

Table 2 Mobile Combustion CO₂

Fuel Type	kg CO ₂ per unit	Unit
Aviation Gasoline	8.31	gallon
Biodiesel (100%)	9.45	gallon
Compressed Natural Gas (CNG)	0.05444	scf
Diesel Fuel	10.21	gallon
Ethanol (100%)	5.75	gallon
Kerosene-Type Jet Fuel	9.75	gallon
Liquefied Natural Gas (LNG)	4.50	gallon
Liquefied Petroleum Gases (LPG)	5.68	gallon
Motor Gasoline	8.78	gallon
Residual Fuel Oil	11.27	gallon

Source:

Federal Register EPA; 40 CFR Part 98; e-CFR, June 13, 2017 (see link below), Table C-1.

https://www.ecfr.gov/cgi-bin/text-idx?SID=ae265d7d6f98ac86fcd8640b9793a316&mc=true&node=pt40.23.98&rgn=div5#ap40.23.98_19.1

LNG: The factor was developed based on the CO₂ factor for Natural Gas factor and LNG fuel density from GREET1_2017.xlsx Model, Argonne National Laboratory. This represents a methodology change from previous versions.

Table 3 Mobile Combustion CH₄ and N₂O for On-Road Gasoline Vehicles

Vehicle Type	Year	CH ₄ Factor (g / mile)	N ₂ O Factor (g / mile)
Gasoline Passenger Cars	1973-74	0.1696	0.0197
	1975	0.1423	0.0443
	1976-77	0.1406	0.0458
	1978-79	0.1389	0.0473
	1980	0.1326	0.0498
	1981	0.0802	0.0626
	1982	0.0795	0.0627
	1983	0.0782	0.0630
	1984-93	0.0704	0.0647
	1994	0.0617	0.0603
	1995	0.0531	0.0560
	1996	0.0434	0.0503
	1997	0.0337	0.0446
	1998	0.0240	0.0389
	1999	0.0215	0.0355
	2000	0.0175	0.0304
	2001	0.0105	0.0212
	2002	0.0102	0.0207
	2003	0.0095	0.0181
	2004	0.0078	0.0085
	2005	0.0075	0.0067
2006	0.0076	0.0075	
2007	0.0072	0.0052	
2008	0.0072	0.0049	
2009	0.0071	0.0046	
2010	0.0071	0.0046	
2011	0.0071	0.0046	
2012	0.0071	0.0046	
2013	0.0071	0.0046	
2014	0.0071	0.0046	
2015	0.0068	0.0042	
2016	0.0065	0.0038	
2017	0.0054	0.0018	
2018	0.0052	0.0016	
Gasoline Light-Duty Trucks (Vans, Pickup Trucks, SUVs)	1973-74	0.1908	0.0218
	1975	0.1634	0.0513
	1976	0.1594	0.0555
	1977-78	0.1614	0.0534
	1979-80	0.1594	0.0555
	1981	0.1479	0.0660
	1982	0.1442	0.0681
	1983	0.1368	0.0722
	1984	0.1294	0.0764
	1985	0.1220	0.0806
	1986	0.1146	0.0848
	1987-93	0.0813	0.1035
	1994	0.0646	0.0982
	1995	0.0517	0.0908
	1996	0.0452	0.0871
	1997	0.0452	0.0871
	1998	0.0412	0.0787
	1999	0.0333	0.0618
	2000	0.0340	0.0631
	2001	0.0221	0.0379
	2002	0.0242	0.0424
2003	0.0221	0.0373	
2004	0.0115	0.0088	
2005	0.0105	0.0064	
2006	0.0108	0.0080	
2007	0.0103	0.0061	
2008	0.0095	0.0036	
2009	0.0095	0.0036	
2010	0.0095	0.0035	
2011	0.0095	0.0034	
2012	0.0095	0.0033	
2013	0.0095	0.0035	
2014	0.0095	0.0033	
2015	0.0094	0.0031	
2016	0.0091	0.0029	
2017	0.0084	0.0018	
2018	0.0081	0.0015	
Gasoline Heavy-Duty Vehicles	<1981	0.4604	0.0497
	1982-84	0.4492	0.0538
	1985-86	0.4090	0.0515
	1987	0.3675	0.0849
	1988-1989	0.3492	0.0833
	1990-1995	0.3246	0.1142
	1996	0.1278	0.1680
	1997	0.0924	0.1726
	1998	0.0655	0.1750
	1999	0.0648	0.1724
	2000	0.0630	0.1660
	2001	0.0577	0.1468
	2002	0.0634	0.1673
	2003	0.0602	0.1553
	2004	0.0298	0.0164
	2005	0.0297	0.0083
	2006	0.0299	0.0241
	2007	0.0322	0.0015
	2008	0.0340	0.0015
	2009	0.0339	0.0015
	2010	0.0320	0.0015
2011	0.0304	0.0015	
2012	0.0313	0.0015	
2013	0.0313	0.0015	
2014	0.0315	0.0015	
2015	0.0332	0.0021	
2016	0.0321	0.0061	
2017	0.0329	0.0084	
2018	0.0326	0.0082	
Gasoline Motorcycles	1960-1995	0.0899	0.0087
	1996-2018	0.0672	0.0069

Source: EPA (2020) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2018. All values are calculated from Tables A-107 through A-111.

Table 4 Mobile Combustion CH₄ and N₂O for On-Road Diesel and Alternative Fuel Vehicles

Vehicle Type	Fuel Type	Vehicle Year	CH ₄ Factor (g / mile)	N ₂ O Factor (g / mile)
Passenger Cars	Diesel	1960-1982	0.0006	0.0012
		1983-1995	0.0005	0.0010
		1996-2006	0.0005	0.0010
		2007-2018	0.0302	0.0192
Light-Duty Trucks	Diesel	1960-1982	0.0011	0.0017
		1983-1995	0.0009	0.0014
		1996-2006	0.0010	0.0015
		2007-2018	0.0290	0.0214
Medium- and Heavy-Duty Vehicles	Diesel	1960-2006	0.0051	0.0048
		2007-2018	0.0095	0.0431
Light-Duty Cars	Methanol		0.0080	0.0060
	Ethanol		0.0080	0.0060
	CNG		0.0820	0.0060
	LPG		0.0080	0.0060
Light-Duty Trucks	Biodiesel		0.0300	0.0190
	Ethanol		0.0120	0.0110
	CNG		0.1230	0.0110
	LPG		0.0120	0.0130
Medium-Duty Trucks	LNG		0.1230	0.0110
	Biodiesel		0.0290	0.0210
	CNG		4.2000	0.0010
	LPG		0.0140	0.0340
Heavy-Duty Trucks	LNG		4.2000	0.0430
	Biodiesel		0.0090	0.0010
	Methanol		0.0750	0.0280
	Ethanol		0.0750	0.0280
Buses	CNG		3.7000	0.0010
	LPG		0.0130	0.0260
	LNG		3.7000	0.0010
	Biodiesel		0.0090	0.0430
Buses	Methanol		0.0220	0.0320
	Ethanol		0.0220	0.0320
	CNG		10.0000	0.0010
	LPG		0.0340	0.0170
Buses	LNG		10.0000	0.0010
	Biodiesel		0.0090	0.0430

Source: EPA (2020) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2018. All values are calculated from Tables A-110 through A-113.

Table 5 Mobile Combustion CH₄ and N₂O for Non-Road Vehicles

Vehicle Type	Fuel Type	CH ₄ Factor (g / gallon)	N ₂ O Factor (g / gallon)
Ships and Boats	Residual Fuel Oil	0.55	0.55
	Gasoline (2 stroke)	9.54	0.06
	Gasoline (4 stroke)	4.88	0.23
	Diesel	0.31	0.50
Locomotives	Diesel	0.80	0.26
Aircraft	Jet Fuel	0	0.30
	Aviation Gasoline	7.06	0.11
Agricultural Equipment ^a	Gasoline (2 stroke)	12.96	0.06
	Gasoline (4 stroke)	7.24	0.21
	Diesel	0.28	0.49
Agricultural Offroad Trucks	LPG	2.19	0.38
	Gasoline	7.24	0.21
	Diesel	0.13	0.49
Construction/Mining Equipment ^b	Gasoline (2 stroke)	12.42	0.07
	Gasoline (4 stroke)	5.58	0.20
	Diesel	0.20	0.47
Construction/Mining Offroad Trucks	LPG	1.05	0.41
	Gasoline	5.58	0.20
	Diesel	0.13	0.49
Lawn and Garden Equipment	Gasoline (2 stroke)	15.57	0.06
	Gasoline (4 stroke)	5.84	0.18
	Diesel	0.33	0.47
Airport Equipment	LPG	0.35	0.41
	Gasoline	2.58	0.25
	Diesel	0.17	0.49
Industrial/Commercial Equipment	LPG	0.33	0.41
	Gasoline (2 stroke)	15.14	0.06
	Gasoline (4 stroke)	5.48	0.20
Logging Equipment	Diesel	0.23	0.47
	LPG	0.44	0.41
	Gasoline (2 stroke)	12.03	0.08
Railroad Equipment	Gasoline (4 stroke)	6.71	0.18
	Diesel	0.10	0.49
	Gasoline	5.78	0.19
Recreational Equipment	Diesel	0.44	0.42
	LPG	1.20	0.41
	Gasoline (2 stroke)	7.81	0.03
Recreational Equipment	Gasoline (4 stroke)	8.45	0.19
	Diesel	0.41	0.41
	LPG	2.98	0.38

Source: EPA (2020) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2018. All values are calculated from Tables A-114 through A-115.

Notes:

^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.

Table 6 Electricity

eGRID Subregion	Total Output Emission Factors			Non-BaseLoad Emission Factors		
	CO ₂ Factor (lb / MWh)	CH ₄ Factor (lb / MWh)	N ₂ O Factor (lb / MWh)	CO ₂ Factor (lb / MWh)	CH ₄ Factor (lb / MWh)	N ₂ O Factor (lb / MWh)
AKGD (ASCC Alaska Grid)	1,039.6	0.082	0.011	1,262.5	0.110	0.015
AKMS (ASCC Miscellaneous)	525.1	0.024	0.004	1,528.3	0.068	0.012
AZNM (WECC Southwest)	1,022.4	0.077	0.011	1,435.3	0.097	0.014
CAMX (WECC California)	496.5	0.034	0.004	929.5	0.047	0.006
ERCT (ERCOT All)	931.7	0.066	0.009	1,261.0	0.083	0.012
FRCC (FRCC All)	931.8	0.066	0.009	1,123.9	0.068	0.009
HIMS (HICC Miscellaneous)	1,110.7	0.118	0.018	1,535.7	0.139	0.022
HIOA (HICC Oahu)	1,669.9	0.180	0.027	1,682.1	0.159	0.025
MROE (MRO East)	1,678.0	0.169	0.025	1,634.3	0.149	0.022
MROW (MRO West)	1,239.8	0.138	0.020	1,764.3	0.192	0.027
NEWE (NPCC New England)	522.3	0.082	0.011	931.0	0.086	0.011
NWPP (WECC Northwest)	639.0	0.064	0.009	1,575.1	0.148	0.021
NYCW (NPCC NYC/Westchester)	596.4	0.022	0.003	1,067.6	0.022	0.002
NYLI (NPCC Long Island)	1,184.2	0.139	0.018	1,320.3	0.040	0.005
NYUP (NPCC Upstate NY)	253.1	0.018	0.002	931.5	0.043	0.005
RFCE (RFC East)	716.0	0.061	0.008	1,242.6	0.091	0.013
RFCM (RFC Michigan)	1,312.6	0.129	0.018	1,748.9	0.171	0.024
RFCW (RFC West)	1,166.1	0.117	0.017	1,828.3	0.179	0.026
RMPA (WECC Rockies)	1,273.6	0.123	0.018	1,542.6	0.120	0.017
SPNO (SPP North)	1,163.2	0.124	0.018	1,945.5	0.201	0.029
SPSO (SPP South)	1,166.6	0.091	0.013	1,603.5	0.118	0.017
SRMV (SERC Mississippi Valley)	854.6	0.055	0.008	1,137.6	0.069	0.010
SRMW (SERC Midwest)	1,664.2	0.185	0.027	1,907.0	0.204	0.030
SRSO (SERC South)	1,027.9	0.081	0.012	1,413.7	0.107	0.015
SRTV (SERC Tennessee Valley)	1,031.5	0.097	0.014	1,644.3	0.149	0.021
SRVC (SERC Virginia/Carolina)	743.3	0.067	0.009	1,422.6	0.128	0.018
US Average	947.2	0.085	0.012	1,432.3	0.117	0.017

Source: EPA eGRID2018, March 2020

Note: Total output emission factors can be used as default factors for estimating GHG emissions from electricity use when developing a carbon footprint or emissions inventory. Annual non-base-load output emission factors should not be used for those purposes, but can be used to estimate GHG emissions reductions from reductions in electricity use.

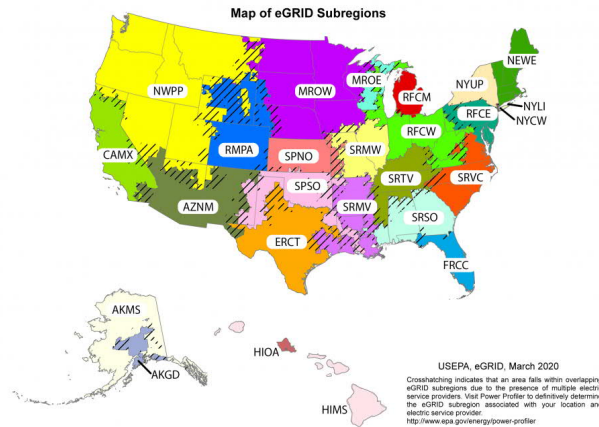


Table 7 Steam and Heat

	CO ₂ Factor (kg / mmBtu)	CH ₄ Factor (g / mmBtu)	N ₂ O Factor (g / mmBtu)
Steam and Heat	66.33	1,250	0.125

Note: Emission factors are per mmBtu of steam or heat purchased. These factors assume natural gas fuel is used to generate steam or heat at 80 percent thermal efficiency.

Scope 3 Emission Factors

Scope 3 emission factors provided below are aligned with the Greenhouse Gas Protocol Technical Guidance for Calculating Scope 3 Emissions, version 1.0 (Scope 3 Calculation Guidance). Where applicable, the specific calculation method is referenced. Refer to the Scope 3 Calculation Guidance for more information (<http://www.ghgprotocol.org/scope-3-technical-calculation-guidance>).

Table 8 Scope 3 Category 4: Upstream Transportation and Distribution and Category 9: Downstream Transportation and Distribution

These factors are intended for use in the distance-based method defined in the Scope 3 Calculation Guidance. If fuel data are available, then the fuel-based method should be used, with factors from Tables 2 through 5.

Vehicle Type	CO ₂ Factor (kg / unit)	CH ₄ Factor (g / unit)	N ₂ O Factor (g / unit)	Units
Medium- and Heavy-Duty Truck	1,387	0.013	0.033	vehicle-mile
Passenger Car ^A	0.335	0.009	0.008	vehicle-mile
Light-Duty Truck ^B	0.461	0.012	0.010	vehicle-mile
Medium- and Heavy-Duty Truck	0.207	0.0020	0.0046	ton-mile
Rail	0.021	0.0017	0.0005	ton-mile
Waterborne Craft ^C	0.040	0.0122	0.0017	ton-mile
Aircraft	1,265	0	0.0389	ton-mile

Source:

CO₂, CH₄, and N₂O emissions data for road vehicles are from Table 2-13 of the U.S. Greenhouse Gas Emissions and Sinks: 1990–2018 (Feb. 2020).

Vehicle-miles and passenger-miles data for road vehicles are from Table VM-1 of the Federal Highway Administration Highway Statistics 2018.

CO₂e emissions data for non-road vehicles are based on Table A-124 of the U.S. Greenhouse Gas Emissions and Sinks: 1990–2018, which are distributed into CO₂, CH₄, and N₂O emissions based on fuel/vehicle emission factors.

Freight ton-mile data for non-road vehicles are from Table 1-50 of the Bureau of Transportation Statistics, National Transportation Statistics for 2019 (Data based on 2017).

Notes:

Vehicle-mile factors are appropriate to use when the entire vehicle is dedicated to transporting the reporting company's product. Ton-mile factors are appropriate when the vehicle is shared with products from other companies.

^A Passenger car: includes passenger cars, minivans, SUVs, and small pickup trucks (vehicles with wheelbase less than 121 inches).

^B Light-duty truck: includes full-size pickup trucks, full-size vans, and extended-length SUVs (vehicles with wheelbase greater than 121 inches).

^C Waterborne Craft: updates due to a methodology change.

Table 9 Scope 3 Category 5: Waste Generated in Operations and Category 12: End-of-Life Treatment of Sold Products

New Table

These factors are intended for use in the waste-type-specific method or the average-data method defined in the Scope 3 Calculation Guidance for category 5 and category 12. Choose the appropriate material and disposal method from the table below. For the average-data method, use one of the mixed material types, such as mixed MSW.

Material	Metric Tons CO ₂ e / Short Ton Material					
	Recycled ^A	Landfilled ^B	Combusted ^C	Composted ^D	Anaerobically Digested (Dry Digestate with Curing)	Anaerobically Digested (Wet Digestate with Curing)
Aluminum Cans	0.06	0.02	0.01	NA	NA	NA
Aluminum Ingot	0.04	0.02	0.01	NA	NA	NA
Steel Cans	0.32	0.02	0.01	NA	NA	NA
Copper Wire	0.18	0.02	0.01	NA	NA	NA
Glass	0.05	0.02	0.01	NA	NA	NA
HDPE	0.21	0.02	2.80	NA	NA	NA
LDPE	NA	0.02	2.80	NA	NA	NA
PET	0.23	0.02	2.05	NA	NA	NA
LLDPE	NA	0.02	2.80	NA	NA	NA
PP	NA	0.02	2.80	NA	NA	NA
PS	NA	0.02	3.02	NA	NA	NA
PVC	NA	0.02	1.26	NA	NA	NA
PLA	NA	0.02	0.01	0.09	NA	NA
Corrugated Containers	0.11	1.07	0.05	NA	NA	NA
Magazines/Third-class mail	0.02	0.50	0.05	NA	NA	NA
Newspaper	0.02	0.42	0.05	NA	NA	NA
Office Paper	0.02	1.52	0.05	NA	NA	NA
Phonebooks	0.04	0.42	0.05	NA	NA	NA
Textbooks	0.04	1.52	0.05	NA	NA	NA
Dimensional Lumber	0.09	0.68	0.05	NA	NA	NA
Medium-density Fiberboard	0.15	0.04	0.05	NA	NA	NA
Food Waste (non-meat)	NA	0.68	0.05	0.07	0.14	0.11
Food Waste (meat only)	NA	0.68	0.05	NA	0.14	0.11
Beef	NA	0.68	0.05	0.07	0.14	0.11
Poultry	NA	0.68	0.05	0.07	0.14	0.11
Grains	NA	0.68	0.05	0.07	0.14	0.11
Bread	NA	0.68	0.05	0.07	0.14	0.11
Fruits and Vegetables	NA	0.68	0.05	0.07	0.14	0.11
Dairy Products	NA	0.68	0.05	0.07	0.14	0.11
Yard Trimmings	NA	0.38	0.05	0.09	0.11	NA
Grass	NA	0.29	0.05	0.09	0.09	NA
Leaves	NA	0.30	0.05	0.09	0.13	NA
Branches	NA	0.62	0.05	0.09	0.16	NA
Mixed Paper (general)	0.07	0.95	0.05	NA	NA	NA
Mixed Paper (primarily residential)	0.07	0.92	0.05	NA	NA	NA
Mixed Paper (primarily from offices)	0.03	0.90	0.05	NA	NA	NA
Mixed Metals	0.23	0.02	0.01	NA	NA	NA
Mixed Plastics	0.22	0.02	2.34	NA	NA	NA
Mixed Recyclables	0.09	0.81	0.11	NA	NA	NA
Food Waste	NA	0.68	0.05	0.07	0.14	0.11
Mixed Organics	NA	0.55	0.05	0.09	NA	NA
Mixed MSW (municipal solid waste)	NA	0.63	0.43	NA	NA	NA
Carpet	NA	0.02	1.68	NA	NA	NA
Desktop CPUs	NA	0.02	0.40	NA	NA	NA
Portable Electronic Devices	NA	0.02	0.89	NA	NA	NA
Flat-panel Displays	NA	0.02	0.74	NA	NA	NA
CRT Displays	NA	0.02	0.64	NA	NA	NA
Electronic Peripherals	NA	0.02	2.23	NA	NA	NA
Hard-copy Devices	NA	0.02	1.92	NA	NA	NA
Mixed Electronics	NA	0.02	0.87	NA	NA	NA
Clay Bricks	NA	0.02	NA	NA	NA	NA
Concrete	0.01	0.02	NA	NA	NA	NA
Fly Ash	0.01	0.02	NA	NA	NA	NA
Tires	0.10	0.02	2.21	NA	NA	NA
Asphalt Concrete	0.004	0.02	NA	NA	NA	NA
Asphalt Shingles	0.03	0.02	0.70	NA	NA	NA
Drywall	NA	0.02	NA	NA	NA	NA
Fiberglass Insulation	0.05	0.02	NA	NA	NA	NA
Vinyl Flooring	NA	0.02	0.29	NA	NA	NA
Wood Flooring	NA	0.18	0.08	NA	NA	NA

Source: EPA, Office of Resource Conservation and Recovery (February 2016) Documentation for Greenhouse Gas Emission and Energy Factors used in the Waste Reduction Model (WARM). Factors from tables provided in the Management Practices Chapters and Background Chapters. WARM Version 15. Additional data provided by EPA, WARM-15 Background Data.

Notes: These factors do not include any avoided emissions impact from any of the disposal methods. All the factors presented here include transportation emissions, which are optional in the Scope 3 Calculation Guidance, with an assumed average distance traveled to the processing facility. AR4 GWPs are used to convert all waste emission factors into CO₂e.

^A Recycling emissions include transport to recycling facility and sorting of recycled materials at material recovery facility.

^B Landfilling emissions include transport to landfill, equipment use at landfill and fugitive landfill CH₄ emissions. Landfill CH₄ is based on typical landfill gas collection practices and average landfill moisture conditions.

^C Combustion emissions include transport to combustion facility and combustion-related non-biogenic CO₂ and N₂O

^D Composting emissions include transport to composting facility, equipment use at composting facility and CH₄ and N₂O emissions during composting.

Table 10 Scope 3 Category 6: Business Travel and Category 7: Employee Commuting

These factors are intended for use in the distance-based method defined in the Scope 3 Calculation Guidance. If fuel data are available, then the fuel-based method should be used, with factors from Tables 2 through 5.

Vehicle Type	CO ₂ Factor (kg / unit)	CH ₄ Factor (g / unit)	N ₂ O Factor (g / unit)	Units
Passenger Car ^A	0.335	0.009	0.008	vehicle-mile
Light-Duty Truck ^B	0.461	0.012	0.010	vehicle-mile
Motorcycle	0.184	0.070	0.007	vehicle-mile
Intercity Rail - Northeast Corridor ^C	0.058	0.0055	0.0007	passenger-mile
Intercity Rail - Other Routes ^C	0.150	0.0117	0.0038	passenger-mile
Intercity Rail - National Average ^C	0.113	0.0092	0.0026	passenger-mile
Commuter Rail ^D	0.148	0.0123	0.0030	passenger-mile
Transit Rail (i.e. Subway, Tram) ^E	0.099	0.0089	0.0013	passenger-mile
Bus	0.053	0.0206	0.0009	passenger-mile
Air Travel - Short Haul (< 300 miles)	0.215	0.0077	0.0068	passenger-mile
Air Travel - Medium Haul (>= 300 miles, <= 2300 miles)	0.133	0.0006	0.0042	passenger-mile
Air Travel - Long Haul (>= 2300 miles)	0.165	0.0006	0.0052	passenger-mile

Source:

CO₂, CH₄, and N₂O emissions data for highway vehicles are from Table 2-13 of the EPA (2020) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2018.

Vehicle-miles and passenger-miles data for highway vehicles are from Table VM-1 of the Federal Highway Administration Highway Statistics 2018.

Fuel consumption data and passenger-miles data for rail are from Tables A.14 to A.16 and C.9 to C.11 of the Transportation Energy Data Book: Edition 38. Fuel consumption was converted to emissions by using fuel and electricity emission factors presented in the tables above.

Intercity Rail factors from personal communication with Amtrak (Laura Foliou), March 2020

Air Travel factors from 2019 Guidelines to Defra / DECC's GHG Conversion Factors for Company Reporting. Version 1.0 August 2019.

Notes:

^A Passenger car: includes passenger cars, minivans, SUVs, and small pickup trucks (vehicles with wheelbase less than 121 inches).

^B Light-duty truck: includes full-size pickup trucks, full-size vans, and extended-length SUVs (vehicles with wheelbase greater than 121 inches).

^C Intercity rail: Amtrak long-distance rail between major cities. Northeast Corridor extends from Boston to Washington D.C. Other Routes are all routes outside the Northeast Corridor.

^D Commuter rail: rail service between a central city and adjacent suburbs (also called regional rail or suburban rail)

^E Transit rail: rail typically within an urban center, such as subways, elevated railways, metropolitan railways (metro), streetcars, trolley cars, and tramsways.

Global Warming Potentials

Table 11 Global Warming Potentials (GWPs)

Gas	100-Year GWP
CO ₂	1
CH ₄	25
N ₂ O	298
HFC-23	14,800
HFC-32	675
HFC-41	92
HFC-125	3,500
HFC-134	1,100
HFC-134a	1,430
HFC-143	353
HFC-143a	4,470
HFC-152	53
HFC-152a	124
HFC-161	12
HFC-227ea	3,220
HFC-236cb	1,340
HFC-236ea	1,370
HFC-236fa	9,810
HFC-245ca	693
HFC-245fa	1,030
HFC-365mfc	794
HFC-43-10mee	1,640
SF ₆	22,800
NF ₃	17,200
CF ₄	7,390
C ₂ F ₆	12,200
C ₃ F ₈	8,830
i-C ₄ F ₈	10,300
C ₄ F ₁₀	8,860
C ₄ F ₁₂	9,160
C ₅ F ₁₂	9,300
C ₁₀ F ₁₈	>7,500

Source:

100-year GWPs from IPCC Fourth Assessment Report (AR4), 2007. IPCC AR4 was published in 2007 and is among the most current and comprehensive peer-reviewed assessments of climate change. AR4 provides revised GWPs of several GHGs relative to the values provided in previous assessment reports, following advances in scientific knowledge on the radiative efficiencies and atmospheric lifetimes of these GHGs and of CO₂. Because the GWPs provided in AR4 reflect an improved scientific understanding of the radiative effects of these gases in the atmosphere, the values provided are more appropriate for supporting the overall goal of organizational GHG reporting than the Second Assessment Report (SAR) GWP values previously used in the Emission Factors Hub. While EPA recognizes that Fifth Assessment Report (AR5) GWPs have been published, in an effort to ensure consistency and comparability of GHG data between EPA's voluntary and non-voluntary GHG reporting programs (e.g. GHG Reporting Program and National Inventory), EPA recommends the use of AR4 GWPs. The United States and other developed countries to the UNFCCC have agreed to submit annual inventories in 2015 and future years to the UNFCCC using GWP values from AR4, which will replace the current use of SAR GWP values. Utilizing AR4 GWPs improves EPA's ability to analyze corporate, national, and sub-national GHG data consistently, enhances communication of GHG information between programs, and gives outside stakeholders a consistent, predictable set of GWPs to avoid confusion and additional burden.

Table 12 Global Warming Potentials (GWPs) for Blended Refrigerants

ASHRAE #	100-year GWP	Blend Composition
R-401A	16	53% HCFC-22, 34% HCFC-124, 13% HFC-152a
R-401B	14	61% HCFC-22, 28% HCFC-124, 11% HFC-152a
R-401C	19	33% HCFC-22, 52% HCFC-124, 15% HFC-152a
R-402A	2,100	38% HCFC-22, 6% HFC-125, 2% propane
R-402B	1,330	8% HCFC-22, 38% HFC-125, 2% propane
R-403B	3,444	56% HCFC-22, 39% PFC-218, 5% propane
R-404A	3,922	44% HFC-125, 4% HFC-134a, 52% HFC-143a
R-406A	0	55% HCFC-22, 41% HCFC-142b, 4% isobutane
R-407A	2,107	20% HFC-32, 40% HFC-125, 40% HFC-134a
R-407B	2,804	10% HFC-32, 70% HFC-125, 20% HFC-134a
R-407C	1,774	23% HFC-32, 25% HFC-125, 52% HFC-134a
R-407D	1,627	15% HFC-32, 15% HFC-125, 70% HFC-134a
R-407E	1,552	25% HFC-32, 15% HFC-125, 60% HFC-134a
R-408A	2,301	47% HCFC-22, 7% HFC-125, 46% HFC-143a
R-409A	0	60% HCFC-22, 25% HCFC-124, 16% HCFC-142b
R-410A	2,088	50% HFC-32, 50% HFC-125
R-410B	2,229	45% HFC-32, 55% HFC-125
R-411A	14	87.5% HCFC-22, 11% HFC-152a, 1.5% propylene
R-411B	4	94% HCFC-22, 3% HFC-152a, 3% propylene
R-413A	2,053	88% HFC-134a, 9% PFC-218, 3% isobutane
R-414A	0	51% HCFC-22, 28.5% HCFC-124, 16.5% HCFC-142b
R-414B	0	5% HCFC-22, 39% HCFC-124, 9.5% HCFC-142b
R-417A	2,346	46.6% HFC-125, 5% HFC-134a, 3.4% butane
R-422A	3,143	85.1% HFC-125, 11.5% HFC-134a, 3.4% isobutane
R-422D	2,729	85.1% HFC-125, 31.5% HFC-134a, 3.4% isobutane
R-423A	2,280	47.5% HFC-227ea, 52.5% HFC-134a
R-424A	2,440	50.5% HFC-125, 47% HFC-134a, 2.5% butane/pentane
R-426A	1,508	5.1% HFC-125, 93% HFC-134a, 1.9% butane/pentane
R-428A	3,607	77.5% HFC-125, 2% HFC-134a, 1.9% isobutane
R-434A	3,245	63.2% HFC-125, 16% HFC-134a, 18% HFC-143a, 2.8% isobutane
R-500	32	73.8% CFC-12, 26.2% HFC-152a, 48.8% HCFC-22
R-502	0	48.8% HCFC-22, 51.2% CFC-115
R-504	325	48.2% HFC-32, 51.8% CFC-115
R-507	3,385	5% HFC-125, 5% HFC-143a
R-508A	13,214	39% HFC-23, 61% PFC-116
R-508B	13,396	46% HFC-23, 54% PFC-116

Source:

100-year GWPs from IPCC Fourth Assessment Report (AR4), 2007. See the source note to Table 11 for further explanation. GWPs of blended refrigerants are based on their HFC and PFC constituents, which are based on data from <http://www.epa.gov/ozzone/snap/refrigerants/refblend.html>.