
USER'S GUIDE FOR ESTIMATING METHANE AND NITROUS OXIDE EMISSIONS FROM MOBILE COMBUSTION USING THE STATE INVENTORY TOOL

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This section of the User's Guide provides instruction on using the Mobile Combustion module of the State Inventory Tool (SIT), and describes the methodology used for estimating greenhouse gas (GHG) emissions from highway and non-highway vehicles at the state level.

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1.1 GETTING STARTED

The Mobile Combustion module was developed using Microsoft® Excel 2000. While the module will operate with older versions of Excel, it functions best with Excel 2000 or later. If you are using Excel 2007 or later, instructions for opening the module will vary as outlined in the Excel basics below. Some of the Excel basics are outlined in the sections below. Before you use the Mobile Combustion module, make sure your computer meets the system requirements. In order to install and run the Mobile Combustion module, you must have:

- IBM-PC compatible computer with the Windows 95 operating system or later;
- Microsoft® Excel 1997 or later, with calculation set to automatic and macros enabled;
- Hard drive with at least 20MB free; and
- Monitor display setting of 800 x 600 or greater.

Microsoft Excel Settings

Excel 2003 and Earlier: For the SIT modules to function properly, Excel must be set to automatic calculation. To check this setting, launch Microsoft Excel before opening the Mobile Combustion module. Go to the Tools menu and select “Options...” Click on the “Calculations” tab and make sure that the radio button next to “Automatic” is selected, and then click on “OK” to close the window. The security settings (discussed next) can also be adjusted at this time.

Excel 2007 and Later: For the SIT modules to function properly, Excel must be set to automatic calculation. Go to the Formulas ribbon and select “Calculation Options.” Make sure that the box next to the “Automatic” option is checked from the pop-up menu.

Microsoft Excel Security

Excel 2003 and Earlier: Because the SIT employs macros, you must have Excel security set to medium (recommended) or low (not recommended). To change this setting, launch Microsoft Excel before opening the Mobile Combustion module. Once in Excel, go to the Tools menu, click on the Macro sub-menu, and then select “Security” (see Figure 1). The Security pop-up box will appear. Click on the “Security Level” tab and select medium. When set to high, macros are automatically disabled; when set to medium, Excel will give you the choice to enable macros; when set to low, macros are always enabled.

When Excel security is set to medium, users are asked upon opening the module whether to enable macros. Macros must be enabled in order for the Mobile Combustion module to work. Once they are enabled, the module will open to the control worksheet. A message box will appear welcoming the user to the module. Clicking on the “x” in the upper-right-hand corner of the message box will close it.

Excel 2007 and Later: If Excel’s security settings are set at the default level a Security Warning appears above the formula box in Excel when the Mobile Combustion module is initially opened. The Security Warning lets the user know that some active content from the spreadsheet has been disabled, meaning that Excel has prevented the macros in the spreadsheet from functioning. Because SIT needs macros in order to function properly, the user must click the “Options” button in the security message and then select, “Enable this

content” in the pop-up box. Enabling the macro content for the SIT in this way only enables macros temporarily in Excel but does not change the macro security settings. Once macros are enabled, a message box will appear welcoming the user to module. Click on the “x” in the upper right-hand corner to close the message box.

If the Security Warning does not appear when the module is first opened, it may be necessary to change the security settings for macros. To change the setting, first exit out of the Mobile Combustion module and re-launch Microsoft Excel before opening the Mobile Combustion module. Next, click on the Microsoft Excel icon in the top left of the screen. Scroll to the bottom of the menu and select the “Excel Options” button to the right of the main menu. When the Excel Options box appears, select “Trust Center” in left hand menu of the box. Next, click the gray “Trust Center Settings” button. When the Trust Center options box appears, click “Macro Settings” in the left-hand menu and select “Disable all macros with notification.” Once the security level has been adjusted, open the Stationary Combustion module and enable macros in the manner described in the preceding paragraph.

Viewing and Printing Data and Results

The Mobile Combustion module contains some features to allow users to adjust the screen view and the appearance of the worksheets when they are printed. Once a module has been opened, you can adjust the zoom by going to the Module Options Menu, and either typing in a zoom percentage or selecting one from the drop-down menu. In addition, data may not all appear on a single screen within each worksheet; if not, you may need to scroll up or down to view additional information.

You may also adjust the print margins of the worksheets to ensure that desired portions of the Mobile Combustion module are printed. To do so, go to the File menu, and then select “Print Preview.” Click on “Page Break Preview” and drag the blue lines to the desired positions (see Figure 2). To print this view, go to the File menu, and click “Print.” To return to the normal view, go to the File menu, click “Print Preview,” and then click “Normal View.”

Figure 1. Changing Security Settings

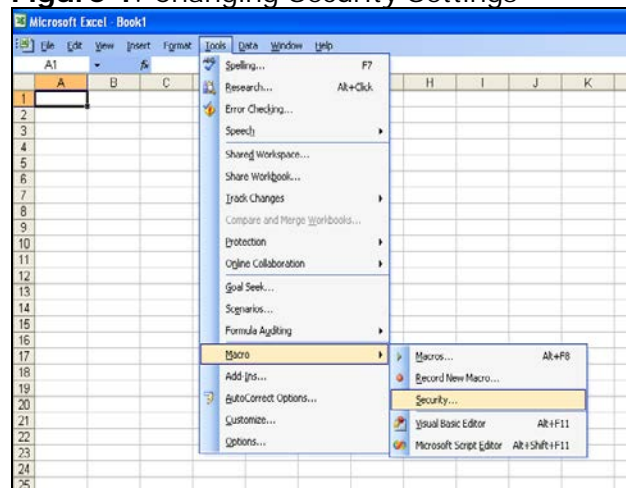
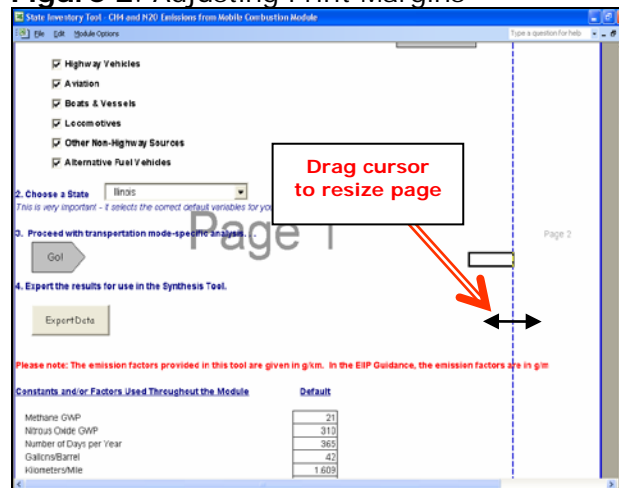


Figure 2. Adjusting Print Margins



1.2 MODULE OVERVIEW

This User's Guide accompanies and explains the Mobile Combustion module of the SIT. The SIT was developed in conjunction with EPA's Emissions Inventory Improvement Program (EIIP). Prior to the development of the SIT, EPA developed the States Workbook for estimating greenhouse gas emissions. In 1998, EPA revisited the States Workbook and expanded it to follow the format of EIIP guidance documents for criteria air pollutants. The result was a comprehensive, stepwise approach to estimating greenhouse gas emissions at the state level. This detailed methodology was appreciated by states with the capacity to devote considerable time and resources to the development of emission inventories. For other states, the EIIP guidance was overwhelming and impractical for them to follow from scratch. EPA recognized the resource constraints facing the states and developed the SIT. The ten modules of the SIT corresponded to the EIIP chapters and attempted to automate the steps states would need to take in developing their own emission estimates in a manner that was consistent with prevailing national and state guidelines.

Because most state inventories developed today rely heavily on the tools, User's Guides have been developed for each of the SIT modules. These User's Guides contain the most up-to-date methodologies that are, for the most part, consistent with the Inventory of U.S. Greenhouse Gas Emissions and Sinks. Volume VIII of the EIIP guidance is a historical document that was last updated in August 2004, and while these documents can be a valuable reference, they contain outdated emissions factors and, in some cases, outdated methodologies. States can refer to Volume VIII of the EIIP guidance documents if they are interested in obtaining additional information not found in the SIT or the companion User's Guide.

The Mobile Combustion module calculates methane (CH₄) and nitrous oxide (N₂O) emissions from highway vehicles, aviation, boats and vessels, locomotives, other non-highway sources, and alternative fuel vehicles. This module also includes optional calculations of carbon dioxide (CO₂) from these sources, which are also calculated in the CO₂ from Fossil Fuel Combustion (CO₂FFC) module. The Mobile Combustion module-based CO₂ calculations provide detail by transportation mode not available in the CO₂FFC module.

Box 1: State Mobile Combustion Data Sources

In-state sources, such as state highway agencies, should be consulted first. Otherwise, default data provided by the Mobile Combustion module may be used.

For highway vehicles, it calculates emissions based on vehicle miles traveled (VMT) for eight types of control technologies: three-way catalyst, early three-way catalyst, oxidation catalyst, non-catalyst, low-emission vehicle, advanced, moderate, and uncontrolled; and for seven classes of vehicles, using the Federal Highway Administration (FHWA) vehicle classifications. For other transportation types, emissions are based on fuel consumption in gallons or British thermal units (BTU). While the module provides default data for most inputs, if you have access to more comprehensive data sources, they should be used in place of the default data (see Box 1 for suggestions of possible data sources). If using outside data sources, or for a more thorough understanding of the tool, please refer to the following discussion of data requirements and methodology.

Although there is virtually no CH₄ in either gasoline or diesel fuel, CH₄ is emitted as a combustion product that is influenced by fuel composition, combustion conditions, and control technologies. Depending on the control technologies used, CH₄ emissions may also result from hydrocarbons passing unburned or partially burned through the engine, and then be affected by any post-combustion control of hydrocarbon emissions, such as catalytic

converters. For highway vehicles, the emissions of unburned hydrocarbons, including CH₄, are generally lowest in uncontrolled engines when the air/fuel ratio is high or “lean,” which means that there is excess oxygen available relative to the quantity of hydrogen and carbon present. However, such conditions favor the formation of nitrogen oxides, which are a major air pollutant and key component in the formation of smog. In modern three-way closed loop catalyst highway vehicles, the lowest emissions are achieved when hydrogen, carbon, and oxygen are present in the ideal combination for complete combustion. Conditions favoring high CH₄ emissions include aggressive driving, low speed operation, and cold start operation. Poorly tuned highway vehicle engines may have a particularly high output of CH₄.

Emissions are also strongly influenced by the engine type and the fuel combusted. N₂O formation in internal combustion engines is not yet well understood, and data on these emissions are scarce. It is believed that N₂O emissions come from two distinct processes. In the first process, during combustion in the cylinder, N₂O is formed as nitrogen oxide interacts with combustion intermediates such as imidogen (NH) and cyanate (NCO). The N₂O is then removed very rapidly in the post-flame gas by the reaction between N₂O and hydrogen. While a significant amount of N₂O may be formed in the flame, it can only survive if there is very rapid quenching of the flame, which is not common. Thus, only small amounts of N₂O are produced as engine-out emissions.

The second N₂O-forming process occurs during catalytic after-treatment of exhaust gases. The output of N₂O from the catalyst is highly temperature dependent. Prigent and De Soete (1989) showed that as the catalyst warms up after a cold start, N₂O levels increase greatly (to 4.5 times the inlet value) at around 360°C. The emissions then decrease to the inlet level as the catalyst reaches a temperature of 460°C. Above this temperature there is less N₂O exiting the catalyst than entering it. These results demonstrate that N₂O is formed primarily during cold starts of catalyst-equipped vehicles. This explains why N₂O emissions data for the Federal Test Procedure (which includes a cold-start phase) are much higher than data for the U.S. Highway Fuel Economy Test (which does not include a cold start phase).

Emissions of CH₄ and N₂O from non-highway mobile sources have received relatively little study. Non-highway sources include jet aircraft, gasoline-fueled piston aircraft, agricultural and construction equipment, railway locomotives, boats, and ships. Except for aircraft (fueled by jet fuel or gasoline), all these sources are typically equipped with diesel engines.

In 2013, additional updates were made to the mobile combustion module to improve disaggregation of CO₂ estimates, and compliment the CO₂ from Fossil Fuel Combustion module. An explanation of these updates can be found in Section 1.5, “Explanation of Mobile Combustion Module Updates.”

1.2.1 Data Requirements

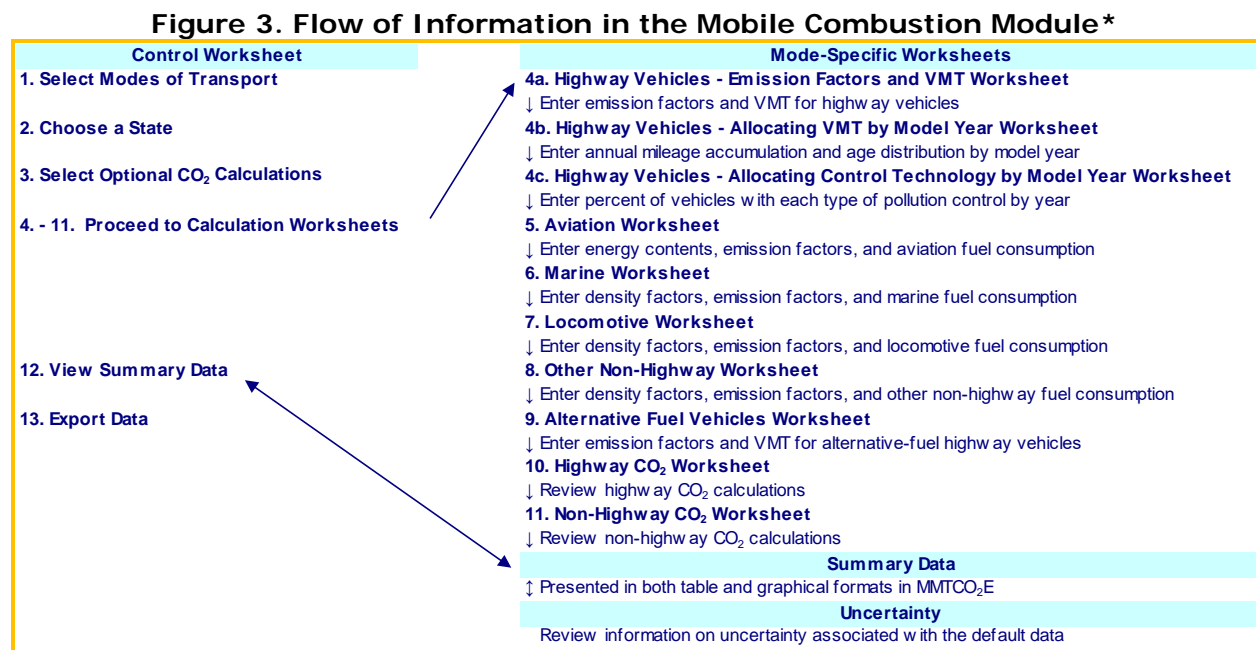
To calculate GHG emissions from mobile combustion, the data listed in Table 1 are required inputs (again, note that defaults are available for most of these data).

Table 1. Required Data Inputs for the Mobile Combustion Module

| Module Worksheet | Input Data Required |
|---|--|
| 4a Highway Vehicles - Emission Factors and VMT | CH ₄ and N ₂ O emission factors (g/km traveled) for each type of control technology State total VMT, 1990-present, for all vehicle types |
| 4b Highway Vehicles - Allocating VMT by Model Year | Annual vehicle mileage accumulation (miles) for each model year in use Age distribution of vehicles (%) in the current year |
| 4c Highway Vehicles - Allocating Control Technology by Model Year | Percentage of vehicles with each control type, 1960-present |
| 5 Aviation Factors and Fuel Consumption | Energy contents (kg/million BTU) for kerosene jet fuel, naphtha jet fuel, and aviation gasoline N ₂ O and CH ₄ emission factors (g/kg fuel) for each type of fuel Aviation fuel consumption (million BTU), 1990-present |
| 6 Marine Factors and Fuel Consumption | Density factors (kg/gal) for residual fuel, distillate fuel, and motor gasoline N ₂ O and CH ₄ emission factors (g/kg fuel) for each type of fuel Marine fuel consumption (gallons), 1990-present |
| 7 Locomotive Factors and Fuel Consumption | Density factors (kg/gal or ton) for residual fuel, diesel fuel, and coal N ₂ O and CH ₄ emission factors (g/kg fuel) for each type of fuel Locomotive fuel consumption (gal or tons), 1990-present |
| 8 Other Non-Highway Factors and Fuel Consumption | Density factors (kg/gal) for diesel and gasoline N ₂ O and CH ₄ emission factors (g/kg fuel) for diesel and gasoline tractors, construction equipment, snowmobiles, and other equipment Fuel consumption (gal), 1990-present, for the above types of equipment |
| 9 Alternative Fuel Vehicles Factors and VMT | CH ₄ and N ₂ O emission factors (g/km traveled) for each type of alternative fuel (methanol, ethanol, LPG, LNG, CNG) State total VMT, 1990-present, for alternative fuel vehicles |

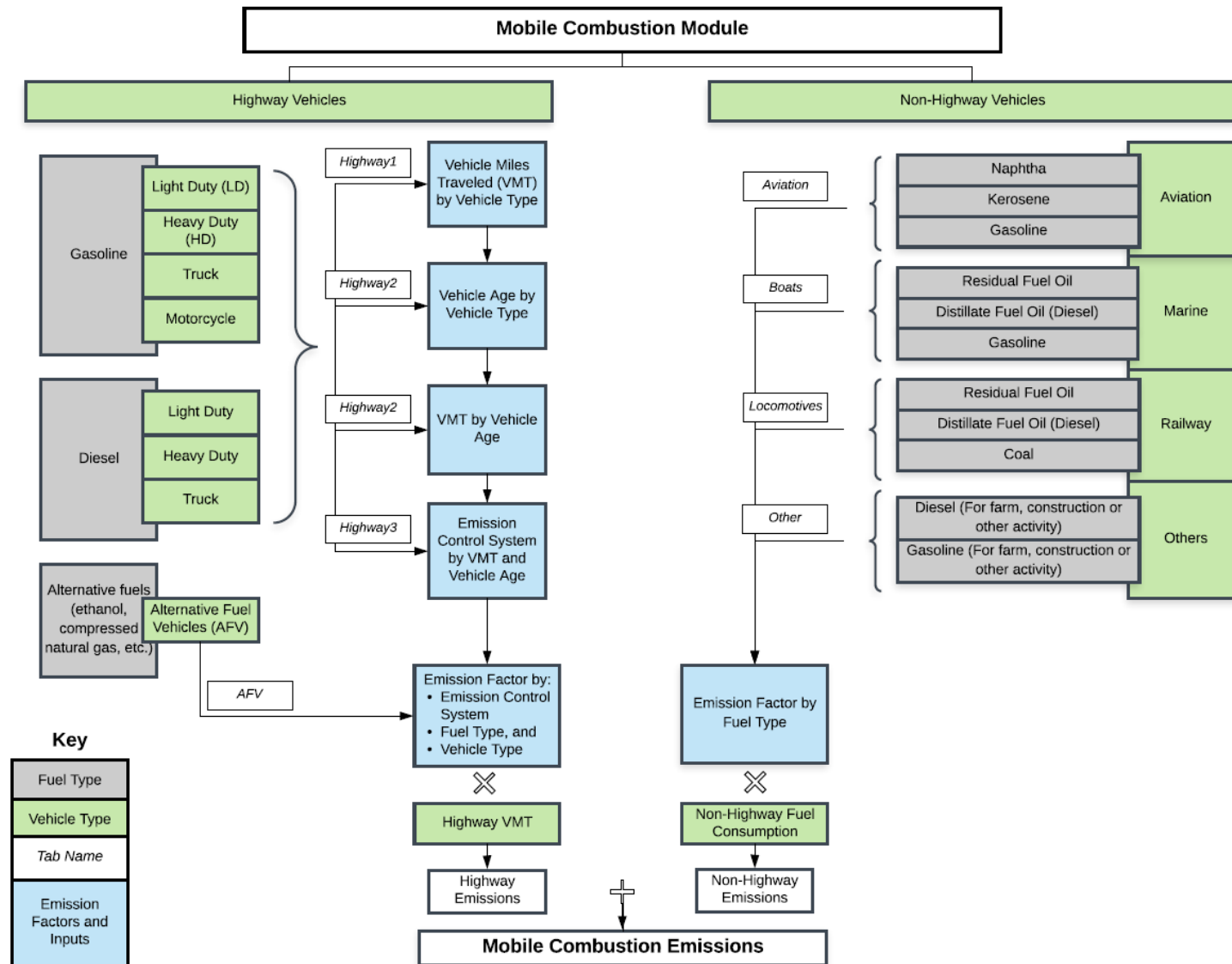
1.2.2 Tool Layout

Because there are multiple sections to complete within the Mobile Combustion module, it is important to understand the module’s overall design. The layout of the module and the purpose of its worksheets are presented in Figure 3. An overview of the calculation methodology in the Mobile Combustion module is presented in Figure 4.



* These worksheets are the primary worksheets used in the Mobile Combustion module; subsequent worksheets are used to populate the default data and are provided for informational purposes only.

Figure 4. Methodology Overview of the Mobile Combustion Module



1.3 METHODOLOGY

This section provides a guide to using the Mobile Combustion module of the SIT to estimate GHG emissions from the following types of vehicles (or transportation modes): highway vehicles, airplanes, boats, trains, non-highway equipment (e.g. tractors and snowmobiles), and alternative-fuel highway vehicles. The module estimates CH₄, N₂O, and CO₂ emissions from mobile sources using activity data, information on the combustion technologies used, and information on the type of emission control technologies employed during and after combustion. Operating conditions during combustion also have an impact on emissions and are reflected in the emission factor. The basic approach for estimating emissions is presented in Equation 1, but variations on this equation will be discussed in subsequent sections, following this general methodology discussion.

Equation 1. General Mobile Combustion Equation

$$\text{Emissions} = \Sigma(\text{EF}_{abc} \times \text{Activity}_{abc})$$

Where,

EF = emissions factor (e.g., grams/kilometer traveled);

Activity = activity level measured in the units appropriate to the emission factor (e.g., miles);

a = fuel type (e.g., diesel or gasoline);

b = vehicle type (e.g., passenger car, light duty truck, etc.); and

c = emission control type (if any)

The Mobile Combustion module automatically calculates emissions once you have entered the required data on the control and transportation mode worksheets. The tool provides default data for all parameters.

There are six general steps involved in estimating emissions using the Mobile Combustion module: (1) select relevant modes of transport; (2) select a state; (3) select an option to conduct optional CO₂ calculations; (4) complete highway vehicle worksheets; (5) complete aviation worksheet; (6) complete marine worksheet; (7) complete locomotives worksheet; (8) complete other non-highway worksheet; (9) complete alternative fuel vehicles worksheet; (10) review highway CO₂ emissions worksheet; (11) review off-road CO₂ emissions worksheet; (12) review summary information; and (13) export data.

Step (1) Select Modes of Transport

For the emissions calculations to be successful, the user must choose the desired transportation modes. Once these selections are made, information on other modes will automatically drop out of the navigation scheme, saving time and streamlining the analysis.

Step (2) Choose a State

Next, select the state you are interested in evaluating. By selecting a state, the rest of the tool will automatically reset to reflect the appropriate state default data and assumptions for use in subsequent steps of the tool. Figure 5 shows the control worksheet with these two steps completed.

Figure 5. Control Worksheet for the Mobile Combustion Module

State Inventory Tool - CH₄ and N₂O Emissions from Mobile Combustion Module

File Edit Module Options

State Inventory Tool - CH₄ and N₂O Emissions from Mobile Combustion Module

1. Select those modes of transport you wish to analyze.
Select any or all of the modes listed below.

Highway Vehicles
 Aviation
 Boats & Vessels
 Locomotives
 Other Non-Highway Sources
 Alternative Fuel Vehicles

2. Choose a State
This is very important - it selects the correct default variables for your state.

3. Would you like to conduct optional CO₂ calculations?
The CO₂FFC module is responsible for the main CO₂ calculations from the mobile sector, but this module provides an alternative method for calculating CO₂ emissions from highway vehicles.

Yes No

4. - 11. Proceed with transportation mode-specific analysis. . .

You will be led through the following series of worksheets using navigational arrows located at the top of each worksheet:

4. Highway Vehicle Worksheets
 - 4a. Highway Vehicles - Emission Factors and VMT Worksheet
 - 4b. Highway Vehicles - Allocating VMT by Model Year Worksheet
 - 4c. Highway Vehicles - Allocating Control Technology by Model Year Worksheet
5. Aviation Worksheet
6. Marine Worksheet
7. Locomotive Worksheet
8. Other Non-Highway Worksheet
9. Alternative Fuel Vehicles Worksheet
10. Highway CO₂ Worksheet
11. Off-Road CO₂ Worksheet

Step (3) Decide on an Option to Conduct CO₂ Calculations

The CO₂FFC module is responsible for the primary CO₂ emission calculations from the mobile sector, but this module provides an option for users to select a mode-specific analysis if desired. The CO₂FFC module calculates emissions using fuel consumption data, and this module calculates emissions using mode-specific activity data already used in this module.

Selecting “Yes” will allow you to walk through the CO₂ calculations worksheets later in the module. Selecting “No” will allow you to skip steps 10 and 11.

Step (4) Complete the Sector Worksheets for Highway Vehicles

The gray arrow in on the control worksheet takes you to the first of the mode-specific worksheets.

The calculation of CH₄ and N₂O emissions from highway vehicles follows a complicated methodology. The module breaks highway vehicles into the following categories: heavy-duty diesel vehicles (HDDV), heavy-duty gasoline vehicles (HDGV), light-duty diesel trucks (LDDT), light-duty diesel vehicles (LDDV), light-duty gasoline trucks (LDGT), light-duty gasoline vehicles (LDGV), and motorcycles (MC). Emissions depend heavily on the type of emissions control technology used in the vehicle; the type of control technology used generally correlates with year of vehicle manufacture.

Due to the number of factors involved, the steps for estimating CH₄ and N₂O emissions from highway vehicles are spread out over three worksheets. The steps necessary to complete these worksheets are as follows: (1) enter emission factors for each control

technology and vehicle class; (2) enter the vehicle miles traveled for each vehicle type, by year; (3) distribute vehicle miles traveled by vehicle age and enter age distribution for vehicles on the road, by year; and (4) enter percentage of vehicles with each control technology, by vehicle type. To complete these worksheets, follow the steps as explained below. Keep in mind that the tool provides default data for these parameters.

Step (4a) Highway Vehicles - Emission Factors and VMT Worksheet

1. Enter emission factors for each control technology and vehicle class, for both CH₄ and N₂O on the Highway 4a worksheet.
 - a. Default emission factors for each gas, control technology, and vehicle class are used to populate the tables and are from U.S. EPA (2020), as shown in Figure 6.
 - b. To use your state-specific emission factors, either click the “Clear Data” button and enter your emission factors in the yellow cells or overwrite the default emission factors in the yellow cells. To restore all default emission factors, click the “Restore Default Data” button.
2. Enter the vehicle miles traveled for each vehicle type, by year, from 1990 to the present year. These default data are from FHWA (2020).

Figure 6. Example of the Highway 4a Worksheet

State Inventory Tool - CH₄ and N₂O Emissions from Mobile Combustion Module

File Edit Module Options

4a. Highway Vehicles - Emission Factors and VMT

Click here for possible data sources.

Previous Continue

CH₄ and N₂O emissions from highway vehicles are calculated using four steps: 1) calculate the vehicle miles traveled for each vehicle type; 2) convert the vehicle miles traveled data for use with existing emission factors; 3) distribute vehicle miles traveled by vehicle age, and 4) determine emissions control systems for each vehicle type.

This worksheet provides input cells for vehicle miles traveled (VMT) by vehicle type, and emission factors that are used to calculate CH₄ and N₂O emissions from highway vehicles. For further information, refer to the Mobile Combustion chapter of the User's Guide.

Enter emission factors

Restore/clear defaults

1. Verify the Emission Factors that are used to calculate CH₄ and N₂O emissions from Highway Vehicles. [Click for Code Help](#)

N₂O Emission Factors (g/mi traveled)

| Control Technology | LDGY | LDGT | HGGV | LDDY | LDDT | HDDY | MC |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|
| Three-way Catalyst (T2) | 0.004 | 0.007 | 0.013 | | | | |
| Three-way Catalyst (T1) | 0.043 | 0.087 | 0.175 | | | | |
| Early 3-way Catalyst (T0) | 0.065 | 0.106 | 0.213 | | | | |
| Oxidation Catalyst | 0.050 | 0.064 | 0.132 | | | | |
| Non-Catalyst | 0.020 | 0.022 | 0.047 | | | | 0.007 |
| Low Emission Vehicle | 0.015 | 0.016 | 0.032 | | | | |
| Advanced | | | | 0.001 | 0.001 | 0.005 | |
| Moderate | | | | 0.001 | 0.001 | 0.005 | |
| Uncontrolled | 0.020 | 0.022 | 0.050 | 0.001 | 0.002 | 0.005 | 0.009 |

Source: Default values from EPA, 2010. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2008.

CH₄ Emission Factors (g/mi traveled)

| Control Technology | LDGY | LDGT | HGGV | LDDY | LDDT | HDDY | MC |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|
| Three-way Catalyst (T2) | 0.017 | 0.016 | 0.030 | | | | |
| Three-way Catalyst (T1) | 0.027 | 0.045 | 0.055 | | | | |
| Early 3-way Catalyst (T0) | 0.070 | 0.079 | 0.125 | | | | |
| Oxidation Catalyst | 0.135 | 0.152 | 0.236 | | | | |
| Non-Catalyst | 0.170 | 0.191 | 0.418 | | | | 0.067 |
| Low Emission Vehicle | 0.010 | 0.015 | 0.030 | | | | |
| Advanced | | | | 0.000 | 0.001 | 0.005 | |
| Moderate | | | | 0.000 | 0.001 | 0.005 | |
| Uncontrolled | 0.178 | 0.202 | 0.460 | 0.001 | 0.001 | 0.005 | 0.090 |

Source: Default values from EPA, 2010. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2008.

2. Enter state-specific data on vehicle miles traveled (VMT) by vehicle type.

Enter custom data in the table below, or use the provided default data.

| State Total Vehicle Miles Traveled (Millions) | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| HDDV | 1,664 | 1,685 | 1,866 | 2,049 | 2,206 | 2,359 | 2,471 | 2,615 | 2,725 | 2,803 | 2,861 | 2,898 | 2,944 | 2,905 | 3,143 |
| HGGV | 386 | 407 | 425 | 429 | 435 | 441 | 447 | 451 | 465 | 470 | 456 | 417 | 432 | 434 | 469 |
| LDDT | 202 | 224 | 267 | 300 | 311 | 326 | 341 | 367 | 379 | 402 | 417 | 423 | 430 | 437 | 459 |
| LDDY | 172 | 157 | 167 | 171 | 167 | 161 | 156 | 158 | 153 | 149 | 145 | 133 | 134 | 132 | 140 |
| LDGT | 7,039 | 8,026 | 9,380 | 10,277 | 10,562 | 11,056 | 11,484 | 12,118 | 12,552 | 13,196 | 13,578 | 14,060 | 14,302 | 14,538 | 15,254 |
| LDGV | 17,604 | 17,133 | 18,578 | 19,355 | 19,855 | 20,572 | 21,147 | 21,908 | 22,952 | 23,562 | 24,158 | 24,877 | 25,157 | 24,789 | 26,271 |
| MC | 110 | 112 | 125 | 132 | 136 | 142 | 145 | 149 | 154 | 159 | 158 | 147 | 146 | 143 | 156 |
| Total | 27,178 | 27,744 | 30,808 | 32,714 | 33,671 | 35,057 | 36,190 | 37,765 | 39,379 | 40,741 | 41,771 | 42,955 | 43,545 | 43,379 | 45,891 |

*Default data for this table is not complete for all years and vehicle types by state. Null values signify unavailable data.
Values are derived from tables VM-1 and VM-2 of Federal Highway Administration's "Highway Statistics" series (<http://www.fhwa.dot.gov/ohim/ohimstat.htm>). Please see these reports for specific notes on state-reported data.

Enter VMT data

Step (4b) Highway Vehicles - Allocating VMT by Model Year Worksheet

1. Distribute vehicle miles traveled by vehicle age on the Highway 4b worksheet. To account for changes over time in the control technologies used by vehicles, estimates of VMT by vehicle type must be distributed across vehicle model years. To make this apportionment, it is necessary to incorporate the following distributions: (1) vehicle age distribution, and (2) annual age-specific vehicle mileage accumulation. Vehicle age distribution simply refers to the age distribution of the vehicle fleet. This distribution may vary by state due to climate and road maintenance practices (e.g., whether roads are salted, which causes faster deterioration of cars), cultural reasons (e.g., higher demand for older "cruisers" in Los Angeles), and/or economic reasons.

- First, choose the year of the inventory you are performing in the yellow box at the top of the sheet using the arrow buttons, as shown in Figure 7. Default data (U.S. EPA 2018) for the current year's age distribution is automatically selected as you change the inventory year using the arrow buttons; you may overwrite it if you wish or clear it by clicking "Clear Age Distribution Entries"; to restore the default data, click "Restore Default Data."
- Next, enter the mileage accumulation for each vehicle age class/model year in the year of the inventory in Table I. This table refers to the relative distance vehicles are driven annually, by vehicle type. The vehicle ages are displayed

as numbers in ascending order from the inventory year. That is, if the inventory year is 2005, cars built in 2005 are year “0” vehicles, cars built in 2004 are year “1” vehicles, and so forth.

- c. Enter the percent age distribution for vehicles in the inventory year in Table II. This age distribution represents the percent of vehicles on the road in the inventory year, based on the year the vehicle was manufactured. This table is similar to Table I in that if the inventory year is 2005, cars built in 2005 are year “0” vehicles, cars built in 2004 are year “1” vehicles, and so forth.
- d. Finally, populate similar tables for the entire time series by clicking the “Use Default Data for All Years” button at the top of the page. This will populate the historical time series based on default data from U.S. EPA (2020). This step creates an emission estimate for each year from 1990 to the current inventory year.

Figure 7. Example of the Highway 4b Worksheet

4b. Highway Vehicles - Allocating VMT by Model Year

CH₄ and N₂O emissions from highway vehicles are calculated using four steps: 1) calculate the annual vehicle miles accumulated for each vehicle type; 2) convert the vehicle miles accumulated data for use with existing emission factors; 3) distribute vehicle miles traveled by vehicle age, and 4) determine emissions control systems for each vehicle type.

This worksheet provides input cells for distributing vehicle miles traveled by vehicle age for highway vehicles. In order to apportion vehicle miles traveled by vehicle age, it is necessary to incorporate the following distributions: (1) annual age-specific vehicle mileage accumulation, and (2) vehicle age distribution. For further information, refer to the Mobile Combustion chapter of the User's Guide.

3. Verify the Age Distribution and Annual Vehicle Mileage Accumulation

Enter vehicle mileage accumulation by age class

Enter/select inventory year

Populate data for other years

Enter age distribution (%)

| MY | LDGV | LDGT | HDCV | LDV | LDOT | HDDV | MC |
|----|--------|--------|--------|--------|--------|--------|-------|
| 0 | 14,910 | 10,906 | 20,216 | 14,910 | 28,371 | 28,737 | 4,786 |
| 1 | 14,117 | 7,707 | 18,935 | 14,174 | 24,137 | 26,304 | 4,475 |
| 2 | 13,475 | 7,559 | 17,100 | 13,475 | 22,095 | 24,038 | 4,164 |
| 3 | 12,810 | 16,462 | 16,611 | 12,810 | 20,228 | 21,968 | 3,853 |
| 4 | 12,178 | 15,413 | 15,560 | 12,178 | 18,521 | 20,078 | 3,543 |
| 5 | 11,577 | 14,411 | 14,576 | 11,577 | 16,960 | 18,351 | 3,232 |
| 6 | 11,006 | 13,454 | 13,855 | 11,006 | 15,533 | 16,775 | 2,921 |
| 7 | 10,463 | 12,541 | 12,793 | 10,463 | 14,227 | 15,334 | 2,611 |
| 8 | 9,947 | 11,671 | 11,967 | 9,947 | 13,032 | 14,019 | 2,300 |
| 9 | 9,456 | 10,843 | 11,231 | 9,456 | 11,939 | 12,617 | 1,989 |
| 10 | 8,989 | 10,055 | 10,524 | 8,989 | 10,939 | 11,719 | 1,678 |
| 11 | 8,546 | 9,306 | 9,863 | 8,546 | 10,024 | 10,716 | 1,368 |
| 12 | 8,124 | 8,597 | 9,243 | 8,124 | 9,186 | 9,799 | 1,368 |
| 13 | 7,723 | 7,925 | 8,662 | 7,723 | 8,420 | 8,962 | 1,368 |
| 14 | 7,342 | 7,290 | 8,028 | 7,342 | 7,718 | 8,196 | 1,368 |
| 15 | 6,980 | 6,690 | 7,810 | 6,980 | 7,075 | 7,497 | 1,368 |
| 16 | 6,636 | 6,137 | 7,153 | 6,636 | 6,467 | 6,822 | 1,368 |

| MY | LDGV | LDGT | HDCV | LDV | LDOT | HDDV | MC |
|----|------|------|------|-----|------|------|----|
| 0 | 8% | 8% | 8% | 8% | 8% | 8% | 9% |
| 1 | 6% | 8% | 6% | 6% | 8% | 6% | 8% |
| 2 | 6% | 8% | 6% | 6% | 8% | 6% | 8% |
| 3 | 6% | 8% | 5% | 6% | 8% | 5% | 7% |
| 4 | 6% | 7% | 4% | 6% | 7% | 4% | 7% |
| 5 | 6% | 7% | 5% | 6% | 7% | 5% | 7% |
| 6 | 6% | 7% | 6% | 6% | 7% | 6% | 7% |
| 7 | 6% | 6% | 7% | 6% | 7% | 6% | 7% |
| 8 | 6% | 6% | 5% | 6% | 6% | 5% | 6% |
| 9 | 6% | 5% | 4% | 6% | 5% | 4% | 5% |
| 10 | 6% | 4% | 4% | 6% | 4% | 4% | 4% |
| 11 | 5% | 4% | 5% | 5% | 4% | 5% | 3% |
| 12 | 5% | 4% | 4% | 5% | 4% | 4% | 3% |
| 13 | 5% | 3% | 3% | 5% | 3% | 3% | 3% |
| 14 | 4% | 2% | 2% | 4% | 2% | 2% | 2% |
| 15 | 3% | 2% | 2% | 3% | 2% | 2% | 2% |
| 16 | 3% | 2% | 3% | 3% | 2% | 3% | 1% |

Step (4c) Highway Vehicles - Allocating Control Technology by Model Year Worksheet

1. In the Highway 4c worksheet, you will enter percentage of vehicles with each control technology, by vehicle type.
 - a. Enter the distribution of emissions control equipment type by vehicle model year for motorcycles and diesel vehicles in Table I, as shown in Figure 8. The three types of control technology for motorcycles and diesel vehicles are Advanced (A), Moderate (M), and Uncontrolled (U). Default data from U.S. EPA (2020) are automatically entered in the yellow cells, but you may

overwrite or delete them if you wish, using the “Restore Default Data” buttons above the Table I.

- b. In Table II of this worksheet, enter the distribution of emissions control equipment type by vehicle model year for gasoline vehicles (LDGV, LDGT, and HDGV), as shown in Figure 8. The types of control technologies used are (in order of most recent employment): three-way catalyst (T2), low-emission vehicle (L), three-way catalyst (T1), early three-way catalyst (T0), oxidation catalyst (O), non-catalyst (N), and uncontrolled (U). Defaults are automatically entered in the yellow cells, but you may overwrite or delete them if you wish, using the buttons above the table.

Figure 8. Example of the Highway 4c Worksheet

4c. Highway Vehicles - Allocating Control Technology by Model Year

CH₄ and N₂O emissions from highway vehicles are calculated using four steps: 1) calculate the vehicle miles traveled for each vehicle type; 2) convert the vehicle miles traveled data for use with existing emission factors; 3) distribute vehicle miles traveled by vehicle age, and 4) determine emissions control systems for each vehicle type.

Click here for possible data sources.

Enter emissions technology by model year for motorcycles and diesel vehicles

Enter emissions technology by model year for gasoline vehicles

Table I. Diesel Vehicles & Motorcycles

| MY | LDV(V,T) | HDDV | MC |
|------|----------|------|----|
| 2020 | | | |
| 2019 | | | |
| 2018 | | | |
| 2017 | | | |
| 2016 | | | |
| 2015 | | | |
| 2014 | | | |
| 2013 | | | |
| 2012 | | | |
| 2011 | | | |
| 2010 | A | AF | N |
| 2009 | A | A | N |
| 2008 | A | A | N |
| 2007 | A | A | N |
| 2006 | A | A | N |
| 2005 | A | A | N |
| 2004 | A | A | N |
| 2003 | A | A | N |
| 2002 | A | A | N |
| 2001 | A | A | N |
| 2000 | A | A | N |
| 1999 | A | A | N |
| 1998 | A | A | N |
| 1997 | A | A | N |
| 1996 | A | A | N |
| 1995 | M | M | U |
| 1994 | M | M | U |

Table II. Motor Gasoline Vehicles (within each vehicle category, rows must total to 100%)

| MY | LDGV | | | | | | | LDGT | | | | | | | HDGV | | | | | | | | | | |
|------|------|---|---|----|----|-----|------|------|---|---|----|----|---|----|------|---|---|----|----|---|----|------|-----|-----|----|
| | U | N | O | T0 | T1 | L | T2 | U | N | O | T0 | T1 | L | T2 | U | N | O | T0 | T1 | L | T2 | | | | |
| 2020 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2019 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2017 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2016 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2015 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2014 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2013 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2012 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2011 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2010 | | | | | | | 100% | | | | | | | | | | | | | | | 100% | | | |
| 2009 | | | | | | | 100% | | | | | | | | | | | | | | | 19% | 81% | | |
| 2008 | | | | | | 2% | 98% | | | | | | | | | | | | | | | 20% | 80% | | |
| 2007 | | | | | | 4% | 96% | | | | | | | | | | | | | | | 21% | 79% | | |
| 2006 | | | | | | 18% | 82% | | | | | | | | | | | | | | | 22% | 78% | | |
| 2005 | | | | | | 38% | 62% | | | | | | | | | | | | | | | 23% | 77% | | |
| 2004 | | | | | | 0% | 41% | 59% | | | | | | | | | | | | | | 5% | 37% | 59% | |
| 2003 | | | | | | 0% | 87% | 13% | | | | | | | | | | | | | | 65% | 30% | 5% | |
| 2002 | | | | | | 1% | 99% | | | | | | | | | | | | | | | 69% | 31% | | |
| 2001 | | | | | | 3% | 97% | | | | | | | | | | | | | | | 64% | 36% | | |
| 2000 | | | | | | 44% | 56% | | | | | | | | | | | | | | | 54% | 46% | | |
| 1999 | | | | | | 0% | 87% | 13% | | | | | | | | | | | | | | 78% | 22% | | |
| 1998 | | | | | | 0% | 87% | 13% | | | | | | | | | | | | | | 96% | 4% | | |
| 1997 | | | | | | 80% | 20% | | | | | | | | | | | | | | | 10% | 5% | 85% | 4% |
| 1996 | | | | | | 80% | 20% | | | | | | | | | | | | | | | 25% | 10% | 65% | |
| 1995 | | | | | | 85% | 15% | | | | | | | | | | | | | | | 45% | 30% | 25% | |
| 1994 | | | | | | 90% | 10% | | | | | | | | | | | | | | | 45% | 30% | 25% | |

Step (5) through Step (8) Complete the Non-Highway Worksheets

Although mobile sources other than road vehicles account for a significant fraction of total mobile CH₄ and N₂O emissions, they have received relatively little study compared to passenger cars and heavy-duty trucks. Major sources of pollutant emissions among non-highway vehicles include jet aircraft, gasoline-fueled piston aircraft, agricultural and construction equipment, railway locomotives, boats, and ships. Although each transportation mode has its own worksheet in the module, the method used for estimating emissions for these non-highway sources is almost identical and will be described collectively. The steps below are illustrated in Figure 9 (the Marine worksheet is used as an example; the other worksheets are very similar).

1. Enter energy contents (for aviation, in kg/million Btu) or density factors (for modes other than aviation, in kg/gallon of fuel or ton coal). Select the defaults by clicking the “Restore Default Data” button.¹
2. Enter CH₄ and N₂O emission factors for each fuel type in g gas/kg fuel.²
3. Enter fuel consumption data from 1990 to present for each type of fuel in million Btu (aviation), gallons of liquid fuel (all modes except aviation), or tons of coal (locomotives).³
4. On the “Other non-highway” worksheet, you must complete the above steps three times: for farm equipment, for construction equipment, and for other non-highway equipment, such as snowmobiles.

Figure 9. Example of Data Required for Non-Highway Mobile Sources

6. Marine Factors and Fuel Consumption

Click here for possible data

CH₄ and N₂O data on fuel consumption factors from Mobile Combustion

steps: (1) obtain data with existing the Mobile

Previous Continue

1. Verify the factors that are used to calculate CH₄ and N₂O emissions from boats.

Density Factors (kg/gal)

| | Default |
|-----------------|---------|
| Residual Fuel | 3.575 |
| Distillate Fuel | 3.192 |
| Motor Gasoline | 2.801 |

Restore Default Data Clear Data

N₂O Emission Factors (g/kg fuel)

| | Default |
|-----------------|---------|
| Residual Fuel | 0.08 |
| Distillate Fuel | 0.08 |
| Motor Gasoline | 0.08 |

Source: Default values from EPA, 2011, Inventory of U.S.

CH₄ Emission Factors (g/kg fuel)

| | Default |
|-----------------|---------|
| Residual Fuel | 0.23 |
| Distillate Fuel | 0.23 |
| Motor Gasoline | 0.23 |

Source: Default values from 1996 Revised IPCC guidelines.

2. Verify the activity data (fuel consumption, in gallons) used to calculate CH₄ and N₂O emissions from boats.*

| Vehicle / Fuel Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Residual Fuel Oil** | - | - | - | - | 42,000 | - | - | - | - |
| Distillate Fuel Oil** | - | - | - | - | 15,596 | - | - | - | - |
| Gasoline | 5,750,000 | 7,318,000 | 5,647,000 | 4,757,000 | 4,855,000 | 5,986,000 | 5,250,000 | 5,416,000 | 5,497,000 |

Restore Default Data Clear Data

Source: Default gasoline values from FHWA, 2010, Highway Statistics. Distillate and residual values derived from EPA, 2011, US Inventory of Greenhouse Gas Emissions and Sinks: 1990-200

Step (9) Complete the Sector Worksheet for Alternative Fuel Vehicles

The methodology for alternative fuel vehicles is a simplified version of the methodology used for highway vehicles; an emission factor is multiplied by the VMT of each type of

¹ Default data are from EIA (2020a) (aviation, locomotives, other non-highway); U.S. EPA (2020) (marine).

² Default data are from U.S. EPA (2020) (alternative fuels, jet fuel); IPCC/UNEP/OECD/IEA (1997) (all other fuels).

³ Default data are from EIA (2020c) (aviation); FHWA (2020) (marine); U.S. EPA (2020) (marine, other non-highway); EIA (2020b) (locomotives)

vehicle, based on the fuel used. The alternative fuels for which you can calculate emissions are methanol, ethanol, compressed natural gas (CNG), liquefied natural gas (LNG), and liquefied petroleum gas (LPG). The steps below are illustrated in Figure 10.

1. Enter CH₄ and N₂O emission factors for light-duty vehicles, heavy-duty vehicles, and buses for each relevant fuel type. The default data are from U.S. EPA (2020) and are populated by selecting the “Restore Default Data” buttons. If you would like to use different data, you may overwrite the yellow cells, or use the “Clear Data” button and enter your state-specific data.
2. Enter VMT for each vehicle by fuel type from 1990 to present.
3. Check the box to correct for alternative fuel vehicle VMT included in highway vehicle VMT. Default data for highway VMT are assumed to include alternative fuel vehicle miles traveled, therefore this box is checked in its default state and AFV VMT is automatically subtracted from highway VMT. Uncheck this box if the highway VMT data you entered do not include alternative fuel vehicles.

Figure 10. Alternative Fuel Vehicles Worksheet Data Entry

9. Alternative Fuel Vehicle Factors and VMT

Click here for possible data

CH₄ and N₂O emissions from Alternative Fuel Vehicle sources are calculated using the following steps: (1) obtain data on vehicle miles traveled (VMT); (2) convert the fuel consumption data with existing emission factors (by vehicle and fuel type), and (3) subtract VMT of Alternative Fuel Vehicles (AFV) from VMT included in highway vehicles. For further information, refer to the Mobile Combustion chapter of the User's Guide.

Previous Continue

1. Verify the Factors that are used to calculate CH₄ and N₂O emissions from alternative fuel vehicles.

| Vehicle Type | Fuel Type | N ₂ O Emission Factors (g/mi) | CH ₄ Emission Factors (g/mi) |
|---------------------|-----------|--|---|
| Light Duty Vehicles | Methanol | 0.07 | 0.02 |
| | CNG | 0.05 | 0.74 |
| | LPG | 0.07 | 0.04 |
| Heavy Duty Vehicles | Ethanol | 0.07 | 0.06 |
| | Methanol | 0.18 | 0.05 |
| | CNG | 0.18 | 1.97 |
| Buses | LPG | 0.18 | 0.07 |
| | Methanol | 0.18 | 0.20 |
| | CNG | 0.18 | 0.07 |
| Buses | Methanol | 0.18 | 1.97 |
| | CNG | 0.18 | 0.20 |

Restore Default Data Clear Data

Enter emission factors

2. Enter the activity data (in VMT) used to calculate CH₄ and N₂O emissions from alternative fuel vehicles.

Restore Default Data Clear Data

| Vehicle Type | Fuel Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 |
|---------------------|-----------|------|------|------|------|------|------|------|------|------|
| Light Duty Vehicles | Methanol | - | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | CNG | 2 | 2 | 2 | 3 | 3 | 5 | 8 | 14 | 15 |
| | LPG | 21 | 20 | 20 | 21 | 19 | 19 | 21 | 22 | 23 |
| Heavy Duty Vehicles | Ethanol | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Methanol | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - |
| | CNG | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 4 |

Source: Default values derived from EPA, 2011. Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2009.

Enter VMT data

3. Scroll down sheet for highway VMT offset

Step (10) Review the CO₂ Emissions Calculation Worksheet for Highway Vehicles

The gray arrows in the upper left of your screen will take you through Steps 10 and 11 if you chose to conduct optional CO₂ calculations in Step 3. The methodology to calculate CO₂ emissions from highway vehicles requires a conversion from the measured activity (vehicle miles traveled) to fuel consumption because CO₂ emission factors are based on gallons of fuel consumed instead of miles driven. Because vehicle miles traveled have already been entered in Step 4, this step only requires the review of established data. Figure 11 shows the automatic CO₂ emissions calculations for highway vehicles.

1. Review the total vehicle miles traveled by highway vehicle type for each calendar year. These total vehicle miles traveled values are automatically summed for each calendar year based on the values entered in Step 4 of this module.
2. Review the total fuel consumption by highway vehicle type for each calendar year. The fuel consumption is calculated based on the total vehicle miles traveled and average vehicle fuel efficiency by vehicle class and model year.
3. Review the total emissions calculations for each highway vehicle type. Fuel consumption is converted to MMBTU consumption using unit conversion factors and then gasoline consumption is adjusted to account for ethanol blending in gasoline. CO₂ emissions are calculated using unit conversion and default CO₂ emission factors.

Figure 11. Example of the Highway CO₂ Worksheet in the Mobile Combustion Module

10. Highway CO₂ Calculations

CO₂ emissions from highway vehicles are calculated using the following steps:
 (1) utilize the data on annual vehicle miles traveled for each vehicle type and model year as determined in step 4 of the module;
 (2) estimate gallons of fuel consumed for each vehicle type and model year with default fuel efficiency data; and
 (3) multiply fuel consumption by the appropriate energy content and carbon coefficient to estimate CO₂ emissions.
 Gasoline fuel consumption is adjusted for ethanol. The uncertainty of these emission estimates stems from assumptions associated with the vehicle miles traveled data and uncertainty of the emission factors. The CO₂ emission estimates in this module has greater uncertainty than transportation emission estimates from the CO₂FPC module because of varying data sources and methodologies. For further information, refer to the Mobile Combustion chapter of the User's Guide.

1. Review the total vehicle miles traveled (VMT, in millions) by highway vehicle type. Values here are based on the entries in Step 4 of the module. A more detailed breakdown is available on the "VMT by MY" sheet.

| Fuel type | Vehicle Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---------------------|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Gasoline | LDGV | 17,602 | 17,101 | 16,576 | 16,252 | 15,953 | 20,556 | 21,940 | 21,899 | 22,344 | 23,582 | 24,146 | 24,362 |
| Gasoline | LDGT | 7,018 | 6,905 | 6,260 | 10,257 | 10,544 | 11,036 | 11,450 | 12,088 | 12,523 | 13,166 | 13,544 | 14,025 |
| Gasoline | HDDV | 382 | 403 | 421 | 424 | 431 | 437 | 443 | 447 | 461 | 467 | 452 | 412 |
| Distillate Fuel Oil | LDGV | 172 | 167 | 167 | 171 | 167 | 156 | 156 | 153 | 149 | 145 | 145 | 133 |
| Distillate Fuel Oil | LDGT | 202 | 224 | 267 | 300 | 310 | 326 | 341 | 367 | 379 | 402 | 416 | 423 |
| Distillate Fuel Oil | HDDV | 1642 | 1694 | 1846 | 2,022 | 2,169 | 2,333 | 2,444 | 2,586 | 2,534 | 2,774 | 2,712 | 2,958 |
| Gasoline | MC | 110 | 112 | 125 | 132 | 136 | 142 | 145 | 149 | 154 | 159 | 158 | 147 |

**Default data for this table is not complete for all years for every state. Null values signify unavailable data.*

2. Review the total fuel consumption by vehicle type. Values here are based on the VMT above and default fuel efficiencies ratings by vehicle type and model year. A more detailed breakdown is available on the "HW Fuel Consumption by Type" sheet.

| Fuel type | Vehicle Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---------------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|
| Gasoline | LDGV | 843,868,193 | 800,558,289 | 850,160,346 | 869,568,554 | 878,534,770 | 898,574,302 | 910,814,469 | 938,187,386 | 975,517,241 | 996,876,975 | 1,017,564,565 | 1,044,399,086 |
| Gasoline | LDGT | 397,081,886 | 445,536,282 | 514,465,889 | 558,167,856 | 563,827,218 | 594,044,235 | 614,461,807 | 646,651,216 | 668,288,589 | 698,373,106 | 719,621,902 | 749,911,509 |
| Gasoline | HDDV | 60,834,790 | 63,529,252 | 65,791,857 | 65,652,778 | 66,071,472 | 66,502,877 | 66,766,530 | 66,868,696 | 66,290,425 | 68,964,457 | 66,362,384 | 60,295,433 |
| Distillate Fuel Oil | LDGV | 6,079,947 | 5,443,946 | 5,697,544 | 5,725,580 | 5,496,167 | 5,224,517 | 5,014,361 | 5,013,294 | 4,823,292 | 4,695,846 | 4,531,993 | 4,336,273 |
| Distillate Fuel Oil | LDGT | 8,146,280 | 10,123,232 | 12,061,623 | 13,550,351 | 14,044,321 | 14,738,586 | 15,401,481 | 16,596,050 | 17,108,689 | 18,163,301 | 18,836,145 | 19,191,172 |
| Distillate Fuel Oil | HDDV | 276,696,429 | 278,499,189 | 306,700,862 | 333,395,211 | 356,334,863 | 378,088,326 | 392,455,357 | 411,750,536 | 425,694,225 | 436,123,565 | 442,286,884 | 445,083,451 |
| Gasoline | MC | 2,198,071 | 2,243,847 | 2,491,654 | 2,645,788 | 2,723,244 | 2,839,147 | 2,891,941 | 2,971,439 | 3,075,172 | 3,183,212 | 3,160,802 | 2,943,187 |

3. Review the total emissions calculations. Physical units are converted to MMBTU, gasoline is adjusted to account for ethanol, and the resulting consumption is converted to CO₂.

Convert gallons consumption to MMBTUs consumption (MMBTU)

| Fuel type | Vehicle Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---------------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Gasoline | LDGV | 100,458,274 | 100,663,788 | 106,270,043 | 106,696,068 | 109,896,845 | 112,321,763 | 114,226,809 | 117,273,423 | 121,939,688 | 124,669,669 | 127,195,571 | 130,538,636 |
| Gasoline | LDGT | 48,629,233 | 55,899,505 | 64,306,236 | 68,770,582 | 71,228,402 | 74,295,537 | 76,907,725 | 80,591,415 | 83,536,074 | 87,716,538 | 89,992,792 | 93,739,839 |
| Gasoline | HDDV | 7,579,344 | 7,942,406 | 8,222,707 | 8,206,597 | 8,259,304 | 8,312,880 | 8,345,816 | 8,333,692 | 8,526,300 | 8,620,562 | 8,295,995 | 7,536,329 |
| Distillate Fuel Oil | LDGV | 839,059 | 751,769 | 795,423 | 790,608 | 757,613 | 721,481 | 692,545 | 692,311 | 666,170 | 648,474 | 625,845 | 571,200 |
| Distillate Fuel Oil | LDGT | 1,262,364 | 1,397,370 | 1,665,653 | 1,871,239 | 1,939,040 | 2,035,329 | 2,126,871 | 2,298,697 | 2,364,009 | 2,506,857 | 2,598,420 | 2,637,891 |
| Distillate Fuel Oil | HDDV | 38,210,459 | 38,459,412 | 42,353,329 | 46,040,291 | 49,200,149 | 52,212,197 | 54,196,216 | 56,860,788 | 58,813,364 | 60,228,588 | 61,077,713 | 61,463,305 |
| Gasoline | MC | 274,759 | 280,481 | 311,457 | 330,723 | 340,405 | 354,893 | 361,493 | 371,436 | 384,397 | 397,801 | 395,100 | 367,898 |

Adjust MMBTUs consumption for ethanol (MMBTU)

| Fuel type | Vehicle Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---------------------|--------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Gasoline | LDGV | 104,398,332 | 99,611,362 | 105,510,802 | 107,504,910 | 108,697,397 | 110,877,589 | 114,420,847 | 114,488,625 | 119,343,675 | 122,296,611 | 124,543,297 | 126,397,021 |
| Gasoline | LDGT | 49,491,895 | 55,474,750 | 63,946,680 | 68,006,289 | 70,592,795 | 73,165,357 | 74,320,957 | 79,908,939 | 81,620,949 | 85,791,953 | 88,091,292 | 91,965,729 |
| Gasoline | HDDV | 7,546,144 | 7,906,070 | 8,163,945 | 8,116,664 | 8,174,789 | 8,189,695 | 8,140,803 | 8,156,478 | 8,330,801 | 8,460,755 | 8,122,812 | 7,332,446 |
| Distillate Fuel Oil | LDGV | 839,059 | 751,769 | 795,423 | 790,608 | 757,613 | 721,481 | 692,545 | 692,311 | 666,170 | 648,474 | 625,845 | 571,200 |
| Distillate Fuel Oil | LDGT | 1,262,364 | 1,397,370 | 1,665,653 | 1,871,239 | 1,939,040 | 2,035,329 | 2,126,871 | 2,298,697 | 2,364,009 | 2,506,857 | 2,598,420 | 2,637,891 |

Step (11) Review the CO₂ Emissions Calculation Worksheet for Non-Highway Vehicles

Step 11 conducts similar calculations as those done in Step 10, but for non-highway vehicles, including planes, boats, locomotives, and other off-road vehicles. This step requires users to review established data and automatic calculations in the sheet. Figure 12 shows the automatic CO₂ emissions calculations for highway vehicles. Note that calculations for each separate class of non-highway vehicles (planes, boats, locomotives, and other) are separately listed on the page. Scroll down through each section when conducting the following steps.

1. Review the total fuel consumption by non-highway vehicle type for each calendar year.
2. Review the total emissions calculations for each non-highway vehicle type. Fuel consumption was converted to carbon content consumed using unit conversion factors. CO₂ emissions in metric tonnes were calculated using unit conversion and default CO₂ emission factors.
3. Review the total emissions calculations at the bottom of the page, which sums up the emissions of each non-highway fuel type calculated in previous steps.

Figure 12 shows the automatic CO₂ emissions calculations for off-road vehicles.

Figure 12. Example of the Off-road CO₂ Worksheet in the Mobile Combustion Module

11. Non-highway CO₂ Calculations

CO₂ emissions from off-road vehicles are calculated using the following steps:
 (1) Utilize consumption data for each mode and fuel type from steps 5 through 8 of the module; and
 (2) Multiply fuel consumption by the appropriate energy content and carbon coefficient to estimate CO₂ emissions.
 For further information, refer to the Mobile Combustion chapter of the User's Guide.

Aviation

Verify the activity data (fuel consumption, in gallons) used to calculate CO₂ emissions from aviation.

| Fuel Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Jet Fuel, Kerosene** | 33,952,510 | 36,154,513 | 39,791,599 | 48,985,193 | 43,288,939 | 40,062,784 | 43,703,958 | 40,661,968 | 38,548,664 | 44,226,757 |
| Jet Fuel, Naptha** | 1,496,497 | 978,995 | 1,606,257 | 1,713,254 | 1,581,205 | 1,919,376 | 300,233 | 31,254 | - | - |
| Aviation Gasoline | 840,462 | 750,894 | 685,524 | 624,946 | 643,399 | 624,178 | 624,673 | 719,741 | 725,916 | 983,601 |

Convert fuel consumption to carbon content (lbs. C)

| Fuel Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Jet Fuel, Kerosene** | 1,413,887,227 | 1,546,581,815 | 1,701,287,848 | 2,092,199,239 | 1,848,998,331 | 1,709,317,429 | 1,896,103,710 | 1,763,964,096 | 1,674,151,895 | 1,920,848,469 |
| Jet Fuel, Naptha** | 85,019,359 | 29,461,572 | 80,282,864 | 74,338,089 | 68,611,941 | 83,281,736 | 13,287,460 | 1,356,100 | - | - |
| Aviation Gasoline | 34,904,378 | 32,439,597 | 28,469,829 | 26,953,988 | 26,720,344 | 26,622,817 | 26,942,687 | 29,899,857 | 30,147,309 | 40,848,962 |

Convert carbon to emissions (lbs. CO₂)

| Fuel Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------|------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Jet Fuel, Kerosene** | 5,184,253,164.52 | 5,670,799,265 | 6,238,055,436 | 7,671,397,210 | 6,772,327,213 | 6,267,497,225 | 6,959,713,603 | 6,475,275,018 | 6,138,556,215 | 7,043,111,052 |
| Jet Fuel, Naptha** | 238,404,317 | 108,625,763.23 | 294,269,769 | 272,672,994 | 251,577,115 | 295,266,265 | 48,720,686 | 4,972,294 | - | - |
| Aviation Gasoline | 127,982,720 | 115,911,860 | 104,389,338 | 95,164,622 | 97,974,995 | 95,047,397 | 95,123,184 | 109,599,809 | 110,540,132 | 149,779,526 |

Convert pounds to metric tons (MTCO₂)

| Fuel Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Jet Fuel, Kerosene | 2,351,525 | 2,572,218 | 2,829,520 | 3,479,689 | 3,071,860 | 2,842,874 | 3,158,858 | 2,937,120 | 2,784,308 | 3,194,685 |
| Jet Fuel, Naptha | 105,138 | 48,999 | 133,523 | 123,636 | 114,113 | 138,511 | 22,099 | 2,255 | - | - |
| Aviation Gasoline | 58,662 | 53,937 | 47,255 | 43,166 | 44,440 | 43,113 | 43,147 | 49,715 | 50,149 | 67,838 |
| Total | 2,517,715 | 2,675,154 | 3,010,303 | 3,646,471 | 3,230,413 | 3,024,498 | 3,222,903 | 2,989,099 | 2,834,528 | 3,262,523 |

Boats

Verify the activity data (fuel consumption, in gallons) used to calculate CO₂ emissions from boats.

| Fuel Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Residual Fuel Oil** | - | - | - | - | 42,000 | - | - | - | - | - |
| Diesels Fuel Oil** | - | - | - | - | 15,996 | - | - | - | - | - |
| Gasoline | 5,750,000 | 7,318,000 | 5,647,000 | 4,757,000 | 4,855,000 | 5,986,000 | 5,250,000 | 5,418,000 | 5,497,000 | 6,021,000 |

Step (12) Review Summary Information

The information from each sector worksheet is collected on the summary worksheets.

Step (12a) Review CH₄ and N₂O Summary Information

The Steps 4-9 above provide estimates of total CH₄ and N₂O emissions from mobile combustion. This summary worksheet displays results in MTCO₂E, Gg CH₄, and Gg N₂O. Figure 13 shows the summary worksheet that sums the CH₄ and N₂O emissions from all sectors in the Mobile Combustion module. In addition, the results are displayed in graphical format at the right of the summary worksheet.

Figure 13. Example of the Emissions Summary Worksheet in the **Mobile Combustion Module**

| Total CH ₄ and N ₂ O Emissions from Mobile Sources (MTCO ₂ E) | | | | | | | | | | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Fuel Type/Vehicle Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| Gasoline Highway | 905,053 | 987,136 | 1,009,933 | 1,170,016 | 1,215,012 | 1,252,155 | 1,269,704 | 1,299,354 | 1,315,428 | 1,292,482 | 1,260,700 | 1,210,250 | 1,094,907 | 992,210 | 944,126 |
| Passenger Cars | 571,275 | 564,228 | 619,287 | 651,354 | 665,675 | 676,281 | 674,635 | 676,318 | 682,981 | 674,351 | 653,806 | 624,412 | 585,239 | 533,363 | 516,307 |
| Light-Duty Trucks | 314,450 | 371,375 | 447,102 | 502,024 | 523,536 | 548,967 | 566,555 | 592,591 | 599,642 | 585,298 | 575,617 | 557,885 | 480,076 | 429,139 | 398,166 |
| Heavy-Duty Vehicles | 18,514 | 20,703 | 22,622 | 23,659 | 24,794 | 25,857 | 27,492 | 29,449 | 31,816 | 31,796 | 30,272 | 27,589 | 28,698 | 28,841 | 28,720 |
| Motorcycles | 813 | 830 | 921 | 978 | 1,007 | 1,050 | 1,021 | 996 | 989 | 1,037 | 1,005 | 918 | 894 | 867 | 932 |
| Diesel Highway | 4,511 | 4,574 | 5,083 | 5,567 | 5,979 | 6,384 | 6,679 | 7,067 | 7,353 | 7,575 | 7,726 | 7,800 | 7,922 | 7,838 | 8,484 |
| Passenger Cars | 99 | 89 | 94 | 95 | 92 | 88 | 85 | 85 | 82 | 82 | 71 | 68 | 70 | 74 | 74 |
| Light-Duty Trucks | 159 | 175 | 208 | 232 | 240 | 251 | 262 | 282 | 291 | 3 | 3 | 3 | 336 | 352 | 336 |
| Heavy-Duty Vehicles | 4,253 | 4,310 | 4,782 | 5,240 | 5,647 | 6,045 | 6,332 | 6,699 | 6,980 | 7,111 | 7,111 | 7,111 | 7,432 | 8,057 | 7,432 |
| Non-Highway | 109,680 | 114,844 | 122,226 | 120,824 | 112,822 | 106,210 | 106,307 | 100,347 | 107,113 | 102,347 | 102,347 | 102,347 | 111,789 | 148,547 | 148,547 |
| Boats | 477 | 607 | 469 | 395 | 409 | 497 | 436 | 449 | 456 | 500 | 523 | 550 | 573 | 561 | 532 |
| Locomotives | 8,311 | 10,275 | 8,381 | 9,601 | 11,262 | 12,429 | 14,037 | 6,667 | 7,278 | 5,459 | 5,276 | 4,276 | 3,859 | 5,235 | 4,552 |
| Farm Equipment | 5,985 | 7,231 | 10,549 | 9,095 | 8,334 | 8,274 | 11,288 | 11,057 | 9,475 | 6,843 | 7,344 | 5,915 | 6,105 | 6,103 | 6,663 |
| Construction Equipment | 49,914 | 50,899 | 54,035 | 54,172 | 48,300 | 45,890 | 38,359 | 42,317 | 47,024 | 44,518 | 80,354 | 56,364 | 59,379 | 57,878 | 63,948 |
| Aircraft | 26,558 | 28,099 | 31,516 | 38,031 | 33,798 | 31,690 | 33,086 | 30,796 | 29,238 | 33,774 | 32,580 | 34,010 | 30,725 | 24,448 | 52,061 |
| Other* | 18,405 | 17,731 | 17,276 | 9,531 | 10,419 | 9,431 | 9,101 | 9,060 | 13,641 | 11,447 | 6,104 | 17,809 | 17,848 | 17,534 | 20,791 |
| Alternative Fuel Vehicles | 3,305 | 3,164 | 3,023 | 3,826 | 3,709 | 3,780 | 4,193 | 4,801 | 5,049 | 4,846 | 5,525 | 6,774 | 6,989 | 6,519 | 5,944 |
| Light Duty Vehicles | 815 | 815 | 822 | 875 | 829 | 976 | 1,167 | 1,512 | 1,603 | 1,630 | 1,879 | 2,025 | 2,152 | 1,949 | 1,810 |
| Heavy Duty Vehicles | 2,440 | 2,281 | 2,114 | 2,813 | 2,726 | 2,640 | 2,844 | 3,104 | 3,255 | 2,999 | 3,432 | 4,488 | 4,582 | 4,160 | 3,712 |
| Buses | 50 | 67 | 88 | 137 | 154 | 165 | 181 | 185 | 191 | 217 | 215 | 261 | 255 | 210 | 421 |
| Total | 1,022,518 | 1,079,718 | 1,220,267 | 1,308,233 | 1,337,221 | 1,370,529 | 1,386,982 | 1,411,870 | 1,434,943 | 1,407,444 | 1,406,101 | 1,343,703 | 1,228,307 | 1,118,125 | 1,107,101 |

* "Other" includes snowmobiles, small gasoline powered utility equipment, heavy-duty gasoline powered utility equipment, and heavy-duty diesel powered utility equipment.

| Total CH ₄ and N ₂ O Emissions from Mobile Sources (MTCE) | | | | | | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Fuel Type/Vehicle Type | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| Gasoline Highway | 246,833 | 261,037 | 297,255 | 321,277 | 331,367 | 341,497 | 344,253 | 354,369 | 355,753 | 352,495 | 343,827 | 330,056 | 298,611 | 270,403 | 257,469 |
| Passenger Cars | 155,802 | 153,880 | 168,897 | 177,642 | 181,548 | 184,440 | 183,991 | 184,450 | 186,267 | 183,914 | 178,311 | 170,294 | 159,611 | 145,463 | 140,811 |
| Light-Duty Trucks | 85,759 | 101,284 | 121,937 | 136,916 | 142,783 | 149,718 | 154,515 | 161,616 | 163,539 | 159,627 | 156,986 | 151,987 | 130,930 | 117,038 | 108,591 |
| Heavy-Duty Vehicles | 5,049 | 5,646 | 6,170 | 6,453 | 6,762 | 7,052 | 7,498 | 8,032 | 8,677 | 8,672 | 8,256 | 7,524 | 7,827 | 7,866 | 7,833 |
| Motorcycles | 222 | 226 | 251 | 267 | 275 | 286 | 279 | 272 | 270 | 283 | 274 | 250 | 244 | 236 | 254 |

Step (12b) Review CO₂ Summary Information

If you conducted optional CO₂ calculations in Steps 10-11 above, this summary worksheet collects the CO₂ emission results. The results are displayed in MTCO₂E by mobile source and fuel type from all sectors in the Mobile Combustion module. In addition, the results are displayed in graphical format at the bottom of the summary worksheet.

Step (13) Export Data

The final step is to export the summary data. Exporting data allows the estimates from each module to be combined later by the Synthesis Module to produce a comprehensive greenhouse gas inventory for the state.

Note: the resulting export file should not be modified. The export file contains a summary worksheet that allows users to view the results, as well as a separate data worksheet with an unformatted version of the results. The second worksheet, the data worksheet, contains the information that is exported to the Synthesis Tool. Users may not modify that worksheet. Adding/removing rows, moving data, or making other modifications jeopardizes the ability of the Synthesis Module to accurately analyze the data.

To access the “Export Data” button, return to the control worksheet and scroll down to the bottom (13). Click on the “Export Data” button and a message box will open that reminds the user to make sure all sections of the module have been completed. If you make any changes to the Mobile Combustion module later, you will then need to re-export the results.

Clicking “OK” prompts you to save the file. The file is already named, so you only need to choose a convenient place to save the file. After the file is saved, a message box will appear indicating that the data were successfully exported.

While completing the modules, you are encouraged to save each completed module; doing so will enable you to easily make changes without re-running it entirely.

Following data export, the module may be reset and run for an additional state. Alternatively, you may run the remaining modules of the State Inventory Tool to obtain a comprehensive profile of emissions for your state.

1.4 UNCERTAINTY

In the upper right-hand corner of the summary worksheet is a button: “Review discussion of uncertainty associated with these results.” By clicking on this button, you are taken to a worksheet that discusses the uncertainty surrounding the activity data and emission factors, and how the uncertainty estimates for this source category affect the uncertainty of the emission estimates for your state.

The uncertainty for the optional CO₂ calculations bears special consideration because these calculations are supplemental to those already contained in the CO₂FFC module. The Mobile module provides an additional level of detail by estimating CO₂ emissions by transportation mode and vehicle type. The CO₂FFC module calculates CO₂ emissions based on total fuel consumption across all modes, while the Mobile module calculates CO₂ emissions based on activity data (such as vehicle miles traveled). It is anticipated that the CO₂FFC module provides a more accurate estimate of total CO₂ emissions in the transportation sector due to less uncertainty in the estimates of total fuel consumption than in the detailed activity data. However, fuel consumption is not otherwise available on the detailed level needed for analysis by mode and vehicle type.

With highway vehicles, the CO₂ calculations rely on the same disaggregation of total vehicle miles traveled by vehicle type and model year that is used for the non-CO₂ calculations. The module then uses average fuel economy by vehicle type and model year to estimate fuel consumption. Error in the vehicle split, age distribution, or fuel efficiency factors will affect the estimates. The estimates may also differ from the CO₂FFC module because there may be differences between the state where fuel is sold and the state where that fuel is consumed. For example, if a state has lower fuel taxes than its neighbors, interstate travelers may purchase fuel in a low-tax state and consume that fuel in a state with higher fuel taxes, causing a disconnect between reported fuel consumption and VMT.

Because of these issues, the uncertainty surrounding the CO₂ emissions estimates from gasoline and diesel is particularly high. Caution should be used when interpreting these results.

1.5 EXPLANATION OF MOBILE COMBUSTION MODULE UPDATES

In the upper right-hand corner of the summary worksheet is a button: “Review discussion of uncertainty associated with these results.”

The bottom-up CO₂ calculations in the Mobile Combustion module provide estimates of CO₂ emissions from the transportation sector disaggregated by mode and vehicle type. Because the bottom-up calculations require more assumptions than the top-down calculations in the CO₂FFC module, the overall totals in the CO₂FFC module are assumed to be more accurate, and the new calculations are intended as a complement to the CO₂FFC module. The following methodologies were used:

Highway vehicles

1. Utilize the data on annual vehicle miles traveled for each vehicle type and model year as determined in step 4 of the module;
2. Estimate gallons of fuel consumed for each vehicle type and model year with default fuel efficiency data;
3. Adjust gasoline fuel consumption based on the reported amount of ethanol consumed annually by the transportation sector in each state; and
4. Multiply fuel consumption by the appropriate energy content and carbon coefficient to estimate CO₂ emissions.

Non-highway vehicles

1. Utilize consumption data for each mode and fuel type from steps 5 through 8 of the module (aviation, boats & vessels, locomotives, and other non-highway vehicles); and
2. Multiply fuel consumption by the appropriate energy content and carbon coefficient to estimate CO₂ emissions.

The methods for non-highway vehicles are essentially the same those in the CO₂FFC module, because they rely on a simple multiplication of fuel consumption times the CO₂ emission factor. The only major source of uncertainty is with the data sources used for disaggregating fuel consumption by type.

By contrast, the CO₂ calculations for highway vehicles require estimating fuel consumption based on vehicle miles traveled by vehicle type—which is itself the product of estimates—because fuel consumption is not otherwise available on the detailed level needed for analysis by mode and vehicle type.

With highway vehicles, the CO₂ calculations rely on the same disaggregation of total vehicle miles traveled by vehicle type and model year that is used for the non- CO₂ calculations. The module then uses average fuel economy by vehicle type and model year to estimate fuel consumption. Error in the vehicle split, age distribution, or fuel efficiency factors will affect the estimates. The estimates may also differ from the CO₂FFC module because there may be differences between the state where fuel is sold and the state where that fuel is consumed. For example, if a state has lower fuel taxes than its neighbors, interstate travelers may purchase fuel in a low-tax state and consume that fuel in a state with higher fuel taxes, causing a disconnect between reported fuel consumption and VMT. Because of

these issues, the uncertainty surrounding the CO₂ emissions estimates from gasoline and diesel is particularly high.

1.6 REFERENCES

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