

Table B.1:Source Categories Included Under Section 202(a)

Section 202(a) Source Category	IPCC Sector	IPCC Source Category	Greenhouse Gases
Passenger Cars	Energy	1A3b (i) Cars	CO ₂ , CH ₄ , N ₂ O
Light-Duty Trucks	Energy	1A3b (ii) Light-duty trucks	CO ₂ , CH ₄ , N ₂ O
Motorcycles	Energy	1A3b (iv) Motorcycles	CO ₂ , CH ₄ , N ₂ O
Buses	Energy	1A3b (iii) Heavy-duty trucks and buses	CO ₂ , CH ₄ , N ₂ O
Medium/Heavy-Duty Trucks	Energy	1A3b (iii) Heavy-duty trucks and buses	CO ₂ , CH ₄ , N ₂ O
Cooling (from section 202(a) sources)	Industrial Processes	2F1 Refrigeration and Air Conditioning Equipment	Hydrofluorocarbons (HFCs)

GHG emissions from aviation, pipelines, railways, and marine transport are included in the IPCC Energy Sector under 1A3 but are not included within Section 202(a).

(B) GHG Emissions from Section 202(a) Source Categories

(1) Total, combined GHG emissions from Section 202(a) source categories

Table B.2 presents historical emissions of all GHGs (CO₂, CH₄, N₂O, and HFCs) from Section 202(a) source categories from 1990-2007 in carbon dioxide equivalent units (TgCO₂e).¹⁰⁵ Passenger cars (38.7 percent), light-duty trucks (32.4 percent), and medium/heavy-duty trucks (24.8 percent) emitted the largest shares of GHG emissions in 2007, followed by cooling (from section 202(a) sources) (3.2 percent), buses (0.7 percent), and motorcycles (0.1 percent). From 1990 to 2007, GHG emissions from Section 202(a) source categories grew by 33.9 % due in part to increased demand for travel and the stagnation of fuel efficiency across the U.S. vehicle fleet. Since the 1970s, the number of highway vehicles registered in the United States has increased faster than the overall population, according to the Federal Highway Administration (FHWA).¹⁰⁶ Likewise, the number of miles driven (up 41.3% from 1990 to 2007) and the gallons of gasoline consumed each year in the United States have increased steadily since the 1980s, according to the FHWA and Energy Information

¹⁰⁵ A Tg is one teragram, or one million metric tons.

¹⁰⁶ FHWA (1996 through 2008) Highway Statistics. Federal Highway Administration, U.S. Department of Transportation, Washington, DC. Report FHWA-PL-96-023-annual. Available online at <<http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>>.

Administration, respectively.¹⁰⁷ These increases in motor vehicle use are the result of a confluence of factors, including population growth, economic growth, urban sprawl, low fuel prices, and increasing popularity of sport utility vehicles and other light-duty trucks that tend to have lower fuel efficiency.

¹⁰⁷ DOE (1993 through 2008) Transportation Energy Data Book. Office of Transportation Technologies, Center for Transportation Analysis, Energy Division, Oak Ridge National Laboratory. ORNL-5198.

Table B.2: Total Greenhouse Gas Emissions by Section 202(a) Source Category (Tg CO₂e)

Section 202(a) Sources	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Passenger Cars	656.9	633.9	670.3	673.1	686.5	664.4	660.7	677.3	651.1	639.6
Light-Duty Trucks	336.2	428.6	489.7	492.9	502.9	536.5	557.3	517.1	528.8	533.8
Motorcycles	1.8	1.8	1.9	1.7	1.7	1.7	1.8	1.7	1.9	2.1
Buses	8.3	9.0	10.9	10.0	9.7	10.5	14.7	11.8	12.1	12.1
Medium/Heavy-Duty Trucks	228.8	272.4	342.7	341.8	355.9	352.3	365.0	392.9	402.3	408.6
Cooling (from section 202(a) sources)	0.0	16.2	43.0	46.7	49.9	52.4	55.1	56.5	55.9	53.2
Total	1231.9	1362.1	1558.5	1566.3	1606.6	1617.7	1654.6	1657.3	1652.1	1649.3

Between 1990 and 2007, GHG emissions from passenger cars decreased 2.6%, though there was some growth in GHG emissions from 2000 to 2002, and again from 2004 to 2005. Emissions from light-duty trucks increased 58.8% from 1990 to 2007, largely due to the increased use of sport-utility vehicles and other light-duty trucks. Meanwhile, GHG emissions from heavy-duty trucks increased 78.6%, reflecting the increased volume of total freight movement and an increasing share transported by trucks. In 1990, there were no hydrofluorocarbons (HFCs) used in vehicle cooling systems. HFCs were gradually introduced into motor vehicle air conditioning and refrigerating systems during the 1990s as chlorofluorocarbons (CFCs), and hydrochlorofluorocarbons (HCFCs) started to phase out of production as required under the Montreal Protocol and Title VI of the Clean Air Act.

Table B.3 presents GHG emissions from Section 202(a) source categories alongside total U.S. emissions. The table also presents emissions from the electricity generation and industrial sectors for comparison. In 1990, Section 202(a) source categories emitted 20.2% of total U.S. emissions, behind the electricity generation sector (30.5%) and the industrial sector (24.5%). By 2007, Section 202(a) source categories collectively were the second largest sector with 23.1% of total U.S. emissions, due both to growth in vehicle emissions and a decline in emissions from industry.

Table B.3: Sectoral Comparison to Total U.S. Greenhouse Gas Emissions (Tg CO₂e)

U.S. Emissions	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Section 202(a) GHG emissions	1231.9	1362.1	1558.5	1566.3	1606.6	1617.7	1654.6	1657.3	1652.1	1649.3
Share of U.S. (%)	20.2%	21.1%	22.2%	22.7%	23.1%	23.2%	23.4%	23.3%	23.4%	23.1%
Electricity sector emissions	1859.1	1989.0	2329.3	2292.1	2301.1	2329.6	2362.0	2429.4	2375.5	2445.1
Share of U.S. (%)	30.5	30.8	33.2	33.2	33.1	33.4	33.4	34.2	33.7	34.2
Industrial sector emissions	1496.0	1524.5	1467.5	1415.0	1418.4	1394.7	1408.7	1364.9	1388.4	1386.3
Share of U.S. (%)	24.5	23.6	20.9	20.5	20.4	20.0	19.9	19.2	19.7	19.4
Total U.S. GHG emissions	6098.7	6463.3	7008.2	6896.3	6942.3	6981.1	7064.9	7108.6	7051.1	7150.1

Table B.4 compares total GHG emissions from Section 202(a) source categories to all U.S. GHG emissions, global GHG emissions from the transport sector (as defined by IPCC), and total global GHG emissions from all source categories, for 2005.¹⁰⁸ Section 202(a) GHG emissions are a significantly larger share of global transport GHG emissions (28.0%) than the corresponding share of all U.S. GHG emissions to the global total (18.4%), reflecting the relative size of the transport sector in the United States compared to the global average. Section 202(a) GHG emissions were 4.3% of total global emissions in 2005. The global transport sector was 15.3% of all global emissions in 2005.

¹⁰⁸ The year 2005 is the most recent year for which comprehensive greenhouse gas emissions data are available for all gases, all countries, and all sources. Global estimates are ‘gross’ emissions estimates and do not include removals of greenhouse gas emissions from the atmosphere by terrestrial sinks (i.e., forests and other biomass). Global data come from the World Resources Institute’s Climate Analysis Indicators Tool, which contains national data submitted by Parties to the UNFCCC, and other independent and peer-reviewed datasets (e.g., International Energy Agency).

Table B.4: Comparison to Global Greenhouse Gas Emissions (Tg CO₂e)

	2005	Sec 202(a) Share
All U.S. GHG emissions	7,109	23.3%
Global transport GHG emissions	5,925	28.0%
All global GHG emissions	38,726	4.3%

(2) Individual GHG emissions from Section 202(a) source categories

Table B.5 presents total GHG emissions from Section 202(a) source categories by gas, in CO₂ equivalent units. In 2007, CO₂ made up the largest share of emissions (95.1%), followed by HFCs (3.2%), N₂O (1.6%) and CH₄ (0.1%). Since 1990, the share of HFCs has increased (from zero in 1990), whereas the share of the other gases has correspondingly decreased. Methane and N₂O emissions have decreased in absolute terms since 1990.

Table B.5: Greenhouse Gas Emissions From Section 202(a) Source Categories by Gas (Tg CO₂e)

Section 202(a) Sources	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
CO ₂	1187.3	1291.9	1463.8	1470.5	1512.0	1524.2	1561.4	1566.2	1564.9	1568.5
Share of Sec 202 GHGs	96%	95%	94%	94%	94%	94%	94%	95%	95%	95%
CH ₄	4.2	3.8	2.9	2.8	2.4	2.2	2.1	1.9	1.8	1.7
Share of Sec 202 GHGs	0.34%	0.28%	0.18%	0.18%	0.15%	0.14%	0.13%	0.12%	0.11%	0.10%
N ₂ O	40.4	50.1	48.8	46.4	42.3	38.9	36.1	32.7	29.5	26.0
Share of Sec 202 GHGs	3.3%	3.7%	3.1%	3.0%	2.6%	2.4%	2.2%	2.0%	1.8%	1.6%
HFCs	0.0	16.2	43.0	46.7	49.9	52.4	55.1	56.5	55.9	53.2
Share of Sec 202 GHGs	0.0%	1.2%	2.8%	3.0%	3.1%	3.2%	3.3%	3.4%	3.4%	3.2%
Total GHGs	1231.9	1362.1	1558.5	1566.3	1606.6	1617.7	1654.6	1657.3	1652.1	1649.3

(a) Carbon dioxide emissions from Section 202(a) source categories

Carbon dioxide is emitted from motor vehicles and motor vehicle engines during the fossil fuel combustion process. During combustion, the carbon (C) stored in the fuels is oxidized and emitted as CO₂ and smaller amounts of other carbon compounds, including CH₄, carbon monoxide (CO), and non-methane volatile organic compounds (NMVOCs). These other C-containing non-CO₂ gases are emitted as by-products of incomplete fuel combustion, but are, for the most part, eventually oxidized to CO₂ in the atmosphere.

As the dominant GHG emitted from motor vehicles and motor vehicle engines (95.1% of total emissions in 2007), CO₂ emission trends in Table B.6 mirror those of the GHG emission total. Carbon dioxide emissions grew by 32.1% between 1990 and 2007. Most of this growth occurred as a result of increased CO₂ emissions from light-duty trucks (62.8%) and medium/heavy-duty trucks (78.8%). Emissions from passenger cars did not grow over the same time period.

Table B.6: CO₂ Emissions by Section 202(a) Source Category (Tg CO₂)

Sec. 202 Source Categories	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Passenger Cars	628.8	604.9	643.5	647.9	662.6	642.1	640.0	658.4	634.4	625.0
Light-Duty Trucks	320.7	405.0	466.2	470.5	483.5	519.1	541.2	502.8	515.5	522.0
Motorcycles	1.7	1.8	1.8	1.7	1.7	1.6	1.7	1.6	1.9	2.0
Buses	8.3	9.0	10.9	10.0	9.6	10.5	14.7	11.8	12.1	12.0
Medium/Heavy-Duty Trucks	227.8	271.2	341.3	340.4	354.5	350.8	363.7	391.6	401.1	407.4
Cooling (from section 202(a) sources)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	1187.3	1291.9	1463.8	1470.5	1512.0	1524.2	1561.4	1566.2	1564.9	1568.5

Table B.7 presents CO₂ emissions from Section 202(a) source categories alongside total U.S. CO₂ emissions. The table also presents emissions from the electricity generation and industrial sectors for comparison. In 1990, Section 202(a) source categories emitted 23.4% of total U.S. CO₂ emissions, behind the electricity generation sector (36.0%), and ahead of the industrial sector (22.3%). By 2007, emissions from Section 202(a) source categories increased to 25.7% of total U.S. CO₂ emissions.

Table B.7: Sectoral Comparison to Total U.S. CO₂ Emissions (Tg CO₂)

U.S. CO ₂ Emissions	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Section 202 CO ₂ emissions	1187.3	1291.9	1463.8	1470.5	1512.0	1524.2	1561.4	1566.2	1564.9	1568.5
Share of U.S. CO ₂ (%)	23.4%	23.9%	24.6%	25.1%	25.6%	25.6%	25.8%	25.7%	26.0%	25.7%
Electricity Sector CO ₂	1829.7	1964.2	2311.7	2274.6	2284.0	2313.6	2345.0	2412.0	2358.3	2429.4
Share of U.S. CO ₂ (%)	36.0	36.3	38.8	38.8	38.7	38.8	38.8	39.6	39.2	39.8
Industrial Sector CO ₂	1132.6	1176.5	1148.6	1119.7	1122.5	1111.6	1130.4	1100.3	1126.0	1115.7
Share of U.S. CO ₂ (%)	22.3	21.8	19.3	19.1	19.0	18.6	18.7	18.1	18.7	18.3
Total U.S. CO ₂ emissions	5076.7	5407.9	5955.2	5860.0	5908.2	5963.2	6048.1	6090.8	6014.9	6103.4

Table B.8 compares total CO₂ emissions from Section 202(a) source categories to total U.S. emissions, global GHG emissions from the transport sector (as defined by IPCC), and total global GHG emissions from all source categories, for 2005. Section 202(a) CO₂ emissions are a significantly larger share of global transport GHG emissions (26.4%) than the corresponding share of all U.S. CO₂ emissions to the global total (22.0%), reflecting the relative size of the transport sector in the U.S. compared to the global average. Section 202(a) CO₂ emissions were 4.0% of total global GHG emissions in 2005.

Table B.8: Comparison to U.S. and Global Greenhouse Gas Emissions (Tg CO₂e)

Global Emissions	2005	Sec 202(a) CO₂ Share
All U.S. GHG emissions	7,109	22.0%
All global CO ₂ emissions	27,526	5.7%
Global transport GHG emissions	5,925	26.4%
All global GHG emissions	38,726	4.0%

(b) Methane emissions from Section 202(a) source categories

Methane emissions from motor vehicles are a function of the CH₄ and hydrocarbon content of the motor fuel, the amount of hydrocarbons passing uncombusted through the engine, and any post-combustion control of hydrocarbon emissions (such as catalytic converters).

Table B.9 shows the trend in CH₄ emissions from Section 202(a) source categories since 1990, presented in carbon dioxide equivalents. The combustion of gasoline in passenger cars and light-duty trucks was responsible for the majority (91.2%) of the CH₄ emitted from Section 202(a) source categories. From 1990 to 2007, CH₄ emissions decreased by 61%.

Table B.9: CH₄ Emissions by Section 202(a) Source Category (Tg CO₂e)

202(a) Sources	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Passenger Cars	2.6	2.1	1.6	1.5	1.4	1.3	1.2	1.1	1.0	0.9
Light-Duty Trucks	1.4	1.4	1.1	1.1	0.9	0.8	0.7	0.7	0.7	0.6
Motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Medium/Heavy-Duty Trucks	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Cooling (from section 202(a) sources)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	4.2	3.8	2.9	2.8	2.4	2.2	2.1	1.9	1.8	1.7

Table B.10 presents CH₄ emissions from Section 202(a) source categories alongside total U.S. CH₄ emissions. The table also presents CH₄ emissions from landfills and natural gas systems for comparison. In 2007, Section 202(a) source categories emitted 0.3% of total U.S. CH₄ emissions; landfills (22.7%) and natural gas systems (17.9%) represented a significantly larger share. Overall, total U.S. CH₄ emissions decreased by 5.1% (31.3 TgCO₂e) from 1990 to 2007, in part due to efforts to reduce emissions at individual sources such as landfills and coal mines.

Table B.10: Sectoral Comparison to Total U.S. CH₄ Emissions (Tg CO₂e)

U.S. CH₄ Emissions	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Section 202(a) CH ₄ emissions	4.2	3.8	2.9	2.8	2.4	2.2	2.1	1.9	1.8	1.7
Share of U.S. CH ₄ (%)	0.69	0.62	0.48	0.48	0.42	0.39	0.37	0.34	0.31	0.28
Landfill CH ₄ emissions	149.2	144.3	122.3	119.5	121.9	128.3	126.2	127.8	130.4	132.9
Share of U.S. CH ₄ (%)	24.2	23.4	20.7	20.7	21.0	22.2	22.4	22.8	22.4	22.7
Natural Gas CH ₄ emissions	129.6	132.6	130.8	129.5	129.0	127.2	118.0	106.3	104.8	104.7
Share of U.S. CH ₄ (%)	21.0	21.5	22.1	22.4	22.2	22.0	21.0	18.9	18.0	17.9
Total U.S. CH ₄ emissions	616.6	615.8	591.1	577.1	580.9	578.7	562.7	561.7	582.0	585.3

Table B.11 compares total CH₄ emissions from Section 202(a) source categories to U.S. GHG emissions, global GHG emissions from the transport sector (as defined by IPCC), and total global GHG emissions from all source categories, for 2005. Section 202(a) CH₄ emissions are a significantly smaller share of U.S., global transport, and global emissions in comparison to Section 202(a) CO₂ emissions.

Table B.11: Comparison to US and global greenhouse gas emissions (Tg CO₂e)

Global Emissions	2005	Sec 202(a) CH ₄ Share
All U.S. GHG emissions	7,109	0.03%
All global CH ₄ emissions	6,408	0.03%
Global transport GHG emissions	5,925	0.03%
All global GHG emissions	38,726	0.005%

(c) Nitrous oxide emissions from Section 202(a) source categories

Nitrous oxide (N₂O) is a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. N₂O emissions from motor vehicles and motor vehicle engines are closely related to fuel characteristics, air-fuel mixes, combustion temperatures, and the use of pollution control equipment. For example, some types of catalytic converters installed to reduce motor vehicle NO_x, CO, and hydrocarbon emissions can promote the formation of N₂O.

Table B.12 shows the trend in N₂O emissions from Section 202(a) source categories since 1990, presented in carbon dioxide equivalents. Section 202(a) emissions of N₂O decreased by 35.55% from 1990 to 2007. Earlier generation control technologies initially resulted in higher N₂O emissions, causing a 24.2% increase in N₂O emissions from motor vehicles between 1990 and 1995. Improvements in later-generation emission control technologies have reduced N₂O output, resulting in a 48.1% decrease in N₂O emissions from 1995 to 2007. Overall, Section 202(a) N₂O emissions were predominantly from gasoline-fueled passenger cars (52.8 %) and light-duty trucks (42.8%) in 2007.

Table B.12: N₂O Emissions by Section 202(a) Source Category (Tg CO₂e)

202(a) Sources	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Passenger Cars	25.4	26.9	25.2	23.8	22.5	21.0	19.5	17.8	15.7	13.7
Light-Duty Trucks	14.1	22.1	22.4	21.3	18.5	16.6	15.3	13.7	12.6	11.1
Motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Medium/Heavy-Duty Trucks	0.8	1.0	1.2	1.2	1.3	1.3	1.2	1.2	1.1	1.1
Cooling (from section 202(a) sources)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	40.4	50.1	48.8	46.4	42.3	38.9	36.1	32.7	29.5	26.0

Table B.13 presents N₂O emissions from Section 202(a) source categories alongside total U.S. N₂O emissions. The table also presents N₂O emissions from agricultural soil management and nitric acid production for comparison. In 2007, Section 202(a) source categories emitted 8.3% of total United States N₂O emissions, making it the second largest source category. By far the largest source category in the United States is agricultural soil management, representing 66.7% of total N₂O emissions in 2007. The third largest source in 2007 was nitric acid production (7.0%).

Table B.13: Sectoral Comparison to Total U.S. N₂O Emissions (Tg CO₂e)

U.S. N₂O Emissions	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Section 202(a) N ₂ O emissions	40.4	50.1	48.8	46.4	42.3	38.9	36.1	32.7	29.5	26.0
Share of U.S. N ₂ O (%)	12.8	15.0	14.8	13.8	13.1	12.5	11.4	10.3	9.4	8.3
Agricultural Soil N ₂ O emissions	200.3	202.3	204.5	220.4	207.6	202.8	211.2	210.6	208.4	207.9
Share of U.S. N ₂ O (%)	63.6	60.6	62.1	65.5	64.5	64.9	66.4	66.7	66.8	66.7
Nitric Acid N ₂ O emissions	20.0	22.3	21.9	17.8	19.3	18.1	18.0	18.6	18.2	21.7
Share of U.S. N ₂ O (%)	6.3	6.7	6.7	5.3	6.0	5.8	5.6	5.9	5.8	7.0
Total U.S. N ₂ O emissions	315.0	334.1	329.2	336.5	322.0	312.5	317.8	315.9	312.1	311.9

Table B.14 compares total N₂O emissions from Section 202(a) source categories to U.S. GHG emissions, global GHG emissions from the transport sector (as defined by IPCC), total global N₂O emissions, and total global GHG emissions from all source categories, for 2005. Section 202(a) N₂O emissions are just under 0.55% of global transport emissions and 0.08% of all global GHG emissions.

Table B.14: Comparison to U.S. and Global Greenhouse Gas Emissions (Tg CO₂e)

	2005	Sec 202(a) N ₂ O Share
All U.S. GHG emissions	7,109	0.46%
All global N ₂ O emissions	3,286	0.99%
Global transport GHG emissions	5,925	0.55%
All global GHG emissions	38,726	0.08%

(d) HFC emissions from Section 202(a) source categories

HFCs (a term that encompasses a group of 11 related compounds) are progressively replacing CFCs and HCFCs in Section 202(a) cooling and refrigeration systems as they are being phased out under the Montreal Protocol and Title VI of the Clean Air Act.¹⁰⁹ For example, HFC-134a has become a replacement for CFC-12 in mobile air conditioning systems. A number of HFC blends, containing multiple compounds, have also been introduced. The emission pathway can be complex, with HFCs being emitted to the atmosphere during the charging, operation, and decommissioning/disposal of cooling and refrigeration system.

Table B.15 shows the trend in HFC emissions from Section 202(a) source categories since 1990, presented in carbon dioxide equivalents. As opposed to the GHGs discussed above, estimates of HFC emissions are presented here as the sum of HFC emissions from all vehicle modes that qualify as section 202(a) source categories. This was done because the *U.S. Inventory* does not disaggregate HFC emission data into vehicle types in exactly the same way as it does for other GHGs. The vehicle modes that are included in the HFC emission estimates are passenger cars, light-duty trucks and buses. Additionally, while HFC emissions associated with comfort cooling for passengers in medium and heavy duty trucks are considered a section 202(a) source, these emissions are not included here because they are not estimated for the *U.S. Inventory* due to insufficient data. As such, the numbers presented here are likely a slight underestimate of total section 202(a) HFC emissions. HFCs were not used in motor vehicles in 1990, but by 2007 emissions had increased to 53.2 Tg CO₂e. From 1995 to 2007, HFC emissions from Section 202(a) source categories increased by 227%.

¹⁰⁹ 2006 IPCC Guidelines, Volume 3, Chapter 7. Page 43 (IPCC, 2006a).

Table B.15: HFC Emissions by Section 202(a) Source Category (Tg CO₂e)

202(a) HFC Sources	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Cooling (from section 202(a) sources)	0.0	16.2	43.0	46.7	49.9	52.4	55.1	56.5	55.9	53.2

Table B.16 presents HFC emissions from Section 202(a) source categories alongside total U.S. HFC emissions. The table also presents HFC emissions from HCFC-22 production and all other end-use applications of substitutes for ozone-depleting substances (ODS substitutes) for comparison. In 2007, Section 202(a) source categories emitted 42.4% of total U.S. HFC emissions, making it the largest source category. Other applications of ODS substitutes (including foam blowing, fire protection, aerosol propellants, solvents, and other applications) accounted for 44.1%. HCFC-22 chemical production results in byproduct releases of HFC-23, which accounted for 98.6% of HFC emissions in 1990, but declined by 2007 and now represents 13.5%.

Table B.16: Sectoral Comparison to Total U.S. HFC Emissions (Tg CO₂e)

U.S. HFC Emissions	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007
Section 202(a) HFC emissions	0.0	16.2	43.0	46.7	49.9	52.4	55.1	56.5	55.9	53.2
Share of U.S. HFC (%)	0	26	43	48	48	52	49	49	46.9	42.4
HCFC-22 Production	36.4	33.0	28.6	19.7	21.1	12.3	17.2	15.8	13.8	17.0
Share of U.S. HFC (%)	98.6	53.4	28.6	20.4	20.2	12.1	15.3	13.6	11.6	13.5
Other ODS Substitutes	0.5	12.6	28.5	30.4	33.3	36.7	40.1	43.8	49.4	55.4
Share of U.S. HFC (%)	1.4	20.4	28.5	31.4	31.9	36.2	35.7	37.7	41.5	44.1
Total U.S. HFC emissions	36.9	61.8	100.1	96.9	104.3	101.4	112.4	116.1	119.1	125.5

Table B.17 compares total HFC emissions from Section 202(a) source categories to U.S. GHG emissions, global GHG emissions from the transport sector (as defined by IPCC), total global HFC emissions, and total global GHG emissions from all source categories, for 2005. Section 202(a) HFC emissions are 0.95% of global transport emissions and 0.15% of all global GHG emissions, but actually make up 14.8% of global HFC emissions.

Table B.17: Comparison to U.S. and Global Greenhouse Gas Emissions (Tg CO₂e)

	2005	Sec 202(a) HFC Share
All U.S. GHG emissions	7,109	0.79%
All global HFC emissions	381	14.8%
Global transport GHG emissions	5,925	0.95%
All global GHG emissions	38,726	0.15%

(e) PFC and SF₆ emissions

Perfluorocarbons (PFCs) are not emitted from motor vehicles or motor vehicle engines in the United States. The main sources of PFC emissions in the United States are aluminum smelting and semiconductor manufacturing.

Similarly, sulfur hexafluoride (SF₆) is not emitted from motor vehicles or motor vehicle engines in the United States, although use of SF₆ for tire inflation has been reported in other countries.¹¹⁰ The main sources of SF₆ emissions in the United States are electrical transmission and distribution systems and primary magnesium smelting.

¹¹⁰ 2006 IPCC Guidelines, Volume 3, Chapter 8 (IPCC, 2006b).

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Appendix C: Direct Effects of Ambient GHG Concentrations on Human Health

Greenhouse gases (GHG), at both current and projected atmospheric concentrations, are not expected to pose exposure risks on human respiratory systems (i.e., breathing/inhalation). The literature supporting this conclusion is described below.

Carbon dioxide (CO₂)

The direct effects of high CO₂ concentrations on human health were assessed in the EPA (2000a) report, *Carbon Dioxide as a Fire Suppressant: Examining the Risks*, and have also been reviewed by the IPCC (2005) *Special Report on Carbon Dioxide Capture and Storage*. At concentrations above about 2%, CO₂ has a strong effect on respiratory physiology, and at concentrations above 7 to 10%, it can cause unconsciousness and death (IPCC, 2005). Exposure studies have not revealed any adverse health effect of chronic exposure to concentrations below 1%. At concentrations greater than 17%, loss of controlled and purposeful activity, unconsciousness, convulsions, coma, and death occur within one minute of initial inhalation of CO₂ (OSHA, 1989; CCOHS, 1990; Dalgaard et al., 1972; CATAMA, 1953; Lambertsen, 1971). But CO₂ is a physiologically active gas and is a normal component of blood gases (U.S. EPA, 2000b). Acute CO₂ exposure of up to 1% and 1.5% by volume is tolerated quite comfortably (U.S. EPA, 2000b).

The ambient concentration of CO₂ in the atmosphere is presently about 0.039% by volume (or 386 ppm). Projected increases in CO₂ concentrations from anthropogenic emissions range from 41 to 158% above 2005 levels (of about 380 ppm) or 535 to 983 ppm by 2100 (Meehl et al., 2007) (see Section 5). Such increases would result in atmospheric CO₂ concentrations of 0.054 to 0.098% by volume in 2100, which is well below published thresholds for adverse health effects.

Methane (CH₄)

CH₄ is flammable or explosive at concentrations of 5 to 15% by volume (50,000 to 150,000 ppm) of air (NIOSH, 1994; NRC, 2000). At high enough concentrations, CH₄ is also a simple asphyxiant, capable of displacing enough oxygen to cause death by suffocation. Threshold limit values are not specified because the limiting factor is the available oxygen (NRC, 2000). Atmospheres with oxygen concentrations below 19.5% can have adverse physiological effects, and atmospheres with less than 16% oxygen can become life threatening (MSHA, 2007). Methane displaces oxygen to 18% in air when present at 14% (140,000 ppm).

When oxygen is readily available, CH₄ has little toxic effect (NRC, 2000). In assessing emergency exposure limits for CH₄, the NRC (2000) determined that an exposure limit that presents an explosion hazard cannot be recommended, even if it is well below a concentration that would produce toxicity. As such, it recommended an exposure limit of 5,000 ppm for methane (NRC, 2000). The National Institute for Occupational Health Safety (NIOSH, 1994) established a threshold limit value (TLV) for methane at 1,000 ppm.

The current atmospheric concentration of CH₄ is 1.78 ppm. The projected CH₄ concentration in 2100 ranges from 1.46 to 3.39 ppm by 2100, well below any recommended exposure limits (Meehl et al., 2007).

Nitrous Oxide (N₂O)

N₂O is an asphyxiant at high concentrations. At lower concentrations, exposure causes central nervous system, cardiovascular, hepatic (pertaining to the liver), hematopoietic (pertaining to the formation of blood or blood cells), and reproductive effects in humans (Hathaway et al., 1991). At a concentration of 50 to 67% (500,000 to 670,000 ppm) N₂O is used to induce anesthesia in humans (Rom, 1992).

NIOSH has established a recommended exposure limit (REL) for N₂O of 25 ppm as a time-weighted average (TWA) for the duration of the exposure (NIOSH, 1992). The American Conference of Governmental Industrial Hygienists (ACGIH) has assigned N₂O a TLV of 50 ppm as a TWA for a normal 8-hour workday and a 40-hour workweek (ACGIH, 1994).

The NIOSH limit is based on the risk of reproductive system effects and decreases in audiovisual performance (NIOSH, 1992). The ACGIH limit is based on the risk of reproductive, hematological (related to the study of the nature, function, and diseases of the blood and of blood-forming organs), and nervous system effects (ACGIH, 1994).

The current atmospheric concentration of N₂O is 0.32 ppm. The projected N₂O concentration in 2100 ranges from 0.36 to 0.46 ppm, well below any exposure limits (Meehl et al., 2007).

Fluorinated Gases (HFCs, PFCs, SF₆)

Most fluorinated gases emitted from anthropogenic activities are released in very small quantities relative to established thresholds for adverse health outcomes from exposure. The health effects of exposure to one illustrative HFC gas, one illustrative HCFC gas, and sulfur hexafluoride (SF₆) are given in the context of their current atmospheric concentration. Chlorofluorocarbons are not included in this discussion given their phaseout under the Montreal Protocol.

The NRC (1996) recommended a 1-hour emergency exposure guidance level (EEGL) of 4,000 ppm for HFC-134a. This recommendation was based on a no-observed-adverse-effect level of 40,000 ppm in cardiac-sensitization tests of male beagles (NRC, 1996). It recommended 24-hour EEGL of 1,000 ppm based on the fetotoxicity effects (slight retardation of skeletal ossification) observed in rats exposed to HFC-134a. Finally, it recommended a 90-day Continuous Exposure Guidance Level (CEGL) of 900 ppm based on a two-year chronic toxicity study conducted in male rats exposed to HFC-134a at different concentrations for six hours/day, five days/week. The atmospheric concentration of HFC 134a in 2003 was in the range of 26 to 31 parts per trillion according to IPCC/TEAP (2005), many orders of magnitude below EEGLs.

For HCFC-123, the end points of pharmacological or adverse effects considered for establishing an EEGL are cardiac sensitization, anesthesia or CNS-related effects, malignant hyperthermia, and hepatotoxicity. According to the NRC (1996), the concentration required to produce cardiac sensitization in 50% of the animals for HCFC-123 was determined in dog studies to be 1.9% (19,000 ppm) for a 5-minute exposure. The NRC recommended that 1,900 ppm (19,000 ppm divided by an uncertainty factor of 10 for interspecies variability) should be considered the human no-observed-effect level for a 1-minute exposure to HCFC-123 on the basis of the dog cardiac-sensitization model. The concentration of HCFC-123 in 1996 was 0.03 parts per trillion according to IPCC/TEAP (2005), many orders of magnitude below the established effect level.

SF₆ is a relatively nontoxic gas but an asphyxiant at high concentrations. The NIOSH recommended exposure limit is 1,000 ppm (NIOSH, 1997). The SF₆ concentration in 2003 was about 5 parts per trillion according to IPCC/TEAP (2005), many orders of magnitude below the exposure limit.

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