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# Links between global-scale emission estimates and national emission inventories

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Global emission inventories are necessary for global Earth-system models, Human-Earth System models, and comparative analysis across countries.

National inventories are a key component of efforts to limit pollution and its impacts on human health and the environment.

Inventories are particularly important for short-lived species that have high spatial heterogeneity.

- ▶ Aerosol Emissions: BC, OC, (other PM<sub>2.5</sub>), (dust)
- ▶ Aerosol and ozone precursors: SO<sub>2</sub>, NO<sub>x</sub>, CO, NH<sub>3</sub>, NMVOC

*Inventories of CO<sub>2</sub>, CH<sub>4</sub> are also used for carbon-cycle and atmospheric chemistry studies.*

The substantial amount of work that goes into developing and updating national inventories makes these useful for the development of global inventories.

# A Variety of Approaches to using of national inventory information in global estimates

## Independent Estimates

- e.g., [EDGAR](#). (Sources: EMEP/EEA 2013 guidebook, literature, IEA energy data)

*Pros: Independent estimate with consistent methodology across countries*

*Cons: May not have most up to date regional information or location-specific details. Must use global proxy databases for gridding.*

## Mosaic Emissions Grids

- e.g., [HTAPv2](#). (regional gridded air pollution inventories “stitched” together with EDGAR gridded data as default where other information not available), [MIX](#)

*Pros: Detailed regional information consistent with air quality studies.*

*Cons: Gridded data not always available for the same year, nor for most recent or earlier years. No detailed sector info (and maybe not consistent)*

## Mosaic Aggregate Regional/Country Emissions by Sector

- e.g., [HTAPv1](#), [CEDS](#), [RCP](#) (also [GAINS](#)-extensive country consultations)

*Pros: Can use most up to date regional emissions information*

*Cons: Inconsistent methods, generally global grid proxies (e.g., EDGAR)*

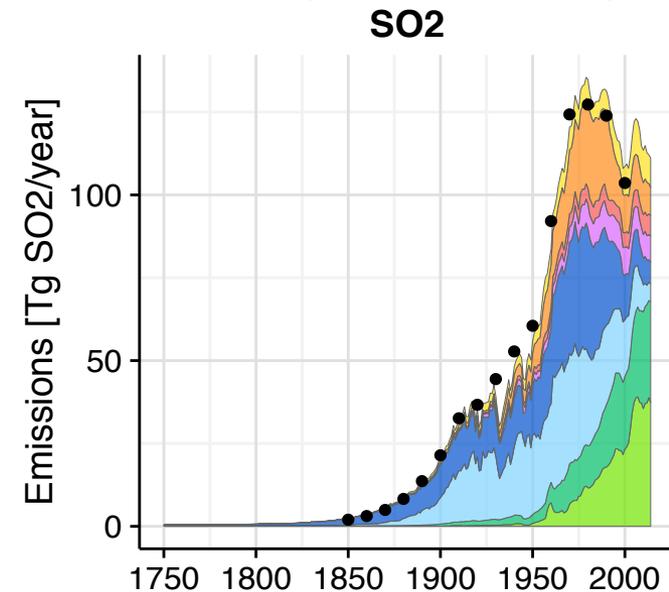
Timely, reproducible, consistent, “research” estimates for emissions of aerosol (BC, OC), precursor compounds (SO<sub>2</sub>, NO<sub>x</sub>, NH<sub>3</sub>, CH<sub>4</sub>, CO, NMVOC), and CO<sub>2</sub>.

## Methodology

- Hybrid of bottom-up emission estimates & calibration to inventories (e.g. EPA, EMEP, etc.)
- Mapped to spatial grids for CMIP6 and other research
- **Calibrated to country-level inventories** (most species but not BC/OC)
- Drawing heavily on existing work (**EDGAR**, **GAINS**, country inventories)
- Seasonality and VOC speciation

## CMIP6 Anthropogenic Emissions (1750 – 2014)

- Aggregate data (country/sector) : in Journal Article supplement  
<https://www.geosci-model-dev.net/11/369/2018/gmd-11-369-2018.html>
- Gridded data: <https://esgf-node.llnl.gov/search/input4mips/>
- GitHub: <https://github.com/JGCRI/CEDS/>
- Project Web Site: <http://www.globalchange.umd.edu/CEDS/>

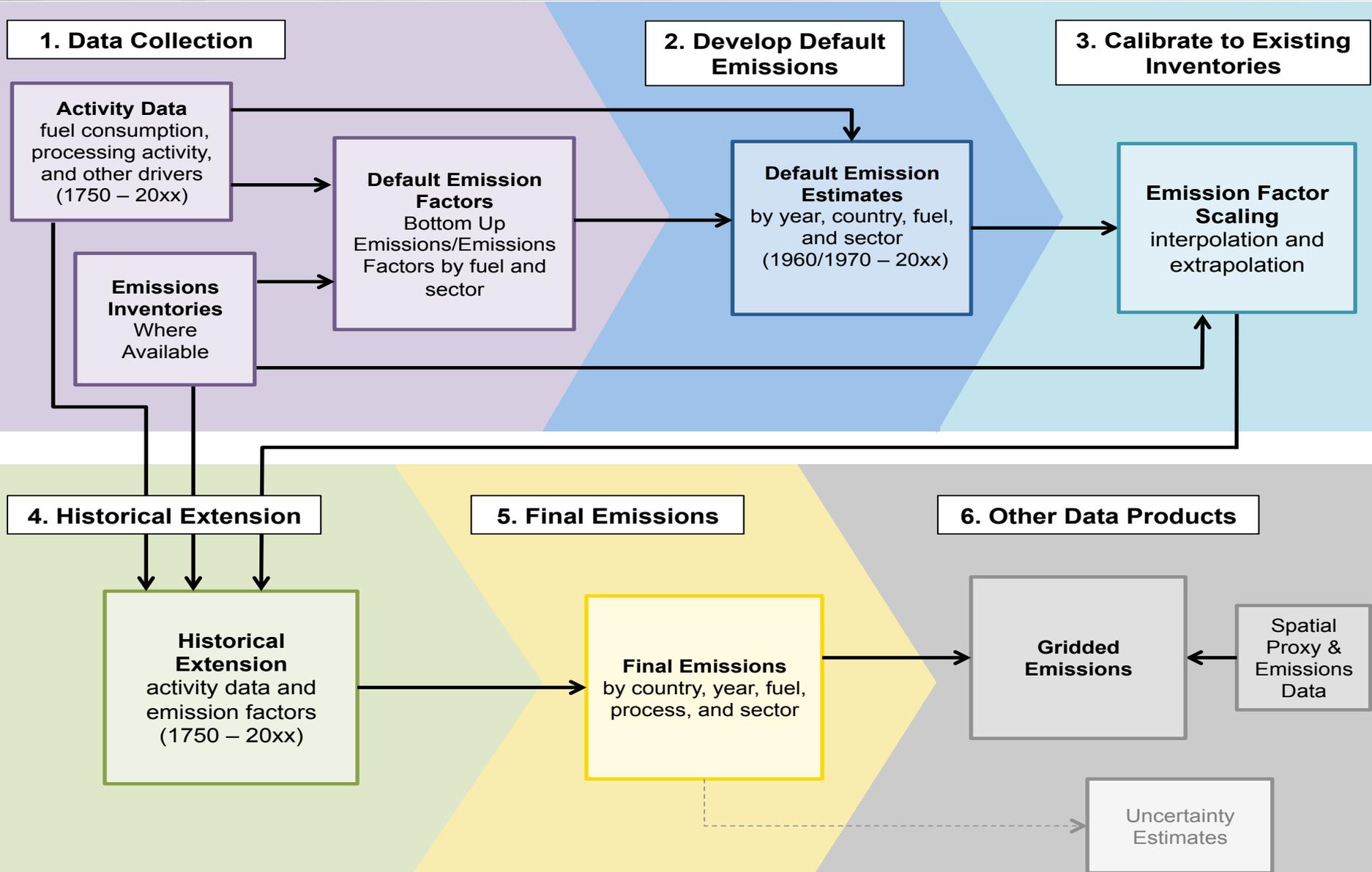


# CEDS System Diagram



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# Issues With Connecting Country Inventories to Global Datasets



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- **Heterogeneous data formats**
  - There is no common format for either aggregate or gridded emissions data
  - Custom data processing needed for each dataset
- **Inconsistent sector definitions**
  - Definitions of sectors are sometime unclear
  - Not all inventories include all sectors – important to know where to gap fill
  - Some air pollutant sectors (e.g. off road) have incomplete global driver data
- **General lack of fuel-specific data**
  - Emissions by fuel and sector would enable analysis and allow better calibration
    - (Thank you U.K. for providing both!)
- **Lack of activity data**
  - Activity data is not always publicly available, making consistency difficult to check
  - While global inventories use fuel consumption as driver data, some sectors in country inventories may use other types of activity data (e.g. vehicle-km, etc.).
  - **It would be very valuable for global inventories if country inventories could report combustion emission factors and process emissions intensities (physical units).**
- **Limited or no uncertainty analysis**
  - Not traditionally a priority for country em inventories used for regulatory purposes.
  - For scientific purposes, uncertainty is highly desired.

**Regulatory air pollutant inventories are generally based on extensive guidance and processes, including, for example, testing regimes for road vehicles and reporting requirements**

- Given their regulatory purposes, adherence to a well-defined, publicly accessible, and approved process is important.

○ **For many scientific purposes, the most accurate dataset is desired, not necessarily the dataset most well aligned with a country inventory**

- There are a number of documented cases where observational (+model) evidence indicates that current processes have led to biases in regulatory inventories both in USA and Europe (and likely elsewhere).
- How much evidence is required to depart from the “official” inventory data?

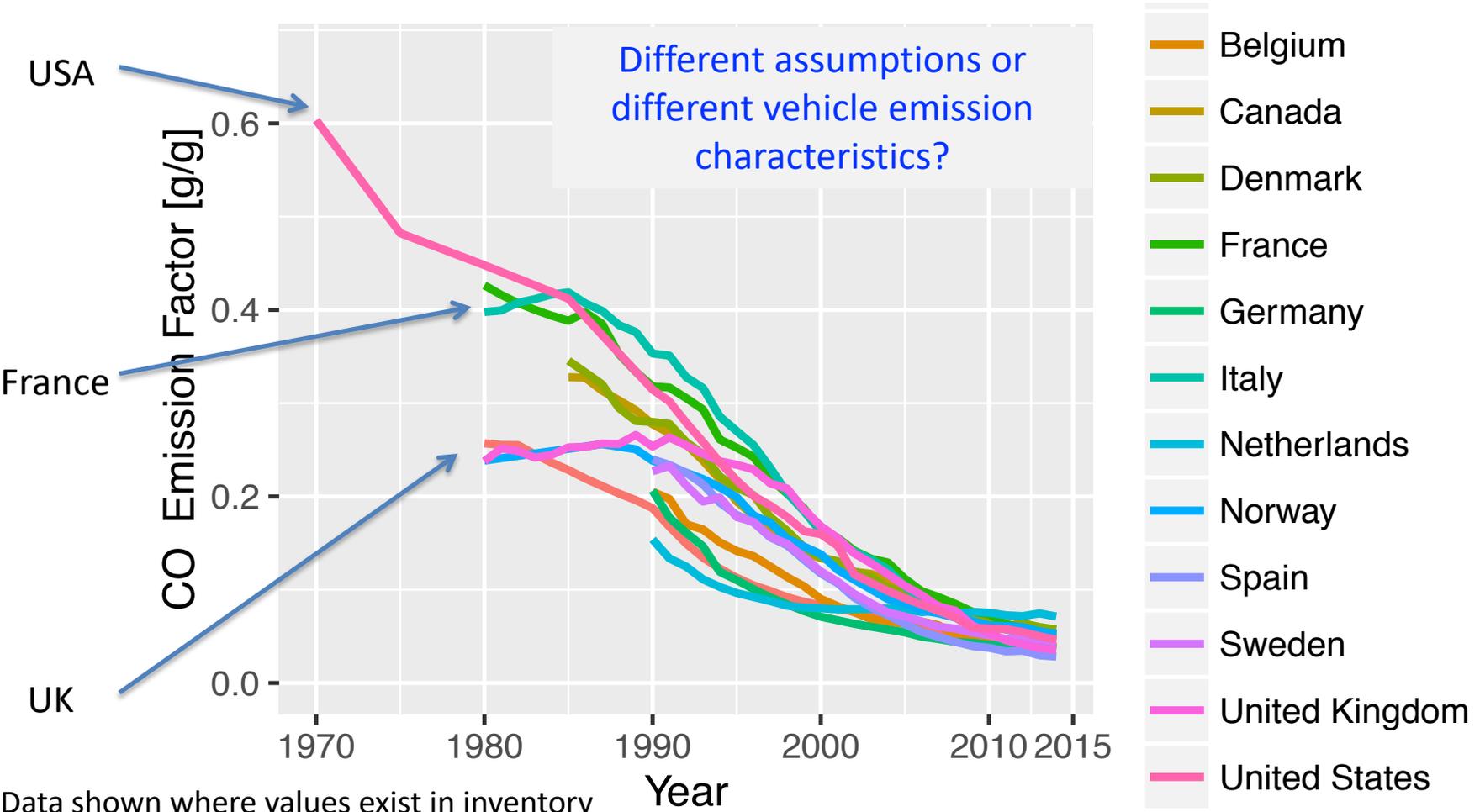
○ **There are known issues and gaps in some country data**

- Thus, for example, leading to the EMEP data “as used by models”
- Alternative approach is GAINS, where extensive consultations and expert judgment are used in the process of emissions estimation
- Shipping emissions consistency (“international” vs “domestic”) are a significant issue (in and between country inventories, and between country and global inventories)
- Fugitive emissions are difficult to quantify in all cases
- Different goals/hierarchies for air quality vs climate emissions at the country level

# Consistency in Country Inventories: What is going on here?

Because CEDS consistently processed inventory and driver data, we can examine implied emission factors in country-level inventories.

### Road Vehicle – Gasoline Implied EF



## There are some specific issues related to primary aerosol emissions.

- Climate modeling is primarily focused on sub-micron primary BC and OC emissions (e.g. BC1, OC1)
- Air quality inventories primarily quantify PM<sub>2.5</sub>

### ○ **Composition of PM<sub>2.5</sub> is not detailed in most existing inventories**

- Current regulatory regimes focus on total PM<sub>2.5</sub>, regardless of composition
- The anthropogenic BC and OC portion of PM<sub>2.5</sub> is particularly important for climate change studies
- The best way to use country estimates of PM<sub>2.5</sub> to improve BC and OC are not clear
- Need to better determine:  $PM_{2.5} \rightarrow PM_{1.0} = BC + OM + ?$  (+ Brown Carbon?)

### ○ **Biomass Consumption**

- A major source of aerosol particles is solid biomass consumption, particularly traditional biomass (but also wood fuels in higher income countries)
- Biomass consumption statistics range widely in quality
- Data sources are not always well documented on an international scale
- Annual trends in international statistics can be incomplete or inconsistent over time (some trends are likely per-capita extrapolations)

### ○ **Be careful about use of defaults**

- Need to be cautious when using default emission factors (illusion of certainty)

# Summary - Future Directions (*Initial thoughts*)



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- **Develop common data formats and definitions for country-level inventory data**
  - This would greatly advance analysis, use, and comparison
  - Should be coupled with API (Application Programming Interface) data access
- **Better document sectoral definitions**
  - Is a particular issue for research inventories
  - Issue: fuel comb and process (e.g. IPCC guidelines) vs facility emissions (country level)
- **Improved methods for inclusion of high quality country/regional gridded emissions data/proxies into global inventories**
  - This would improve the quality of global inventory data for recent years
  - Need to develop methods to smoothly merge the higher quality gridded data for recent years with the less available proxy data for earlier years for time series model analysis
- **Confront inventories with observations**
  - Observations are critical for many species, particularly BC/OC!
  - Particularly where real-world emissions conditions vary widely (**fugitive emissions, carbonaceous aerosols** in nearly all cases, **biologic sources** ( $\text{NO}_x$ ,  $\text{NH}_3$ )), in-situ and remote observations will be necessary to better constrain emissions
- **Document/research methods to harmonize estimates of PM<sub>2.5</sub> and BC/OC**
  - Kudos to Klimont et al. (2017) for providing PM<sub>10</sub>, PM<sub>2.5</sub>, PM<sub>1</sub>, BC<sub>1</sub>, OC<sub>1</sub>, OM<sub>1</sub>



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**END**



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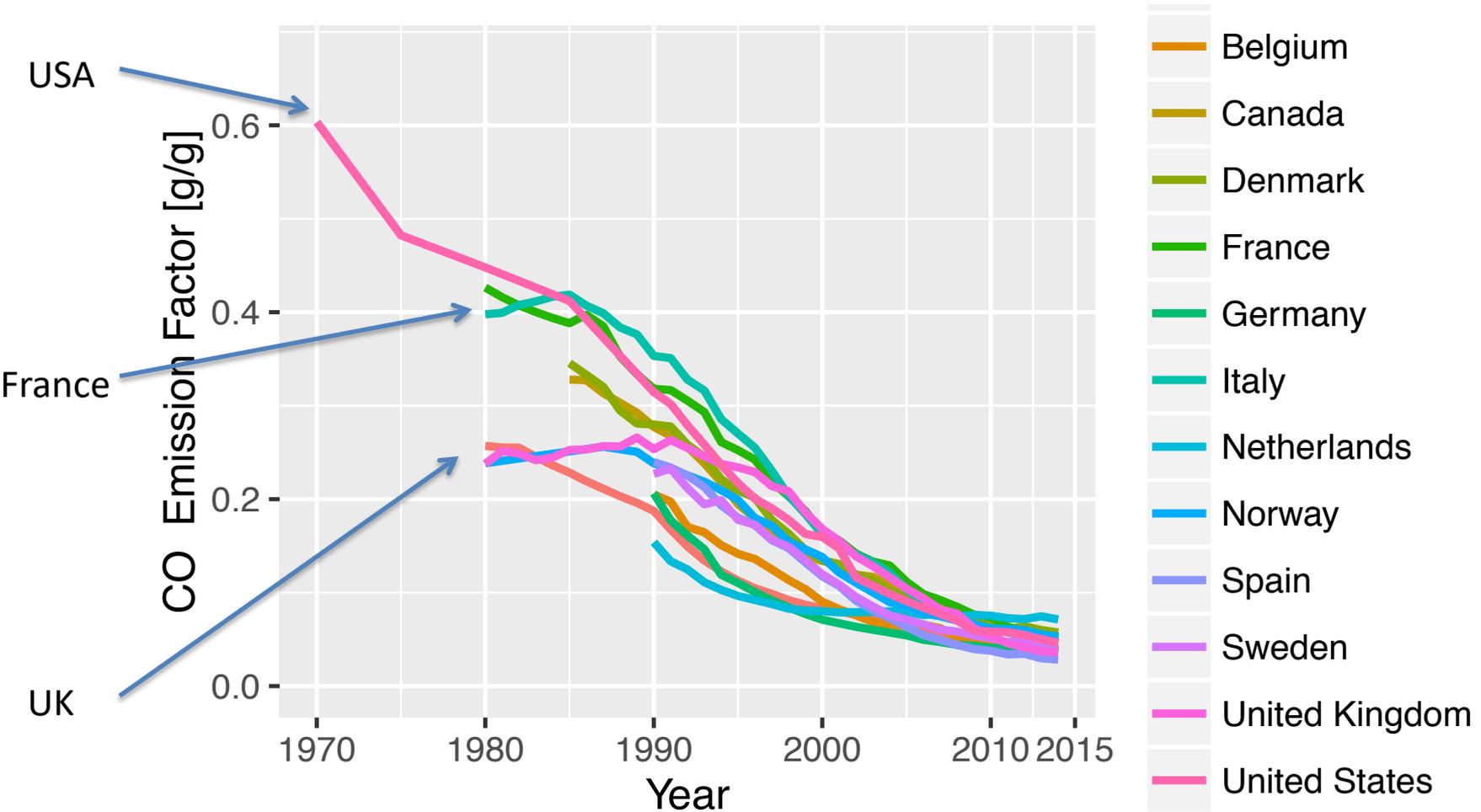
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# ADDITIONAL SLIDES ON CEDS

# Consistency in Country Inventories: What is going on here?

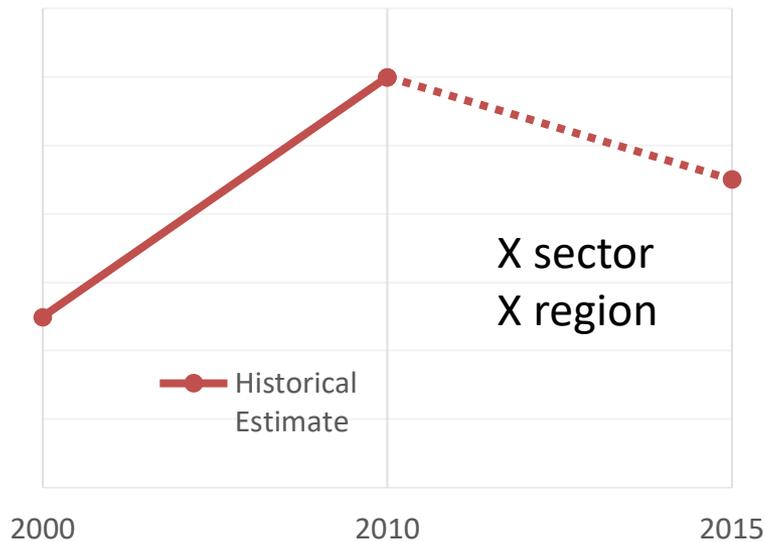
Because CEDS consistently processed inventory and driver data, we can examine implied emission factors in country-level inventories.

### Road Vehicle – Gasoline Implied EF

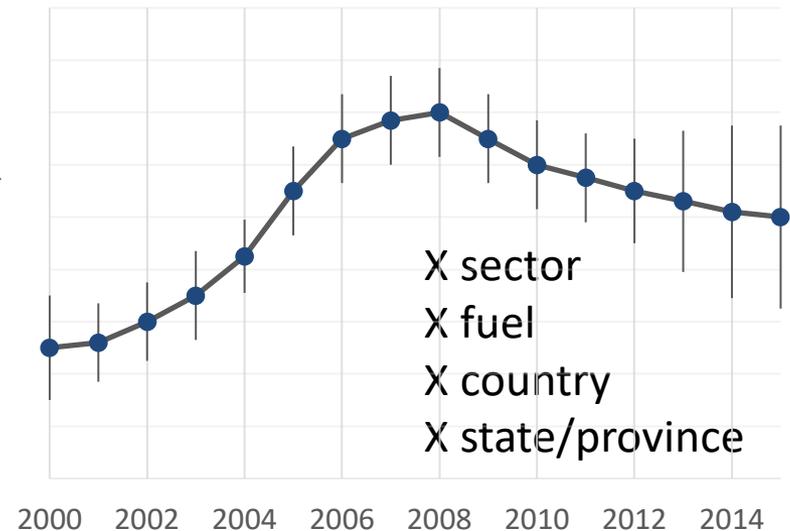


Timely, reproducible, consistent, “research” estimates for emissions of aerosol (BC, OC) and aerosol precursor compounds (SO<sub>2</sub>, NO<sub>x</sub>, NH<sub>3</sub>, CH<sub>4</sub>, CO, NMVOC)

## Instead of this



## Produce this

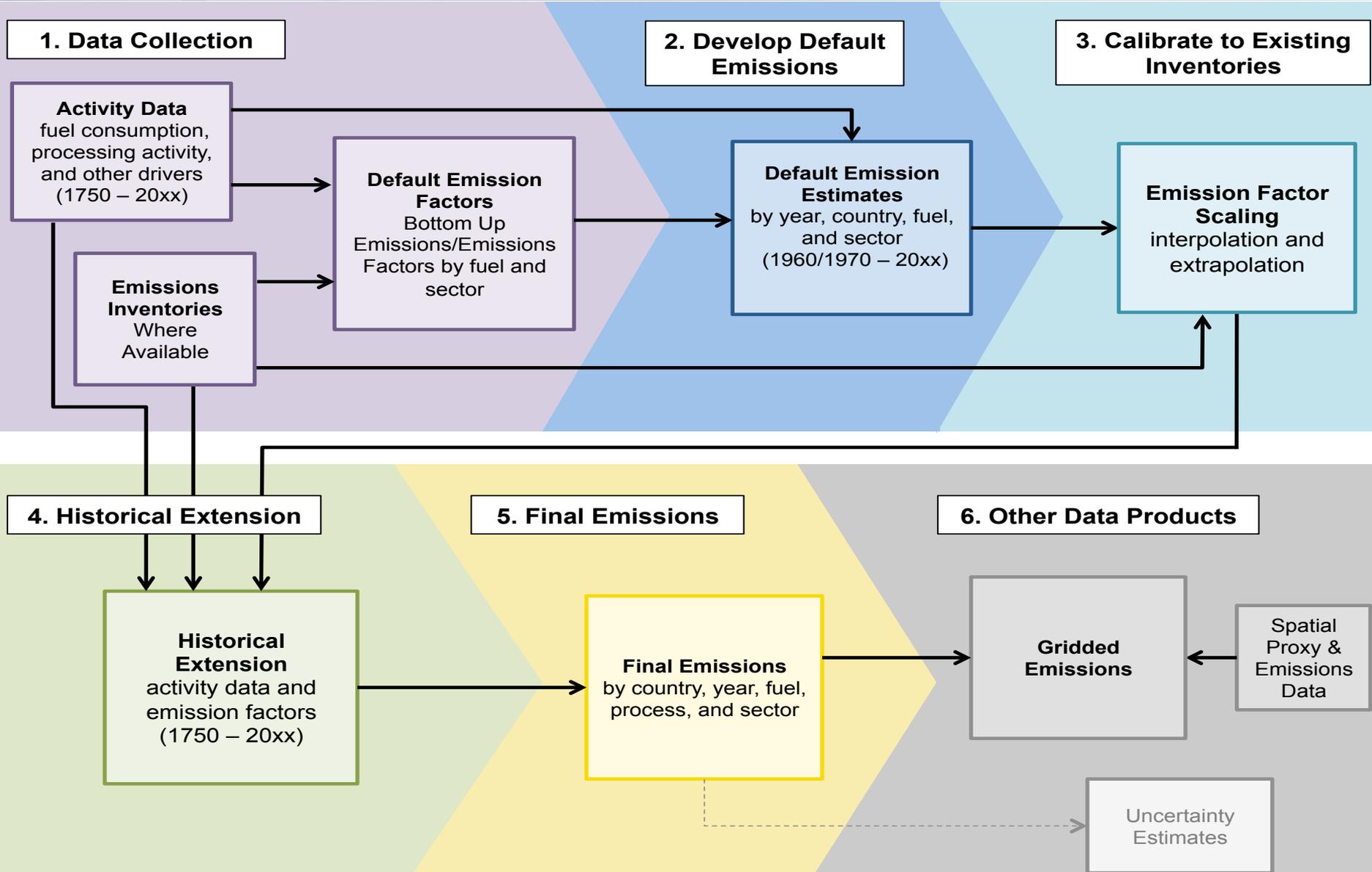


CEEDS produces:

- SO<sub>2</sub>, NO<sub>x</sub>, CO, OC, BC, NH<sub>3</sub>, NMVOC, CO<sub>2</sub>, CH<sub>4</sub>
- 1750 – 2014
- Aggregate annual estimates (221 regions/countries, 8 fuels, 55 sectors)
- Gridded data (0.5° x 0.5° , monthly seasonality, 9 sectors)

*Uncertainty essential  
for estimates of more  
recent years.*

# System Diagram



## 1) Estimates by Country, Sector, Fuel

- Hybrid of bottom-up emission estimates & calibration to inventories (e.g. EPA, EMEP, etc.)

## 2) Map to spatial grid

- Country values mapped to spatial grids for 14 “intermediate” gridding sectors. (Chosen where we have EDGAR, and other global grids.)
- Other than population, we lack spatial information for earlier years.
  - Mostly use time-changing EDGAR grids over 1970 – 2008, then constant
  - Residential emissions distribution merges to population grid by 1900

## 3) Add Seasonality

- Global gridded monthly profiles (mostly from ECLIPSE) applied by gridding sector

## 4) Aggregate for gridded data release

- Aggregated to 9 final gridding sectors, month (including aircraft)

# CEDS CMIP6 – Improvements Relative To CMIP5

- **More robust emission trends**
  - Consistent methodology across all years
  - All emission species use same driver data
  - Consistently calibrated to country-level inventories where available
- Annual data resolves important socio-economic events
- **Emissions estimates out to 2014 to capture recent trends** as best as possible
  - *Albeit with additional uncertainty (which is now being estimated)*
- 1850 Emissions – CO higher and NO<sub>x</sub> lower, due to explicit representation of biomass and coal emissions for all species.
- New sectors included
  - Residential waste burning
  - Flaring (from ECLIPSE project)
  - Fossil-fuel Fires (from EDGAR)
- **Reproducible emissions generation process**
  - CEDS data system and most input data will be released as open source software
  - Updated data such as new country inventories and energy driver data can be readily incorporated to allow annual updates
  - Modular system facilitates data updates (e.g., “drag and drop” capability)

## Home

Steve Smith edited this page 19 hours ago · 2 revisions

Edit [New Page](#)

**Extensive Wiki Documentation**



# Welcome to the Community Emissions Data System (CEDS) wiki.

Pages 3

- [Home](#)
- [Data\\_and\\_Assumptions](#)
- [User\\_Guide](#)

+ Add a custom sidebar

## Introduction

The CEDS project is building a data-driven, open source framework that will produce annually updated emission estimates for research and analysis.

## CEDS System Documentation

The [CEDS User Guide](#) page provides information on using the CEDS data system, including some programming hints.

Clone this wiki locally

<https://github.com/JGCRI/> 

[Clone in Desktop](#)

## CEDS Data and Assumptions

The [Data and Assumptions](#) section documents data sources and assumptions.

# GitHub – Tracking Issues

JGCRI / CEDS

Unwatch 6

Star 2

Fork 1

Code Issues 5 Pull requests 0 Projects 0 Wiki Insights Settings

Filters is:issue is:open

Labels Milestones

New issue

<input type="checkbox"/>	5 Open ✓ 2 Closed	Author	Labels	Projects	Milestones	Assignee	Sort
<input type="checkbox"/>	<b>Large Increase in Netherlands Industrial BC Emissions in 2007</b> CMIP6 emissions_data #7 opened on Jan 10 by ssmithClimate						1
<input type="checkbox"/>	<b>South Korea BC (OC) emissions overestimated</b> CMIP6 emissions_data #5 opened on Oct 4, 2017 by ssmithClimate						
<input type="checkbox"/>	<b>USA SO2 emissions overestimated from about 1961 to 1969.</b> CMIP6 emissions_data #3 opened on Sep 7, 2017 by ssmithClimate						1
<input type="checkbox"/>	<b>Western USA SO2 emissions too high</b> CMIP6 gridded_emissions_data #2 opened on Sep 7, 2017 by ssmithClimate						2
<input type="checkbox"/>	<b>Combustion emissions become zero for some countries.</b> CMIP6 emissions_data #1 opened on Sep 7, 2017 by ssmithClimate						

<https://github.com/JGCRI/CEDS/issues>