 percent of operations occurred in port (i.e., pierside) in the year 2000.[71]

Table A-140 and Table A-141 display DoD bunker fuel use totals for the Navy and Air Force.

Step 6: Calculate Emissions from International Bunker Fuels

Bunker fuel totals were multiplied by appropriate emission factors to determine greenhouse gas emissions. CO_2 emissions from Aviation Bunkers and distillate Marine Bunkers are the total of military aviation and marine bunker fuels, respectively.

The rows labeled "U.S. Military" and "U.S. Military Naval Fuels" in the tables in the International Bunker Fuels section of the Energy chapter were based on the totals provided in Table A-140 and Table A-141, below. CO_2 emissions from aviation bunkers and distillate marine bunkers are presented in Table A-144, and are based on emissions from fuels tallied in Table A-140 and Table A-141.

[71] Note that 79 percent is used because it is based on Navy data, but the percentage of time underway may vary from year-to-year depending on vessel operations. For example, for years prior to 2000, the bunker fuel percentage was 87 percent.

Table A-139: Transportation Fuels from Domestic Fuel Deliveries[a] (Million Gallons)

Vehicle Type/Fuel	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Aviation	**4,598.4**	**3,099.9**	**2,664.4**	**2,900.6**	**2,609.8**	**2,615.0**	**2,703.1**	**2,338.1**	**2,092.0**	**2,081.0**	**2,067.8**	**1,814.5**	**1,663.9**	**1,405.0**	**1,449.7**	**1,336.4**	**1,679.5**	**1,663.7**	**1,558.0**
Total Jet Fuels	**4,598.4**	**3,099.9**	**2,664.4**	**2,900.6**	**2,609.6**	**2,614.9**	**2,703.1**	**2,338.0**	**2,091.9**	**2,080.9**	**2,067.7**	**1,814.3**	**1,663.7**	**1,404.8**	**1,449.5**	**1,336.2**	**1,679.2**	**1,663.5**	**1,557.7**
JP8	285.7	2,182.8	2,122.7	2,326.2	2,091.4	2,094.3	2,126.2	1,838.8	1,709.3	1,618.5	1,616.2	1,358.2	1,100.1	882.8	865.2	718.0	546.6	126.6	(+)
JP5	1,025.4	691.2	472.1	503.2	442.2	409.1	433.7	421.6	325.5	376.1	362.2	361.2	399.3	372.3	362.5	316.4	311.0	316.4	320.4
Other Jet Fuels	3,287.3	225.9	69.6	71.2	76.1	111.4	143.2	77.6	57.0	86.3	89.2	94.8	164.3	149.7	221.8	301.7	821.6	1,220.5	1,246.9
Aviation Gasoline	+	+	+	+	0.1	0.1	+	0.1	0.1	0.2	0.1	0.2	0.2	0.2	0.3	0.2	0.3	0.3	0.3
Marine	**686.8**	**438.9**	**454.4**	**418.4**	**455.8**	**609.1**	**704.5**	**604.9**	**531.6**	**572.8**	**563.4**	**485.8**	**578.8**	**489.9**	**490.4**	**390.4**	**427.9**	**421.7**	**412.4**
Middle Distillate (MGO)	+	+	48.3	33.0	41.2	88.1	71.2	54.0	45.8	45.7	55.2	56.8	48.4	37.3	52.9	40.9	62.0	56.0	23.1
Naval Distillate (F76)	686.8	438.9	398.0	369.1	395.1	460.9	583.5	525.9	453.6	516.0	483.4	399.0	513.7	440.0	428.4	345.7	362.7	363.3	389.1
Intermediate Fuel Oil (IFO)[b]	+	+	8.1	16.3	19.5	60.2	49.9	25.0	32.2	11.1	24.9	30.0	16.7	12.5	9.1	3.8	3.2	2.4	0.1
Other[c]	**717.1**	**310.9**	**248.2**	**109.8**	**211.1**	**221.2**	**170.9**	**205.6**	**107.3**	**169.0**	**173.6**	**206.8**	**224.0**	**208.6**	**193.8**	**180.6**	**190.7**	**181.1**	**178.3**
Diesel	93.0	119.9	126.6	26.6	57.7	60.8	46.4	56.8	30.6	47.3	49.1	58.3	64.1	60.9	57.9	54.9	57.5	54.8	54.7
Gasoline	624.1	191.1	74.8	24.7	27.5	26.5	19.4	24.3	11.7	19.2	19.7	25.2	25.5	22.0	19.6	16.9	16.5	16.2	15.9
Jet Fuel[d]	+	+	46.7	58.4	125.9	133.9	105.1	124.4	65.0	102.6	104.8	123.3	134.4	125.6	116.2	108.8	116.7	110.1	107.6
Total (Including Bunkers)	**6,002.4**	**3,849.8**	**3,367.0**	**3,428.8**	**3,276.7**	**3,445.3**	**3,578.5**	**3,148.6**	**2,730.9**	**2,822.8**	**2,804.9**	**2,507.1**	**2,466.7**	**2,103.5**	**2,133.9**	**1,907.5**	**2,298.2**	**2,266.5**	**2,148.7**

\+ Indicates value does not exceed 0.05 million gallons.

[a] Includes fuel distributed in the United States and U.S. Territories.

[b] Intermediate fuel oil (IFO 180 and IFO 380) is a blend of distillate and residual fuels. IFO is used by the Military Sealift Command.

[c] Prior to 2001, gasoline and diesel fuel totals were estimated using data provided by the Military Services for 1990 and 1996. The 1991 through 1995 data points were interpolated from the Service inventory data. The 1997 through 1999 gasoline and diesel fuel data were initially extrapolated from the 1996 inventory data. Growth factors used for other diesel and gasoline were 5.2 and -21.1 percent, respectively. However, prior diesel fuel estimates from 1997 through 2000 were reduced according to the estimated consumption of jet fuel that is assumed to have replaced the diesel fuel consumption in land-based vehicles. Datasets for other diesel and gasoline consumed by the military in 2000 were estimated based on ground fuels consumption trends. This method produced a result that was more consistent with expected consumption for 2000. Since 2001, other gasoline and diesel fuel totals were generated by DLA Energy.

[d] The fraction of jet fuel consumed in land-based vehicles was estimated based on DLA Energy data as well as Military Service and expert judgment.

Notes: Totals may not sum due to independent rounding. Parentheses indicate negative values. The negative values in this table represent returned products.

Table A-140: Total U.S. Military Aviation Bunker Fuel (Million Gallons)

Fuel Type/Service	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Jet Fuels																			
JP8	**56.7**	**300.4**	**307.6**	**341.2**	**309.5**	**305.1**	**309.8**	**285.6**	**262.5**	**249.1**	**229.4**	**211.4**	**182.5**	**143.4**	**141.2**	**122.0**	**88.0**	**17.2**	**2.4**
Navy	56.7	38.3	53.4	73.8	86.6	76.3	79.2	70.9	64.7	62.7	59.2	55.4	60.8	47.1	50.4	48.9	31.2	0.8	5.5
Air Force	+	262.2	254.2	267.4	222.9	228.7	230.6	214.7	197.8	186.5	170.3	156.0	121.7	96.2	90.8	73.0	56.7	16.4	(+)
JP5	**370.5**	**249.8**	**160.3**	**169.7**	**158.3**	**146.1**	**157.9**	**160.6**	**125.0**	**144.5**	**139.2**	**137.0**	**152.5**	**144.9**	**141.2**	**124.9**	**121.9**	**124.1**	**126.1**
Navy	365.3	246.3	155.6	163.7	153.0	141.3	153.8	156.9	122.8	141.8	136.5	133.5	149.7	143.0	139.5	123.6	120.2	122.6	124.7
Air Force	5.3	3.5	4.7	6.1	5.3	4.9	4.1	3.7	2.3	2.7	2.6	3.5	2.8	1.8	1.7	1.3	1.6	1.5	1.4
JP4	**420.8**	**21.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Navy	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Air Force	420.8	21.5	+	+	+	+	+	+	+	+	+	+	0.1	+	+	+	+	+	+
JAA	**13.7**	**9.2**	**12.5**	**12.6**	**13.7**	**21.7**	**30.0**	**15.5**	**11.7**	**15.6**	**16.8**	**18.1**	**31.4**	**31.1**	**38.6**	**46.5**	**128.0**	**199.8**	**203.7**
Navy	8.5	5.7	7.9	8.0	9.8	15.5	21.5	11.6	9.1	11.7	12.5	12.3	13.7	14.6	14.8	13.4	36.1	71.7	72.9
Air Force	5.3	3.5	4.5	4.6	3.8	6.2	8.6	3.9	2.6	3.9	4.3	5.9	17.7	16.5	23.8	33.1	91.9	128.1	130.8
JA1	**+**	**+**	**+**	**0.1**	**0.6**	**0.2**	**0.5**	**0.5**	**0.4**	**1.1**	**1.0**	**0.6**	**0.3**	**(+)**	**(+)**	**0.6**	**1.1**	**0.3**	**0.5**
Navy	+	+	+	+	+	+	+	+	+	0.1	0.1	0.1	0.1	(+)	(+)	0.6	0.7	+	0.1
Air Force	+	+	+	0.1	0.6	0.2	0.5	0.5	0.4	1.0	0.8	0.5	0.1	(+)	(+)	+	0.5	0.3	0.5
JAB	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**
Navy	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Air Force	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Navy Subtotal	**430.5**	**290.2**	**216.9**	**245.5**	**249.4**	**233.1**	**254.4**	**239.4**	**196.6**	**216.3**	**208.3**	**201.3**	**224.4**	**204.3**	**204.5**	**186.5**	**188.2**	**195.0**	**203.2**
Air Force Subtotal	**431.3**	**290.7**	**263.5**	**278.1**	**232.7**	**239.9**	**243.7**	**222.9**	**203.1**	**194.0**	**178.1**	**165.9**	**142.4**	**114.5**	**116.3**	**107.4**	**150.7**	**146.4**	**129.5**
Total	**861.8**	**580.9**	**480.4**	**523.6**	**482.1**	**473.0**	**498.1**	**462.3**	**399.7**	**410.3**	**386.3**	**367.2**	**366.7**	**318.8**	**320.8**	**293.9**	**339.0**	**341.4**	**332.8**

+ Does not exceed 0.05 million gallons.

Notes: Totals may not sum due to independent rounding. Parentheses indicate negative values. The negative values in this table represent returned products.

Table A-141: Total U.S. DoD Maritime Bunker Fuel (Million Gallons)

Marine Distillates	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Navy – MGO	0.0	0.0	23.8	22.5	27.1	63.7	56.2	38.0	33.0	31.6	40.9	39.9	32.9	25.5	36.5	32.3	43.3	37.8	5.7
Navy – F76	522.4	333.8	298.6	282.6	305.6	347.8	434.4	413.1	355.9	404.1	376.9	311.4	402.2	346.6	337.9	273.1	286.2	286.7	307.8
Navy – IFO	+	+	6.4	12.9	15.4	47.5	39.4	19.7	25.4	8.8	19.0	23.1	12.9	9.5	6.1	3.0	1.5	1.9	+
Total	**522.4**	**333.8**	**328.8**	**318.0**	**348.2**	**459.0**	**530.0**	**470.7**	**414.3**	**444.4**	**436.7**	**374.4**	**448.0**	**381.5**	**380.6**	**308.5**	**331.0**	**326.3**	**313.6**

+ Does not exceed 0.05 million gallons.
Note: Totals may not sum due to independent rounding.

Table A-142: Aviation and Marine Carbon Contents (MMT Carbon/QBtu) and Fraction Oxidized

Mode (Fuel)	Carbon Content Coefficient	Fraction Oxidized
Aviation (Jet Fuel)	Variable	1.00
Marine (Distillate)	20.17	1.00
Marine (Residual)	20.48	1.00

Source: EPA (2010) and IPCC (2006).

Table A-143: Annual Variable Carbon Content Coefficient for Jet Fuel (MMT Carbon/QBtu)

Fuel	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Jet Fuel	19.40	19.34	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70	19.70

Source: EPA (2010)

Table A-144: Total U.S. DoD CO_2 Emissions from Bunker Fuels (MMT CO_2 Eq.)

Mode	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Aviation	8.1	5.5	4.7	5.1	4.7	4.6	4.8	4.5	3.9	4.0	3.8	3.6	3.6	3.1	3.1	2.9	3.3	3.3	3.3
Marine	5.4	3.4	3.4	3.3	3.6	4.7	5.4	4.8	4.2	4.6	4.5	3.8	4.6	3.9	3.9	3.2	3.4	3.3	3.2
Total	**13.4**	**9.0**	**8.0**	**8.3**	**8.3**	**9.3**	**10.3**	**9.3**	**8.1**	**8.5**	**8.2**	**7.4**	**8.2**	**7.0**	**7.0**	**6.0**	**6.7**	**6.7**	**6.5**

Note: Totals may not sum due to independent rounding.

References

DLA Energy (2017) Unpublished data from the Defense Fuels Automated Management System (DFAMS). Defense Energy Support Center, Defense Logistics Agency, U.S. Department of Defense. Washington, D.C.

IPCC (2006) *2006 IPCC Guidelines for National Greenhouse Gas Inventories*. The National Greenhouse Gas Inventories Programme, The Intergovernmental Panel on Climate Change. H.S. Eggleston, L. Buendia, K. Miwa, T. Ngara, and K. Tanabe (eds.). Hayama, Kanagawa, Japan.

3.9. Methodology for Estimating HFC and PFC Emissions from Substitution of Ozone Depleting Substances

Emissions of HFCs and PFCs from the substitution of ozone depleting substances (ODS) are developed using a country-specific modeling approach. The Vintaging Model was developed as a tool for estimating the annual chemical emissions from industrial sectors that have historically used ODS in their products. Under the terms of the Montreal Protocol and the United States Clean Air Act Amendments of 1990, the domestic U.S. consumption of ODS—chlorofluorocarbons (CFCs), halons, carbon tetrachloride, methyl chloroform, and hydrochlorofluorocarbons (HCFCs)—has been drastically reduced, forcing these industrial sectors to transition to more ozone friendly chemicals. As these industries have moved toward ODS alternatives such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), the Vintaging Model has evolved into a tool for estimating the rise in consumption and emissions of these alternatives, and the decline of ODS consumption and emissions.

The Vintaging Model estimates emissions from five ODS substitute (i.e., HFC-emitting) end-use sectors: refrigeration and air-conditioning, foams, aerosols, solvents, and fire-extinguishing. Within these sectors, there are 67 independently modeled end-uses. The model requires information on the market growth for each of the end-uses, a history of the market transition from ODS to alternatives, and the characteristics of each end-use such as market size or charge sizes and loss rates. As ODS are phased out, a percentage of the market share originally filled by the ODS is allocated to each of its substitutes.

The model, named for its method of tracking the emissions of annual "vintages" of new equipment that enter into service, is a "bottom-up" model. It models the consumption of chemicals based on estimates of the quantity of equipment or products sold, serviced, and retired each year, and the amount of the chemical required to manufacture and/or maintain the equipment. The Vintaging Model makes use of this market information to build an inventory of the in-use stocks of the equipment and ODS and ODS substitute in each of the end-uses. The simulation is considered to be a "business-as-usual" baseline case, and does not incorporate measures to reduce or eliminate the emissions of these gases other than those regulated by U.S. law or otherwise common in the industry. Emissions are estimated by applying annual leak rates, service emission rates, and disposal emission rates to each population of equipment. By aggregating the emission and consumption output from the different end-uses, the model produces estimates of total annual use and emissions of each chemical.

The Vintaging Model synthesizes data from a variety of sources, including data from the ODS Tracking System maintained by the Stratospheric Protection Division, the Greenhouse Gas Reporting Program maintained by the Climate Change Division, and information from submissions to EPA under the Significant New Alternatives Policy (SNAP) program. Published sources include documents prepared by the United Nations Environment Programme (UNEP) Technical Options Committees, reports from the Alternative Fluorocarbons Environmental Acceptability Study (AFEAS), and conference proceedings from the International Conferences on Ozone Protection Technologies and Earth Technologies Forums. EPA also coordinates extensively with numerous trade associations and individual companies. For example, the Alliance for Responsible Atmospheric Policy; the Air-Conditioning, Heating and Refrigeration Institute; the Association of Home Appliance Manufacturers; the American Automobile Manufacturers Association; and many of their member companies have provided valuable information over the years. In some instances the unpublished information that the EPA uses in the model is classified as Confidential Business Information (CBI). The annual emissions inventories of chemicals are aggregated in such a way that CBI cannot be inferred. Full public disclosure of the inputs to the Vintaging Model would jeopardize the security of the CBI that has been entrusted to the EPA.

The following sections discuss the emission equations used in the Vintaging Model for each broad end-use category. These equations are applied separately for each chemical used within each of the different end-uses. In the majority of these end-uses, more than one ODS substitute chemical is used.

In general, the modeled emissions are a function of the amount of chemical consumed in each end-use market. Estimates of the consumption of ODS alternatives can be inferred by determining the transition path of each regulated ODS used in the early 1990s. Using data gleaned from a variety of sources, assessments are made regarding which alternatives have been used, and what fraction of the ODS market in each end-use has been captured by a given alternative. By combining this with estimates of the total end-use market growth, a consumption value can be estimated for each chemical used within each end-use.

Methodology

The Vintaging Model estimates the use and emissions of ODS alternatives by taking the following steps:

1. *Gather historical data*. The Vintaging Model is populated with information on each end-use, taken from published sources and industry experts.

2. *Simulate the implementation of new, non-ODS technologies*. The Vintaging Model uses detailed characterizations of the existing uses of the ODS, as well as data on how the substitutes are replacing the ODS, to simulate the implementation of new technologies that enter the market in compliance with ODS phase-out policies. As part of this simulation, the ODS substitutes are introduced in each of the end-uses over time as seen historically and as needed to comply with the ODS phase-out and other regulations.

3. *Estimate emissions of the ODS substitutes*. The chemical use is estimated from the amount of substitutes that are required each year for the manufacture, installation, use, or servicing of products. The emissions are estimated from the emission profile for each vintage of equipment or product in each end-use. By aggregating the emissions from each vintage, a time profile of emissions from each end-use is developed.

Each set of end-uses is discussed in more detail in the following sections.

Refrigeration and Air-Conditioning

For refrigeration and air conditioning products, emission calculations are split into two categories: emissions during equipment lifetime, which arise from annual leakage and service losses, and disposal emissions, which occur at the time of discard. Two separate steps are required to calculate the lifetime emissions from leakage and service, and the emissions resulting from disposal of the equipment. The model assumes that equipment is serviced annually so that the amount equivalent to average annual emissions for each product (and hence for the total of what was added to the bank in a previous year in equipment that has not yet reached end-of-life) is replaced/applied to the starting charge size (or chemical bank). For any given year, these lifetime emissions (for existing equipment) and disposal emissions (from discarded equipment) are summed to calculate the total emissions from refrigeration and air-conditioning. As new technologies replace older ones, it is generally assumed that there are improvements in their leak, service, and disposal emission rates.

Step 1: Calculate lifetime emissions

Emissions from any piece of equipment include both the amount of chemical leaked during equipment operation and the amount emitted during service. Emissions from leakage and servicing can be expressed as follows:

$$Es_j = (l_a + l_s) \times \sum Qc_{j-i+1} \quad for\ i = 1 \rightarrow k$$

where:

Es	=	Emissions from Equipment Serviced. Emissions in year j from normal leakage and servicing (including recharging) of equipment.
l_a	=	Annual Leak Rate. Average annual leak rate during normal equipment operation (expressed as a percentage of total chemical charge).
l_s	=	Service Leak Rate. Average leakage during equipment servicing (expressed as a percentage of total chemical charge).
Qc	=	Quantity of Chemical in New Equipment. Total amount of a specific chemical used to charge new equipment in a given year by weight.
i	=	Counter, runs from 1 to lifetime (k).
j	=	Year of emission.
k	=	Lifetime. The average lifetime of the equipment.

Step 2: Calculate disposal emissions

The disposal emission equations assume that a certain percentage of the chemical charge will be emitted to the atmosphere when that vintage is discarded. Disposal emissions are thus a function of the quantity of chemical contained in the retiring equipment fleet and the proportion of chemical released at disposal:

$$Ed_j = Qc_{j-k+1} \times [1 - (rm \times rc)]$$

where:

Ed	=	Emissions from Equipment Disposed. Emissions in year *j* from the disposal of equipment.
Qc	=	Quantity of Chemical in New Equipment. Total amount of a specific chemical used to charge new equipment in year *j-k+1*, by weight.
rm	=	Chemical Remaining. Amount of chemical remaining in equipment at the time of disposal (expressed as a percentage of total chemical charge).
rc	=	Chemical Recovery Rate. Amount of chemical that is recovered just prior to disposal (expressed as a percentage of chemical remaining at disposal *(rm)*).
j	=	Year of emission.
k	=	Lifetime. The average lifetime of the equipment.

Step 3: Calculate total emissions

Finally, lifetime and disposal emissions are summed to provide an estimate of total emissions.

$$E_j = Es_j + Ed_j$$

where:

E	=	Total Emissions. Emissions from refrigeration and air conditioning equipment in year *j*.
Es	=	Emissions from Equipment Serviced. Emissions in year *j* from leakage and servicing (including recharging) of equipment.
Ed	=	Emissions from Equipment Disposed. Emissions in year *j* from the disposal of equipment.
j	=	Year of emission.

Assumptions

The assumptions used by the Vintaging Model to trace the transition of each type of equipment away from ODS are presented in Table A-145, below. As new technologies replace older ones, it is generally assumed that there are improvements in their leak, service, and disposal emission rates. Additionally, the market for each equipment type is assumed to grow independently, according to annual growth rates.

Table A-145: Refrigeration and Air-Conditioning Market Transition Assumptions

	Primary Substitute				Secondary Substitute				Tertiary Substitute				
Initial Market Segment	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Growth Rate[7]
Centrifugal Chillers													
CFC-11	HCFC-123	1993	1993	45%	HCFO-1233zd(E)	2016	2016	1%	None				1.6%
					R-514A	2017	2017	1%	None				
					HCFO-1233zd(E)	2017	2020	49%	None				
					R-514A	2018	2020	49%	None				
	HCFC-22	1991	1993	16%	HFC-134a	2000	2010	100%	R-450A	2017	2017	1%	
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
	HFC-134a	1992	1993	39%	R-450A	2017	2017	1%	None				
					R-513A	2017	2017	1%	None				
					R-450A	2018	2024	49%	None				
					R-513A	2018	2024	49%	None				
CFC-12	HFC-134a	1992	1994	53%	R-450A	2017	2017	1%	None				1.5%
					R-513A	2017	2017	1%	None				
					R-450A	2018	2024	49%	None				
					R-513A	2018	2024	49%	None				
	HCFC-22	1991	1994	16%	HFC-134a	2000	2010	100%	R-450A	2017	2017	1%	
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
	HCFC-123	1993	1994	31%	HCFO-1233zd(E)	2016	2016	1%	None				
					R-514A	2017	2017	1%	None				
					HCFO-1233zd(E)	2017	2020	49%	None				
					R-514A	2018	2020	49%	None				
R-500	HFC-134a	1992	1994	53%	R-450A	2017	2017	1%	None				1.5%
					R-513A	2017	2017	1%	None				
					R-450A	2018	2024	49%	None				
					R-513A	2018	2024	49%	None				
	HCFC-22	1991	1994	16%	HFC-134a	2000	2010	100%	R-450A	2017	2017	1%	
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
	HCFC-123	1993	1994	31%	HCFO-1233zd(E)	2016	2016	1%	None				
					R-514A	2017	2017	1%	None				
					HCFO-1233zd(E)	2017	2020	49%	None				
					R-514A	2018	2020	49%	None				
CFC-114	HFC-236fa	1993	1996	100%	HFC-134a	1998	2009	100%	None.				1.4%

Initial Market Segment	Primary Substitute: Name of Substitute	Primary Substitute: Start Date	Primary Substitute: Date of Full Penetration in New Equipment[1]	Primary Substitute: Maximum Market Penetration	Secondary Substitute: Name of Substitute	Secondary Substitute: Start Date	Secondary Substitute: Date of Full Penetration in New Equipment[1]	Secondary Substitute: Maximum Market Penetration	Tertiary Substitute: Name of Substitute	Tertiary Substitute: Start Date	Tertiary Substitute: Date of Full Penetration in New Equipment[1]	Tertiary Substitute: Maximum Market Penetration	Growth Rate[7]
Cold Storage													
CFC-12	HCFC-22	1990	1993	65%	R-404A	1996	2010	75%	R-407F	2017	2023	100%	3.1%
					R-507	1996	2010	25%	R-407F	2017	2023	100%	
	R-404A	1994	1996	26%	R-407F	2017	2023	100%	None				
	R-507	1994	1996	9%	R-407F	2017	2023	100%	None				
HCFC-22	HCFC-22	1992	1993	100%	R-404A	1996	2009	8%	R-407F	2017	2023	100%	3.0%
					R-507	1996	2009	3%	R-407F	2017	2023	100%	
					R-404A	2009	2010	68%	R-407F	2017	2023	100%	
					R-507	2009	2010	23%	R-407F	2017	2023	100%	
R-502	HCFC-22	1990	1993	40%	R-404A	1996	2010	38%	R-407F	2017	2023	100%	2.6%
					R-507	1996	2010	12%	R-407F	2017	2023	100%	
					Non-ODP/GWP	1996	2010	50%	None				
	R-404A	1993	1996	45%	R-407F	2017	2023	100%	None				
	R-507	1994	1996	15%	R-407F	2017	2023	100%	None				
Commercial Unitary Air Conditioners (Large)													
HCFC-22	HCFC-22	1992	1993	100%	R-410A	2001	2005	5%	None				1.3%
					R-407C	2006	2009	1%	None				
					R-410A	2006	2009	9%	None				
					R-407C	2009	2010	5%	None				
					R-410A	2009	2010	81%	None				
Commercial Unitary Air Conditioners (Small)													
HCFC-22	HCFC-22	1992	1993	100%	R-410A	1996	2000	3%	None				1.3%
					R-410A	2001	2005	18%	None				
					R-410A	2006	2009	8%	None				
					R-410A	2009	2010	71%	None				
Dehumidifiers													
HCFC-22	HFC-134a	1997	1997	89%	None								1.3%
	R-410A	2007	2010	11%	None								
Ice Makers													
CFC-12	HFC-134a	1993	1995	25%	None								2.1%
	R-404A	1993	1995	75%	None								
Industrial Process Refrigeration													
CFC-11	HCFC-123	1992	1994	70%	HCFO-1233zd(E)	2016	2016	2%	None				3.2%
					HCFO-1233zd(E)	2017	2020	98%	None				
	HFC-134a	1992	1994	15%	None								

	Primary Substitute				Secondary Substitute				Tertiary Substitute				
Initial Market Segment	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Growth Rate[7]
	HCFC-22	1991	1994	15%	HFC-134a	1995	2010	100%	None				
CFC-12	HCFC-22	1991	1994	10%	HFC-134a	1995	2010	15%	None				3.1%
					R-404A	1995	2010	50%	None				
					R-410A	1999	2010	20%	None				
					R-507	1995	2010	15%	None				
	HCFC-123	1992	1994	35%	HCFO-1233zd(E)	2016	2016	2%	None				
					HCFO-1233zd(E)	2017	2020	98%	None				
	HFC-134a	1992	1994	50%	None								
	R-401A	1995	1996	5%	HFC-134a	1997	2000	100%	None				
HCFC-22	HFC-134a	1995	2009	2%	None								3.0%
	R-404A	1995	2009	5%	None								
	R-410A	1999	2009	2%	None								
	R-507	1995	2009	2%	None								
	HFC-134a	2009	2010	14%	None								
	R-404A	2009	2010	45%	None								
	R-410A	2009	2010	18%	None								
	R-507	2009	2010	14%	None								
Mobile Air Conditioners (Passenger Cars)													
CFC-12	HFC-134a	1992	1994	100%	HFO-1234yf	2012	2015	1%	None				0.3%
					HFO-1234yf	2016	2021	99%	None				
Mobile Air Conditioners (Light Duty Trucks)													
CFC-12	HFC-134a	1993	1994	100%	HFO-1234yf	2012	2015	1%	None				1.4%
					HFO-1234yf	2016	2021	99%	None				
Mobile Air Conditioners (Heavy Duty Vehicles)													
CFC-12	HFC-134a	1993	1994	100%	None								0.8%
Mobile Air Conditioners (School and Tour Buses)													
CFC-12	HCFC-22	1994	1995	0.5%	HFC-134a	2006	2007	100%	None				0.3%
	HFC-134a	1994	1997	99.5%	None								
Mobile Air Conditioners (Transit Buses)													
HCFC-22	HFC-134a	1995	2009	100%	None								0.3%
Mobile Air Conditioners (Trains)													
HCFC-22	HFC-134a	2002	2009	50%	None								0.3%
	R-407C	2002	2009	50%	None								
Packaged Terminal Air Conditioners and Heat Pumps													
HCFC-22	R-410A	2006	2009	10%	None								3.0%
	R-410A	2009	2010	90%	None								
Positive Displacement Chillers (Reciprocating and Screw)													
CFC-12 HCFC-22[2]	HFC-134a	2000	2009	9%	R-407C	2010	2020	60%	R-450A	2017	2017	1%	2.5%

Initial Market Segment	Primary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Secondary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Tertiary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Growth Rate[7]
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
					R-410A	2010	2020	40%	R-450A	2017	2017	1%	
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
	R-407C	2000	2009	1%	R-450A	2017	2017	1%	None				
					R-513A	2017	2017	1%	None				
					R-450A	2018	2024	49%	None				
					R-513A	2018	2024	49%	None				
	HFC-134a	2009	2010	81%	R-407C	2010	2020	60%	R-450A	2017	2017	1%	
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
					R-410A	2010	2020	40%	R-450A	2017	2017	1%	
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
	R-407C	2009	2010	9%	R-450A	2017	2017	1%	None				
					R-513A	2017	2017	1%	None				
					R-450A	2018	2024	49%	None				
					R-513A	2018	2024	49%	None				
HCFC-22	HFC-134a	2000	2009	9%	R-407C	2010	2020	60%	R-450A	2017	2017	1%	2.5%
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
					R-410A	2010	2020	40%	R-450A	2017	2017	1%	
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
	R-407C	2000	2009	1%	R-450A	2017	2017	1%	None				
					R-513A	2017	2017	1%	None				
					R-450A	2018	2024	49%	None				
					R-513A	2018	2024	49%	None				
	HFC-134a	2009	2010	81%	R-407C	2010	2020	60%	R-450A	2017	2017	1%	
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	

	Primary Substitute				Secondary Substitute				Tertiary Substitute				
Initial Market Segment	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Growth Rate[7]
					R-410A	2010	2020	40%	R-450A	2017	2017	1%	
									R-513A	2017	2017	1%	
									R-450A	2018	2024	49%	
									R-513A	2018	2024	49%	
	R-407C	2009	2010	9%	R-450A	2017	2017	1%	None				
					R-513A	2017	2017	1%	None				
					R-450A	2018	2024	49%	None				
					R-513A	2018	2024	49%	None				
Positive Displacement Chillers (Scroll)													
HCFC-22	HFC-134a	2000	2009	9%	R-407C	2010	2020	60%	R-452B	2024	2024	100%	2.5%
					R-410A	2010	2020	40%	R-452B	2024	2024	100%	
	R-407C	2000	2009	1%	R-452B	2024	2024	100%	None				
	HFC-134a	2009	2010	81%	R-407C	2010	2020	60%	R-452B	2024	2024	100%	
					R-410A	2010	2020	40%	R-452B	2024	2024	100%	
	R-407C	2009	2010	9%	R-452B	2024	2024	100%	None				
Refrigerated Appliances													
CFC-12	HFC-134a	1994	1995	100%	Non-ODP/GWP	2019	2021	86%	None				1.7%
					R-450A	2021	2021	7%	None				
					R-513A	2021	2021	7%	None				
Refrigerated Food Processing and Dispensing Equipment													
CFC-12	HCFC-22	1990	1994	100%	HFC-134a	1995	1998	70%	None				2.1%
					R-404A	1995	1998	30%	R-448A	2021	2021	50%	
									R-449A	2021	2021	50%	
Residential Unitary Air Conditioners													
HCFC-22	HCFC-22	2006	2006	70%	R-410A	2007	2010	29%	None				1.3%
					R-410A	2010	2010	71%	None				
	R-410A	2000	2005	5%	R-410A	2006	2006	100%	None				
	R-410A	2000	2006	5%	None								
	R-410A	2006	2006	20%	None								
Retail Food (Large; Technology Transition)													
DX[3]	DX	2001	2006	67.5%	DX	2006	2015	62%	None				1.7%
					DR[4]	2000	2015	23%	None				
					SLS[5]	2000	2015	15%	None				
	DR	2000	2006	22.5%	None								
	SLS	2000	2006	10%	None								
Retail Food (Large; Refrigerant Transition)													
CFC-12	R-404A	1995	2000	17.5%	R-404A	2000	2000	3.3%	R-407A	2017	2017	100%	1.7%
R-502[6]					R-407A	2011	2015	63.3%	None				
					R-407A	2017	2017	33.3%	None				

Initial Market Segment	Primary Substitute				Secondary Substitute				Tertiary Substitute				Growth Rate[7]
	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	
	R-507	1995	2000	7.5%	R-404A	2006	2010	71%	R-407A	2017	2017	100%	
					R-407A	2006	2010	30%	None				
	HCFC-22	1995	2000	75%	R-404A	2006	2010	13.3%	R-407A	2011	2015	100%	
					R-407A	2001	2005	1.3%	None				
					R-404A	2001	2005	12%	R-407A	2017	2017	100%	
					R-507	2001	2005	6.7%	R-407A	2011	2015	100%	
					R-404A	2006	2010	34%	R-407A	2011	2015	100%	
					R-404A	2006	2010	7.3%	R-407A	2017	2017	100%	
					R-407A	2006	2010	25.3%	None				
Retail Food (Large Condensing Units)													
HCFC-22	R-402A	1995	2005	5%	R-404A	2006	2006	100%	R-407A	2018	2018	100%	1.5%
	R-404A	1995	2005	25%	R-407A	2018	2018	100%	None				
	R-507	1995	2005	10%	R-407A	2018	2018	100%	None				
	R-404A	2008	2010	45%	R-407A	2018	2018	100%	None				
	R-507	2008	2010	15%	R-407A	2018	2018	100%	None				
Retail Food (Small Condensing Units)													
HCFC-22	R-401A	1995	2005	6%	HFC-134a	2006	2006	100%	None				1.6%
	R-402A	1995	2005	4%	HFC-134a	2006	2006	100%	None				
	HFC-134a	1993	2005	30%	None								
	R-404A	1995	2005	30%	R-407A	2018	2018	100%					
	R-404A	2008	2010	30%	R-407A	2018	2018	100%					
Retail Food (Small)													
CFC-12	HCFC-22	1990	1993	91%	HFC-134a	1993	1995	91%	CO_2	2012	2015	1%	2.2%
									Non-ODP/GWP	2012	2015	3.7%	
									Non-ODP/GWP	2014	2019	31%	
									Non-ODP/GWP	2016	2016	17.3%	
									R-450A	2016	2020	23%	
									R-513A	2016	2020	23%	
					HFC-134a	2000	2009	9%	Non-ODP/GWP	2014	2019	30%	
									R-450A	2016	2020	35%	
									R-513A	2016	2020	35%	
	R-404A	1990	1993	9%	Non-ODP/GWP	2016	2016	30%	None				
					R-448A	2019	2020	35%	None				
					R-449A	2019	2020	35%	None				
Transport Refrigeration (Road Transport)													
CFC-12	HFC-134a	1993	1995	10%	None								5.5%
	R-404A	1993	1995	60%	R-452A	2017	2021	5%					
					R-452A	2021	2030	95%					

Initial Market Segment	Primary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Secondary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Tertiary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Growth Rate[7]
	HCFC-22	1993	1995	30%	R-410A	2000	2003	5%	None				
					R-404A	2006	2010	95%	R-452A	2017	2021	5%	
									R-452A	2021	2030	95%	
Transport Refrigeration (Intermodal Containers)													
CFC-12	HFC-134a	1993	1993	60%	CO_2	2017	2021	5%	None				7.3%
	R-404A	1993	1993	5%	CO_2	2017	2021	5%	None				
	HCFC-22	1993	1993	35%	HFC-134a	2000	2010	100%	CO_2	2017	2021	5%	
Transport Refrigeration (Merchant Fishing Transport)													
HCFC-22	HFC-134a	1993	1995	10%	None								5.7%
	R-507	1994	1995	10%	None								
	R-404A	1993	1995	10%	None								
	HCFC-22	1993	1995	70%	R-407C	2000	2005	3%	R-410A	2005	2007	100%	
					R-507	2006	2010	49%	None				
					R-404A	2006	2010	49%	None				
Transport Refrigeration (Reefer Ships)													
HCFC-22	HFC-134a	1993	1995	3.3%	None								4.2%
	R-507	1994	1995	3.3%	None								
	R-404A	1993	1995	3.3%	None								
	HCFC-22	1993	1995	90%	HFC-134a	2006	2010	25%	None				
					R-507	2006	2010	25%	None				
					R-404A	2006	2010	25%	None				
					R-407C	2006	2010	25%	None				
Transport Refrigeration (Vintage Rail Transport)													
CFC-12	HCFC-22	1993	1995	100%	HFC-134a	1996	2000	100%	None				-100%
Transport Refrigeration (Modern Rail Transport)													
HFC-134a	R-404A	1999	1999	50%	None								0.3%
	HFC-134A	2005	2005	50%	None								
Vending Machines													
CFC-12	HFC-134a	1995	1998	90%	CO_2	2012	2012	1%	Propane	100%	2019	2019	-0.03%
					Propane	2013	2017	39%	None				
					Propane	2014	2014	1%	None				
					Propane	2019	2019	49%	None				
					R-450A	2019	2019	5%	None				
					R-513A	2019	2019	5%	None				
	R-404A	1995	1998	10%	R-450A	2019	2019	50%	None				
					R-513A	2019	2019	50%	None				
Water-Source and Ground-Source Heat Pumps													
HCFC-22	R-407C	2000	2006	5%	None								1.3%
	R-410A	2000	2006	5%	None								

Initial Market Segment	Primary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Secondary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Tertiary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Growth Rate[7]
	HFC-134a	2000	2009	2%	None								
	R-407C	2006	2009	2.5%	None								
	R-410A	2006	2009	4.5%	None								
	HFC-134a	2009	2010	18%	None								
	R-407C	2009	2010	22.5%	None								
	R-410A	2009	2010	40.5%	None								
Window Units													
HCFC-22	R-410A	2008	2009	10%	None								4.0%
	R-410A	2009	2010	90%	None								

[1] Transitions between the start year and date of full penetration in new equipment are assumed to be linear.
[2] The CFC-12 reciprocating chillers market for new systems transitioned to HCFC-22 overnight in 1993. This transition is not shown in the table in order to provide the HFC transitions in greater detail.
[3] DX refers to direct expansion systems where the compressors are mounted together in a rack and share suction and discharge refrigeration lines that run throughout the store, feeding refrigerant to the display cases in the sales area.
[4] DR refers to distributed refrigeration systems that consist of multiple smaller units that are located close to the display cases that they serve such as on the roof above the cases, behind a nearby wall, or on top of or next to the case in the sales area.
[5] SLS refers to secondary loop systems wherein a secondary fluid such as glycol or carbon dioxide is cooled by the primary refrigerant in the machine room and then pumped throughout the store to remove heat from the display equipment.
[6] The CFC-12 large retail food market for new systems transitioned to R-502 from 1988 to 1990, and subsequently transitioned to HCFC-22 from 1990 to 1993. These transitions are not shown in the table in order to provide the HFC transitions in greater detail.
[7] Growth Rate is the average annual growth rate for individual market sectors from the base year to 2030.

Table A-146 presents the average equipment lifetimes and annual HFC emission rates (for servicing, leaks, and disposal) for each end-use assumed by the Vintaging Model.

Table A-146: Refrigeration and Air-Conditioning Lifetime Assumptions

End-Use	Lifetime (Years)	HFC Emission Rates (Servicing and Leaks) (%)	HFC Emission Rates (Disposal)[1] (%)
Centrifugal Chillers	20 – 27	2.0 – 10.9	10
Cold Storage	20 – 25	15.0	10
Commercial Unitary A/C	15	7.9 – 8.6	30 – 40
Dehumidifiers	11	0.5	50
Ice Makers	8	3.0	49
Industrial Process Refrigeration	25	3.6 – 12.3	10
Mobile Air Conditioners	5 –16	2.3 – 18.0	43 – 50
Positive Displacement Chillers	20	0.5 – 1.5	10
PTAC/PTHP	12	3.9	40
Retail Food	10 – 20	1.0 – 25	10 – 35
Refrigerated Appliances	14	0.6	42
Residential Unitary A/C	15	5.3 – 10.6	40
Transport Refrigeration	9 – 40	19.4 – 36.4	10 – 65
Water & Ground Source Heat Pumps	20	3.9	43
Window Units	12	0.6	50

[1] Disposal emissions rates are developed based on consideration of the original charge size, the percentage of refrigerant likely to remain in equipment at the time of disposal, and recovery practices assumed to vary by gas type. Because equipment lifetime emissions are annualized, equipment is assumed to reach the end of its lifetime with a full charge. Therefore, recovery rate is equal to 100% - Disposal Loss Rate (%).

Aerosols

ODSs, HFCs, and many other chemicals are used as propellant aerosols. Pressurized within a container, a nozzle releases the chemical, which allows the product within the can to also be released. Two types of aerosol products are modeled: metered dose inhalers (MDI) and consumer aerosols. In the United States, the use of CFCs in consumer aerosols was banned in 1978, and many products transitioned to hydrocarbons or “not-in-kind” technologies, such as solid deodorants and finger-pump hair sprays. However, MDIs continued to use CFCs as propellants because their use was deemed essential. Essential use exemptions granted to the United States under the Montreal Protocol for CFC use in MDIs were limited to the treatment of asthma and chronic obstructive pulmonary disease.

All HFCs used in aerosols are assumed to be emitted in the year of manufacture. Since there is currently no aerosol recycling, it is assumed that all of the annual production of aerosol propellants is released to the atmosphere. The following equation describes the emissions from the aerosols sector.

$$E_j = Qc_j$$

where:

E	=	Emissions. Total emissions of a specific chemical in year j from use in aerosol products, by weight.
Qc	=	Quantity of Chemical. Total quantity of a specific chemical contained in aerosol products sold in year j, by weight.
j	=	Year of emission.

Transition Assumptions

Transition assumptions and growth rates for those items that use ODSs or HFCs as propellants, including vital medical devices and specialty consumer products, are presented in Table A-147.

Table A-147: Aerosol Product Transition Assumptions

Initial Market Segment	Primary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Secondary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Growth Rate[4]
MDIs									
CFC Mix[2]	HFC-134a	1997	1997	6%	None				0.8%
	Non-ODP/GWP	1998	2007	7%	None				
	CFC Mix[a]	2000	2000	87%	HFC-134a	2002	2002	34%	
					HFC-134a	2003	2009	47%	
					HFC-227ea	2006	2009	5%	
					HFC-134a	2010	2011	6%	
					HFC-227ea	2010	2011	1%	
					HFC-134a	2011	2012	3%	
					HFC-227ea	2011	2012	0.3%	
					HFC-134a	2014	2014	3%	
					HFC-227ea	2014	2014	0.3%	
Consumer Aerosols (Non-MDIs)									
NA[3]	HFC-152a	1990	1991	50%	None				2.0%
	HFC-134a	1995	1995	50%	HFC-152a	1997	1998	44%	
					HFC-152a	2001	2005	36%	
					HFO-1234ze(E)	2016	2018	7%	

[1] Transitions between the start year and date of full penetration in new products are assumed to be linear.
[2] CFC Mix consists of CFC-11, CFC-12 and CFC-114 and represents the weighted average of several CFCs consumed for essential use in MDIs from 1993 to 2008. It is assumed that CFC mix was stockpiled in the United States and used in new products through 2013.
[3] Consumer Aerosols transitioned away from ODS prior to 1985, the year in which the Vintaging Model begins. The portion of the market that is now using HFC propellants is modeled.
[4] Growth Rate is the average annual growth rate for individual market sectors from the base year to 2030.

Solvents

ODSs, HFCs, PFCs and other chemicals are used as solvents to clean items. For example, electronics may need to be cleaned after production to remove any manufacturing process oils or residues left. Solvents are applied by moving the item to be cleaned within a bath or stream of the solvent. Generally, most solvents are assumed to remain in the liquid phase and are not emitted as gas. Thus, emissions are considered "incomplete," and are a fixed percentage of the amount of solvent consumed in a year. The solvent is assumed to be recycled or continuously reused through a distilling and cleaning process until it is eventually almost entirely emitted. The remainder of the consumed solvent is assumed to be entrained in sludge or wastes and disposed of by incineration or other destruction technologies without being released to the atmosphere. The following equation calculates emissions from solvent applications.

$$E_j = l \times Qc_j$$

where:

E = Emissions. Total emissions of a specific chemical in year j from use in solvent applications, by weight.

l = Percent Leakage. The percentage of the total chemical that is leaked to the atmosphere, assumed to be 90 percent.

Qc = Quantity of Chemical. Total quantity of a specific chemical sold for use in solvent applications in the year j, by weight.

j = Year of emission.

Transition Assumptions

The transition assumptions and growth rates used within the Vintaging Model for electronics cleaning, metals cleaning, precision cleaning, and adhesives, coatings and inks, are presented in Table A-148.

Table A-148: Solvent Market Transition Assumptions

Initial Market Segment	Primary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Secondary Substitute: Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Growth Rate[3]
Adhesives									
CH_3CCl_3	Non-ODP/GWP	1994	1995	100%	None				2.0%
Electronics									
CFC-113	Semi-Aqueous	1994	1995	52%	None				2.0%
	HCFC-225ca/cb	1994	1995	0.2%	Unknown				
	HFC-43-10mee	1995	1996	0.7%	None				
	HFE-7100	1994	1995	0.7%	None				
	nPB	1992	1996	5%	None				
	Methyl Siloxanes	1992	1996	0.8%	None				
	No-Clean	1992	2013[2]	40%	None				
CH_3CCl_3	Non-ODP/GWP	1996	1997	99.8%	None				2.0%
	PFC/PFPE	1996	1997	0.2%	Non-ODP/GWP	2000	2003	90%	
					Non-ODP/GWP	2005	2009	10%	
Metals									
CH_3CCl_3	Non-ODP/GWP	1992	1996	100%	None				2.0%
CFC-113	Non-ODP/GWP	1992	2013[2]	100%	None				2.0%
CCl_4	Non-ODP/GWP	1992	1996	100%	None				2.0%
Precision									
CH_3CCl_3	Non-ODP/GWP	1995	1996	99.3%	None				2.0%
	HFC-43-10mee	1995	1996	0.6%	None				
	PFC/PFPE	1995	1996	0.1%	Non-ODP/GWP	2000	2003	90%	
					Non-ODP/GWP	2005	2009	10%	
CFC-113	Non-ODP/GWP	1995	2013[2]	90%	None				2.0%
	Methyl Siloxanes	1995	1996	6%					
	HCFC-225ca/cb	1995	1996	1%	Unknown				
	HFE-7100	1995	1996	3%	None				

[1] Transitions between the start year and date of full penetration in new equipment or chemical supply are assumed to be linear.

Note: Non-ODP/GWP includes chemicals with zero ODP and low GWP, such as hydrocarbons and ammonia, as well as not-in-kind alternatives such as "no clean" technologies.

[2] Transition assumed to be completed in 2013 to mimic CFC-113 stockpile use.

[3] Growth Rate is the average annual growth rate for individual market sectors from the base year to 2030.

Fire Extinguishing

ODSs, HFCs, PFCs and other chemicals are used as fire-extinguishing agents, in both hand-held "streaming" applications as well as in built-up "flooding" equipment similar to water sprinkler systems. Although these systems are generally built to be leak-tight, some leaks do occur and emissions occur when the agent is released. Total emissions from fire extinguishing are assumed, in aggregate, to equal a percentage of the total quantity of chemical in operation at a given time. For modeling purposes, it is assumed that fire extinguishing equipment leaks at a constant rate for an average equipment lifetime, as shown in the equation below. In streaming systems, non-halon emissions are assumed to be 3.5 percent of all chemical in use in each year, while in flooding systems 2.5 percent of the installed base of chemical is assumed to leak annually. Halon systems are assumed to leak at higher rates. The equation is applied for a single year, accounting for all fire protection equipment in operation in that year. The model assumes that equipment is serviced annually so that the amount equivalent to average annual emissions for each product (and hence for the total of what was added to the bank in a previous year in equipment that has not yet reached end-of-life) is replaced/applied to the starting charge size (or chemical bank). Each fire protection agent is modeled separately. In the Vintaging Model, streaming applications have a 12-year lifetime and flooding applications have a 20-year lifetime.

$$E_j = \mathrm{r} \times \sum Qc_{j-i+1} \quad \textit{for } i=1 \rightarrow k$$

where:

E = Emissions. Total emissions of a specific chemical in year j for streaming fire extinguishing equipment, by weight.

r	=	Percent Released. The percentage of the total chemical in operation that is released to the atmosphere.
Qc	=	Quantity of Chemical. Total amount of a specific chemical used in new fire extinguishing equipment in a given year, *j*-*i*+1, by weight.
i	=	Counter, runs from 1 to lifetime (k).
j	=	Year of emission.
k	=	Lifetime. The average lifetime of the equipment.

Transition Assumptions

Transition assumptions and growth rates for these two fire extinguishing types are presented in Table A-149.

Table A-149: Fire Extinguishing Market Transition Assumptions

	Primary Substitute				Secondary Substitute				
Initial Market Segment	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Growth Rate[3]
Flooding Agents									
Halon-1301	Halon-1301[2]	1994	1994	4%	Unknown				2.2%
	HFC-23	1994	1999	0.2%	None				
	HFC-227ea	1994	1999	50.2%	FK-5-1-12	2003	2020	35%	
					HFC-125	2001	2012	10%	
					Non-ODP/GWP	2005	2020	13%	
	Non-ODP/GWP	1994	1994	22%	FK-5-1-12	2003	2020	7%	
	Non-ODP/GWP	1995	2003	7%	None				
	CO_2	1998	2006	7%	None				
	C_4F_{10}	1994	1999	0.5%	FK-5-1-12	2003	2003	100%	
	HFC-125	1997	2006	9.1%	FK-5-1-12	2003	2020	35%	
					Non-ODP/GWP	2005	2020	10%	
					Non-ODP/GWP	2005	2019	3%	
Streaming Agents									
Halon-1211	Halon-1211[2]	1992	1992	5%	Unknown				3.0%
	HFC-236fa	1997	1999	3%	None				
	Halotron	1994	1995	0.1%	Unknown				
	Halotron	1996	2000	5.4%	Non-ODP/GWP	2020	2020	56%	
	Non-ODP/GWP	1993	1994	56%	None				
	Non-ODP/GWP	1995	2024	20%	None				
	Non-ODP/GWP	1999	2018	10%	None				

[1] Transitions between the start year and date of full penetration in new equipment are assumed to be linear.
[2] Despite the 1994 consumption ban, a small percentage of new halon systems are assumed to continue to be built and filled with stockpiled or recovered supplies.
[3] Growth Rate is the average annual growth rate for individual market sectors from the base year to 2030.

Foam Blowing

ODSs, HFCs, and other chemicals are used to produce foams, including such items as the foam insulation panels around refrigerators, insulation sprayed on buildings, etc. The chemical is used to create pockets of gas within a substrate, increasing the insulating properties of the item. Foams are given emission profiles depending on the foam type (open cell or closed cell). Open cell foams are assumed to be 100 percent emissive in the year of manufacture. Closed cell foams are assumed to emit a portion of their total HFC content upon manufacture, a portion at a constant rate over the lifetime of the foam, a portion at disposal, and a portion after disposal; these portions vary by end-use.

Step 1: Calculate manufacturing emissions (open-cell and closed-cell foams)

Manufacturing emissions occur in the year of foam manufacture, and are calculated as presented in the following equation.

$$Em_j = lm \times Qc_j$$

where:

Em_j	=	Emissions from manufacturing. Total emissions of a specific chemical in year *j* due to manufacturing losses, by weight.
lm	=	Loss Rate. Percent of original blowing agent emitted during foam manufacture. For open-cell foams, *lm* is 100%.
Qc	=	Quantity of Chemical. Total amount of a specific chemical used to manufacture closed-cell foams in a given year.
j	=	Year of emission.

Step 2: Calculate lifetime emissions (closed-cell foams)

Lifetime emissions occur annually from closed-cell foams throughout the lifetime of the foam, as calculated as presented in the following equation.

$$Eu_j = lu \times \sum Qc_{j-i+1} \quad for\ i=1 \rightarrow k$$

where:

Eu_j	=	Emissions from Lifetime Losses. Total emissions of a specific chemical in year j due to lifetime losses during use, by weight.
lu	=	Leak Rate. Percent of original blowing agent emitted each year during lifetime use.
Qc	=	Quantity of Chemical. Total amount of a specific chemical used to manufacture closed-cell foams in a given year.
i	=	Counter, runs from 1 to lifetime (k).
j	=	Year of emission.
k	=	Lifetime. The average lifetime of foam product.

Step 3: Calculate disposal emissions (closed-cell foams)

Disposal emissions occur in the year the foam is disposed, and are calculated as presented in the following equation.

$$Ed_j = ld \times Qc_{j-k}$$

where:

Ed_j	=	Emissions from disposal. Total emissions of a specific chemical in year j at disposal, by weight.
ld	=	Loss Rate. Percent of original blowing agent emitted at disposal.
Qc	=	Quantity of Chemical. Total amount of a specific chemical used to manufacture closed-cell foams in a given year.
j	=	Year of emission.
k	=	Lifetime. The average lifetime of foam product.

Step 4: Calculate post-disposal emissions (closed-cell foams)

Post-disposal emissions occur in the years after the foam is disposed; for example, emissions might occur while the disposed foam is in a landfill. Currently, the only foam type assumed to have post-disposal emissions is polyurethane foam used as domestic refrigerator and freezer insulation, which is expected to continue to emit for 26 years post-disposal, calculated as presented in the following equation.

$$Ep_j = lp \times \sum Qc_{j-m} \quad for\ m=k \rightarrow k + 26$$

where:

Ep_j	=	Emissions from post disposal. Total post-disposal emissions of a specific chemical in year j, by weight.
lp	=	Leak Rate. Percent of original blowing agent emitted post disposal.
Qc	=	Quantity of Chemical. Total amount of a specific chemical used to manufacture closed-cell foams in a given year.
k	=	Lifetime. The average lifetime of foam product.
m	=	Counter. Runs from lifetime (k) to (k+26).
j	=	Year of emission.

Step 5: Calculate total emissions (open-cell and closed-cell foams)

To calculate total emissions from foams in any given year, emissions from all foam stages must be summed, as presented in the following equation.

$$E_j = Em_j + Eu_j + Ed_j + Ep_j$$

where:

E_j	=	Total Emissions. Total emissions of a specific chemical in year *j*, by weight.
Em_j	=	Emissions from manufacturing. Total emissions of a specific chemical in year *j* due to manufacturing losses, by weight.
Eu_j	=	Emissions from Lifetime Losses. Total emissions of a specific chemical in year j due to lifetime losses during use, by weight.
Ed_j	=	Emissions from disposal. Total emissions of a specific chemical in year j at disposal, by weight.
Ep_j	=	Emissions from post disposal. Total post-disposal emissions of a specific chemical in year j, by weight.

Assumptions

The Vintaging Model contains thirteen foam types, whose transition assumptions away from ODS and growth rates are presented in Table A-150. The emission profiles of these thirteen foam types are shown in Table A-151.

Table A-150: Foam Blowing Market Transition Assumptions

Initial Market Segment	Primary Substitute				Secondary Substitute				Tertiary Substitute				Growth Rate[3]
	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment[1]	Maximum Market Penetration	
Commercial Refrigeration Foam													
CFC-11	HCFC-141b	1989	1996	40%	HFC-245fa	2002	2003	80%	HCFO-1233zd(E)	2015	2020	70%	6.0%
									Non-ODP/GWP	2015	2020	30%	
					Non-ODP/GWP	2002	2003	20%	None				
	HCFC-142b	1989	1996	8%	Non-ODP/GWP	2009	2010	80%	None				
					HFC-245fa	2009	2010	20%	HCFO-1233zd(E)	2015	2020	70%	
									Non-ODP/GWP	2015	2020	30%	
	HCFC-22	1989	1996	52%	Non-ODP/GWP	2009	2010	80%	None				
					HFC-245fa	2009	2010	20%	HCFO-1233zd(E)	2015	2020	70%	
									Non-ODP/GWP	2015	2020	30%	
Flexible PU Foam: Integral Skin Foam													
CFC-11	HCFC-141b	1989	1990	100%	HFC-134a	1993	1996	25%	CO_2	2015	2017	50%	2.0%
									HCFO-1233zd(E)	2015	2017	50%	
					HFC-134a	1994	1996	25%	CO_2	2015	2017	50%	
									HCFO-1233zd(E)	2015	2017	50%	
					CO_2	1993	1996	25%	None				
					CO_2	1994	1996	25%	None				
Flexible PU Foam: Slabstock Foam, Moulded Foam													
CFC-11	Non-ODP/GWP	1992	1992	100%	None								2.0%
Phenolic Foam													
CFC-11	HCFC-141b	1989	1990	100%	Non-ODP/GWP	1992	1992	100%	None				2.0%
Polyolefin Foam													
CFC-114	HFC-152a	1989	1993	10%	Non-ODP/GWP	2005	2010	100%	None				2.0%
	HCFC-142b	1989	1993	90%	Non-ODP/GWP	1994	1996	100%	None				
PU and PIR Rigid: Boardstock													
CFC-11	HCFC-141b	1993	1996	100%	Non-ODP/GWP	2000	2003	95%	None				6.0%
					HC/HFC-245fa Blend	2000	2003	5%	Non-ODP/GWP	2017	2017	100%	
PU Rigid: Domestic Refrigerator and Freezer Insulation													
CFC-11	HCFC-141b	1993	1995	100%	HFC-134a	1996	2001	7%	Non-ODP/GWP	2002	2003	100%	0.8%
					HFC-245fa	2001	2003	50%	Non-ODP/GWP	2015	2020	50%	
									HCFO-1233zd(E)	2015	2020	50%	
					HFC-245fa	2006	2009	10%	Non-ODP/GWP	2015	2020	50%	
									HCFO-1233zd(E)	2015	2020	50%	
					Non-ODP/GWP	2002	2005	10%	None				
					Non-ODP/GWP	2006	2009	3%	None				

Initial Market Segment	Primary Substitute: Name of Substitute	Primary Substitute: Start Date	Primary Substitute: Date of Full Penetration in New Equipment[1]	Primary Substitute: Maximum Market Penetration	Secondary Substitute: Name of Substitute	Secondary Substitute: Start Date	Secondary Substitute: Date of Full Penetration in New Equipment[1]	Secondary Substitute: Maximum Market Penetration	Tertiary Substitute: Name of Substitute	Tertiary Substitute: Start Date	Tertiary Substitute: Date of Full Penetration in New Equipment[1]	Tertiary Substitute: Maximum Market Penetration	Growth Rate[3]
					Non-ODP/GWP	2009	2014	20%	None				
PU Rigid: One Component Foam													
CFC-12	HCFC-142b/22 Blend	1989	1996	70%	Non-ODP/GWP	2009	2010	80%	None				4.0%
					HFC-134a	2009	2010	10%	HFO-1234ze(E)	2018	2020	100%	
					HFC-152a	2009	2010	10%	None				
	HCFC-22	1989	1996	30%	Non-ODP/GWP	2009	2010	80%	None				
					HFC-134a	2009	2010	10%	HFO-1234ze(E)	2018	2020	100%	
					HFC-152a	2009	2010	10%	None				
PU Rigid: Other: Slabstock Foam													
CFC-11	HCFC-141b	1989	1996	100%	CO_2	1999	2003	45%	None				2.0%
					Non-ODP/GWP	2001	2003	45%	None				
					HCFC-22	2003	2003	10%	Non-ODP/GWP	2009	2010	100%	
PU Rigid: Sandwich Panels: Continuous and Discontinuous													
HCFC-141b[2]	HCFC-22/Water Blend	2001	2003	20%	HFC-245fa/CO_2 Blend	2009	2010	50%	HCFO-1233zd(E)	2015	2020	100%	6.0%
					Non-ODP/GWP	2009	2010	50%	None				
	HFC-245fa/CO_2 Blend	2002	2004	20%	HCFO-1233zd(E)	2015	2020	100%	None				
	Non-ODP/GWP	2001	2004	40%	None								
	HFC-134a	2002	2004	20%	Non-ODP/GWP	2015	2020	100%	None				
HCFC-22	HFC-245fa/CO_2 Blend	2009	2010	40%	HCFO-1233zd(E)	2015	2020	100%	None				
	Non-ODP/GWP	2009	2010	20%	None								
	CO_2	2009	2010	20%	None								
	HFC-134a	2009	2010	20%	Non-ODP/GWP	2015	2020	100%	None				
PU Rigid: Spray Foam													
CFC-11	HCFC-141b	1989	1996	100%	HFC-245fa	2002	2003	30%	HCFO-1233zd(E)	2016	2020	100%	6.0%
					HFC-245fa/CO_2 Blend	2002	2003	60%	None				
					Non-ODP/GWP	2001	2003	10%	None				
XPS: Boardstock Foam													
CFC-12	HCFC-142b/22 Blend	1989	1994	10%	HFC-134a	2009	2010	70%	Non-ODP/GWP	2021	2021	100%	2.5%
					HFC-152a	2009	2010	10%	None				
					CO_2	2009	2010	10%	None				
					Non-ODP/GWP	2009	2010	10%	None				
	HCFC-142b	1989	1994	90%	HFC-134a	2009	2010	70%	Non-ODP/GWP	2021	2021	100%	

Initial Market Segment	Primary Substitute: Name of Substitute	Primary Substitute: Start Date	Primary Substitute: Date of Full Penetration in New Equipment[1]	Primary Substitute: Maximum Market Penetration	Secondary Substitute: Name of Substitute	Secondary Substitute: Start Date	Secondary Substitute: Date of Full Penetration in New Equipment[1]	Secondary Substitute: Maximum Market Penetration	Tertiary Substitute: Name of Substitute	Tertiary Substitute: Start Date	Tertiary Substitute: Date of Full Penetration in New Equipment[1]	Tertiary Substitute: Maximum Market Penetration	Growth Rate[3]
					HFC-152a	2009	2010	10%	None				
					CO_2	2009	2010	10%	None				
					Non-ODP/GWP	2009	2010	10%	None				
XPS: Sheet Foam													
CFC-12	CO_2	1989	1994	1%	None								2.0%
	Non-ODP/GWP	1989	1994	99%	CO_2	1995	1999	9%	None				
					HFC-152a	1995	1999	10%	None				

[1] Transitions between the start year and date of full penetration in new equipment are assumed to be linear.
[2] The CFC-11 PU Rigid: Sandwich Panels: Continuous and Discontinuous market for new systems transitioned to 82 percent HCFC-141b and 18 percent HCFC-22 from 1989 to 1996. These transitions are not shown in the table in order to provide the HFC transitions in greater detail.
[3] Growth Rate is the average annual growth rate for individual market sectors from the base year to 2030.

Table A-151: Emission Profile for the Foam End-Uses

Foam End-Use	Loss at Manufacturing (%)	Annual Leakage Rate (%)	Leakage Lifetime (years)	Loss at Disposal (%)	Total[a] (%)
Flexible PU Foam: Slabstock Foam, Moulded Foam	100	0	1	0	100
Commercial Refrigeration	4	0.25	15	92.25	100
Rigid PU: Spray Foam	15	1.5	50	10.0	100
Rigid PU: Slabstock and Other	32.5	0.875	15	54.375	100
Phenolic Foam	28	0.875	32	44.0	100
Polyolefin Foam	40	3	20	0	100
Rigid PU: One Component Foam	95	2.5	2	0	100
XPS: Sheet Foam[a]	50	25	2	0	100
XPS: Boardstock Foam	25	0.75	25	56.25	100
Flexible PU Foam: Integral Skin Foam	95	2.5	2	0	100
Rigid PU: Domestic Refrigerator and Freezer Insulation (HFC-134a)[a]	6.5	0.5	14	37.2	50.7
Rigid PU: Domestic Refrigerator and Freezer Insulation (all others)[a]	3.75	0.25	14	39.9	47.15
PU and PIR Rigid: Boardstock	6	1	25	69.0	100
PU Sandwich Panels: Continuous and Discontinuous	8.5-11.25	0.5	50	63.75-66.5	100

PIR (Polyisocyanurate)
PU (Polyurethane)
XPS (Extruded Polystyrene)
[a] In general, total emissions from foam end-uses are assumed to be 100 percent. In the Rigid PU Domestic Refrigerator and Freezer Insulation end-use, the source of emission rates and lifetimes did not yield 100 percent emission; the remainder is anticipated to be emitted at a rate of 2.0 percent/year post-disposal.

Sterilization

Sterilants kill microorganisms on medical equipment and devices. The principal ODS used in this sector was a blend of 12 percent ethylene oxide (EtO) and 88 percent CFC-12, known as "12/88." In that blend, ethylene oxide sterilizes the equipment and CFC-12 is a dilutent solvent to form a non-flammable blend. The sterilization sector is modeled as a single end-use. For sterilization applications, all chemicals that are used in the equipment in any given year are assumed to be emitted in that year, as shown in the following equation.

$$E_j = Qc_j$$

where:

E	=	Emissions. Total emissions of a specific chemical in year j from use in sterilization equipment, by weight.
Qc	=	Quantity of Chemical. Total quantity of a specific chemical used in sterilization equipment in year j, by weight.
j	=	Year of emission.

Assumptions

The Vintaging Model contains one sterilization end-use, whose transition assumptions away from ODS and growth rates are presented in Table A-152.

Table A-152: Sterilization Market Transition Assumptions

	Primary Substitute				Secondary Substitute				Tertiary Substitute				
Initial Market Segment	Name of Substitute	Start Date	Date of Full Penetration in New Equipment	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment	Maximum Market Penetration	Name of Substitute	Start Date	Date of Full Penetration in New Equipment	Maximum Market Penetration	Growth Rate
12/88	EtO	1994	1995	95%	None								2.0%
	Non-ODP/GWP	1994	1995	0.8%	None								
	HCFC-124/EtO Blend	1993	1994	1.4%	Non-ODP/GWP	2015	2015	100%	None				
	HCFC-22/HCFC-124/EtO Blend	1993	1994	3.1%	Non-ODP/GWP	2010	2010	100%	None				

[1] Transitions between the start year and date of full penetration in new equipment are assumed to be linear.

Model Output

By repeating these calculations for each year, the Vintaging Model creates annual profiles of use and emissions for ODS and ODS substitutes. The results can be shown for each year in two ways: 1) on a chemical-by-chemical basis, summed across the end-uses, or 2) on an end-use or sector basis. Values for use and emissions are calculated both in metric tons and in million metric tons of CO_2 equivalent (MMT CO_2 Eq.). The conversion of metric tons of chemical to MMT CO_2 Eq. is accomplished through a linear scaling of tonnage by the global warming potential (GWP) of each chemical.

Throughout its development, the Vintaging Model has undergone annual modifications. As new or more accurate information becomes available, the model is adjusted in such a way that both past and future emission estimates are often altered.

Bank of ODS and ODS Substitutes

The bank of an ODS or an ODS substitute is "the cumulative difference between the chemical that has been consumed in an application or sub-application and that which has already been released" (IPCC 2006). For any given year, the bank is equal to the previous year's bank, less the chemical in equipment disposed of during the year, plus chemical in new equipment entering the market during that year, less the amount emitted but not replaced, plus the amount added to replace chemical emitted prior to the given year, as shown in the following equation:

$$Bc_j = Bc_{j-1} - Qd_j + Qp_j + E_e - Q_r$$

where:

Bc_j	=	Bank of Chemical. Total bank of a specific chemical in year *j*, by weight.
Qd_j	=	Quantity of Chemical in Equipment Disposed. Total quantity of a specific chemical in equipment disposed of in year *j*, by weight.
Qp_j	=	Quantity of Chemical Penetrating the Market. Total quantity of a specific chemical that is entering the market in year *j*, by weight.
E_e	=	Emissions of Chemical Not Replaced. Total quantity of a specific chemical that is emitted during year j but is not replaced in that year. The Vintaging Model assumes all chemical emitted from refrigeration, air conditioning and fire extinguishing equipment is replaced in the year it is emitted, hence this term is zero for all sectors except foam blowing.
Q_r	=	Chemical Replacing Previous Year's Emissions. Total quantity of a specific chemical that is used to replace emissions that occurred prior to year j. The Vintaging Model assumes all chemical emitted from refrigeration, air conditioning and fire extinguishing equipment is replaced in the year it is emitted, hence this term is zero for all sectors.
j	=	Year of emission.

Table A-153 provides the bank for ODS and ODS substitutes by chemical grouping in metric tons (MT) for 1990 to 2016.

Table A-153: Banks of ODS and ODS Substitutes, 1990-2016 (MT)

Year	CFC	HCFC	HFC
1990	695,056	281,709	872
1995	768,574	508,368	50,476
2000	638,658	938,206	188,673
2001	610,089	1,007,715	217,780
2002	585,608	1,061,150	246,831
2003	561,341	1,098,002	281,638
2004	536,594	1,135,039	318,012
2005	506,767	1,176,248	356,687
2006	476,460	1,213,580	401,312
2007	448,847	1,241,851	446,888
2008	426,406	1,259,130	488,956
2009	413,431	1,251,240	535,405
2010	376,199	1,214,125	600,722
2011	339,448	1,166,631	669,511
2012	302,837	1,117,975	739,950
2013	267,100	1,064,448	813,160
2014	231,330	1,009,404	889,352
2015	195,498	955,531	960,318
2016	159,713	905,296	1,026,487

References

IPCC (2006) *2006 IPCC Guidelines for National Greenhouse Gas Inventories*. The National Greenhouse Gas Inventories Programme, The Intergovernmental Panel on Climate Change, H.S. Eggleston, L. Buendia, K. Miwa, T Ngara, and K. Tanabe (eds.). Hayama, Kanagawa, Japan.

Data are also taken from various government sources, including rulemaking analyses from the U.S. Department of Energy and from the Motor Vehicle Emission Simulator (MOVES) model from EPA's Office of Transportation and Air Quality.