



› **MODEL-READY EMISSIONS**

From inventories to users | Kuenen, J.J.P. (Jeroen)

TNO innovation
for life

**Co-authored by the TNO
emissions team:**

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Ingrid Super

OUTLINE

- › Using emission inventories in modelling
 - › What do inventories offer, and what do modellers need?
 - › Work done in Copernicus Atmospheric Monitoring Service (CAMS) and how that compares to the national inventories
- › Important aspects for modellers
 - › Consistency in emissions (in various aspects)
 - › Fine time scale emissions (from annually to hourly)

WHAT DO USERS REQUEST?

	Country Inventories	Model user needs & wishes
What?	<ul style="list-style-type: none"> Releases of pre-defined list of pollutants from pre-defined list of sources (NFR) 	<ul style="list-style-type: none"> All sources, also int'l Some sources more detail (fuels) Split of some of the reported pollutants (NO_x, PM, NMVOC) in actual components
Where?	<ul style="list-style-type: none"> Country level data Grid level data 0.1°x0.1° 	<ul style="list-style-type: none"> Increasing demand for higher resolution (1-3km)
When?	<ul style="list-style-type: none"> Annual time scale Reporting in year t-2 	<ul style="list-style-type: none"> Hourly time scale is requested for modelling activities No delay (from t-2 to NRT?)
How?	<ul style="list-style-type: none"> Following the Guidelines & Guidebook 	<ul style="list-style-type: none"> More consistency in emissions necessary in specific cases

GRIDDED DATA REPORTING

- › Reporting provides gridded data at 0.1°x0.1° resolution, but...
- › Gridded data & LPS reporting only every 4 years (2017, 2021, ...)
- › Many countries missing, especially outside EU
- › Data holds has errors (e.g. lat/lon coordinates)
- › Consistency at borders?
- › Work ongoing to improve (e.g. ongoing NECD review), but for the time being an alternative is needed for modellers

	NECD					Gridded data	CLRTAP					Gridded data
	Timeliness	Completeness	IIR	Projections	LPS		Timeliness	Completeness	IIR	Projections**	LPS	
AL							🟢	🟡	🔴	🔴	🟡	🔴
AM							🟢	🟡	🔴	🔴	🔴	🔴
AT	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
AZ							🟢	🟡	🟡	🔴	🟢	🔴
BA							🔴	🔴	🔴	🔴	🔴	🔴
BE	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
BG	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢
BY							🟡	🟡	🔴	🔴	🔴	🔴
CA*							🟢	🟡	🟡			
CH							🟢	🟢	🟢	🟢	🟢	🟢
CY	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
CZ	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
DE	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟡	🟢
DK	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
EE	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
ES	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
EU							🟢	🟢	🟢	🟢	🟢	🟢
FI	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
FR	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢
GB	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
GE							🟢	🟡	🟡	🔴	🟢	🟢
GR	🟡	🟢	🟢	🟡	🟢	🟢	🟡	🟢	🟢	🟡	🟢	🟢
HR	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
HU	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢
IE	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
IS							🟢	🟢	🔴	🔴	🟡	🔴
IT	🟡	🟢	🟢	🟢	🟡	🟢	🟡	🟢	🟢	🟢	🟡	🟢
KG							🔴	🔴	🔴	🔴	🔴	🔴
KZ							🟢	🟢	🔴	🔴	🔴	🔴
LI							🔴	🟡	🔴	🔴	🔴	🔴
LT	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
LU	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢
LV	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
MC							🔴	🔴	🔴	🟢	🟢	🟢
MD							🔴	🔴	🔴	🔴	🔴	🔴
ME							🔴	🔴	🔴	🔴	🔴	🔴
MK							🟢	🟢	🟢	🔴	🟢	🟢
MT	🟡	🟡	🟡	🟡	🟡	🟢	🟡	🟡	🟡	🔴	🟡	🟢
NL	🟢	🟢	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟡	🟢	🟢
NO							🟢	🟢	🟢	🟢	🟢	🟢
PL	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢	🟢
PT	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
RO	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢
RS							🟢	🟢	🟡	🔴	🔴	🔴
RU							🟢	🔴	🔴	🟢	🟢	🟡
SE	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
SI	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
SK	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
TR							🟢	🔴	🔴	🔴	🔴	🔴
UA							🟡	🔴	🔴	🔴	🔴	🔴
UIS*							🟡	🟢	🟢	🟢		

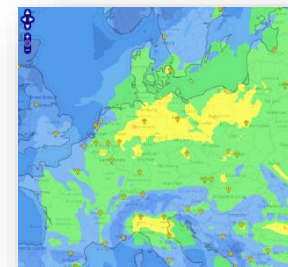
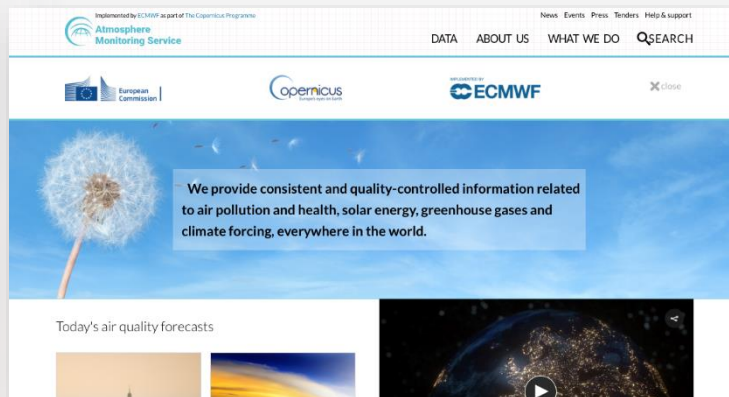




THE CAMS PORTFOLIO

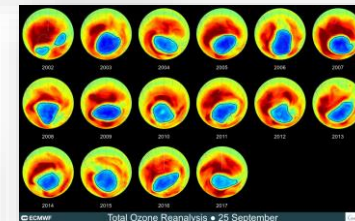
Atmosphere
Monitoring

atmosphere.copernicus.eu

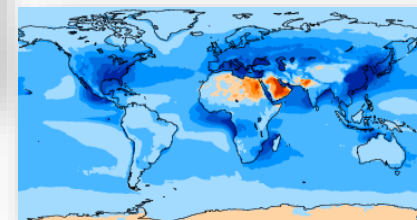


*European Air
Quality and
products in
support of
policy users*

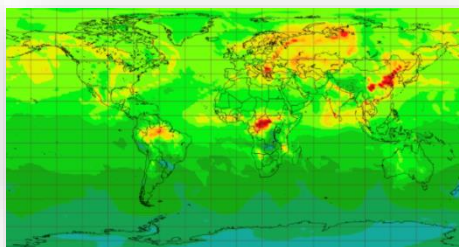
Ozone layer



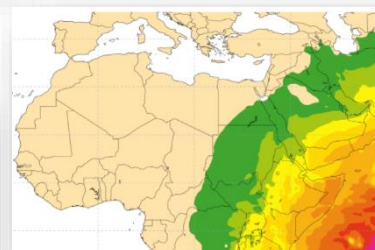
Climate forcings



*Bottom-up
emissions and
surface fluxes of
greenhouse gases*



*Global analyses, forecasts and
reanalyses (2003-...)*



*Solar radiation
and UV index*

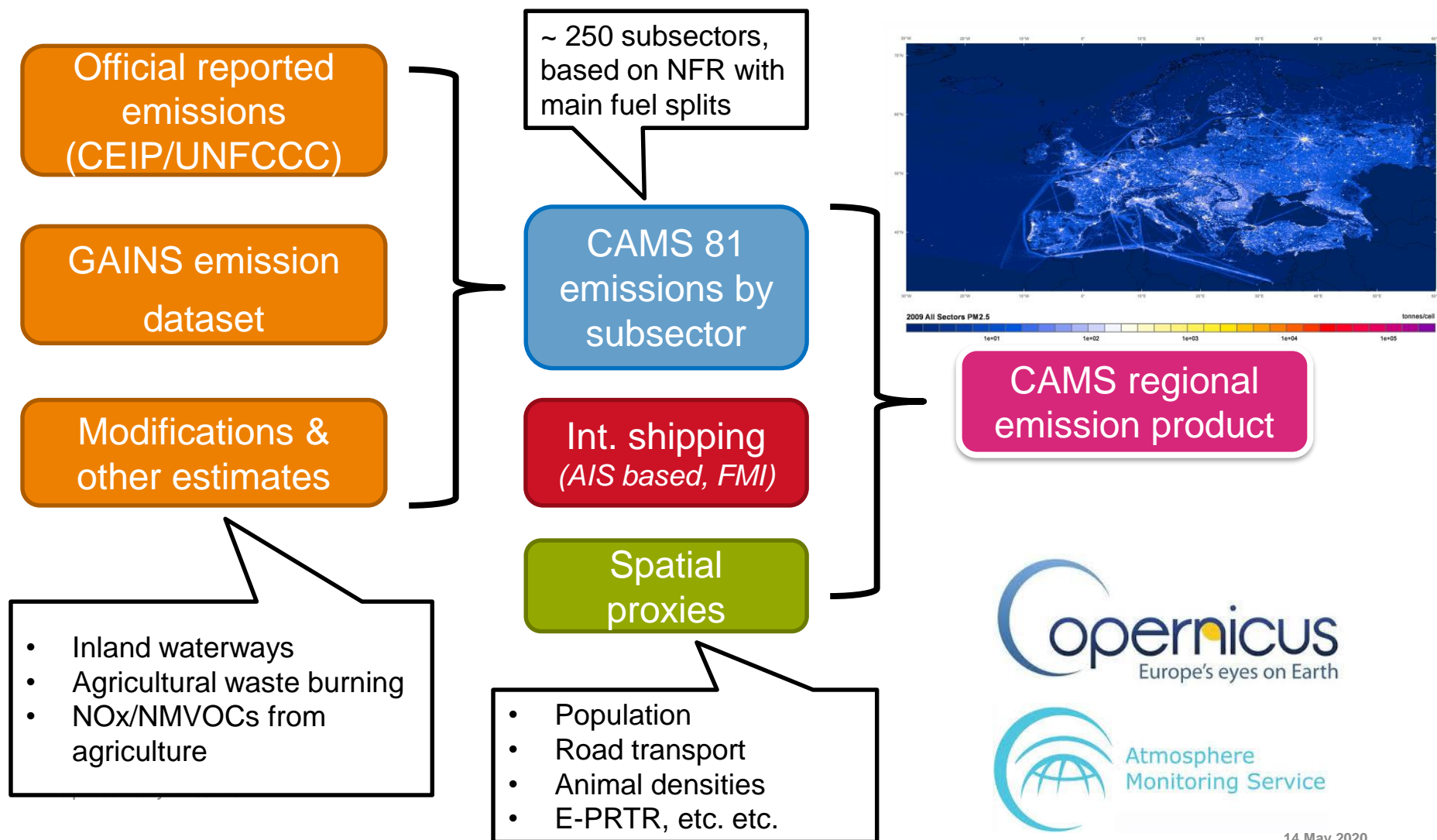
TNO

From V-H Peuch, ECMWF

CAMS EMISSION INVENTORY

- › Pan-European scale, i.e. not bound to specific countries but defined along coordinates covering the entire continent
- › Not only emissions for regulated pollutants, but also includes a split of PM10, PM2.5 and NMVOC in different components
- › Covering also major greenhouse gases (CO₂, CH₄) (N₂O to be added later)
- › Longer time series (2000-2015 annually, 2000-2017 currently under evaluation)
- › Input format directly usable for modellers (CSV and NetCDF formats)

CAMS-REG METHODOLOGY



DATA USED FOR PUBLIC POWER AND HEAT SECTOR, EU

LCP

Plant name
Location
Plant type
Emission of NO_x, SO_x and dust
Fuel use by fuel type
→ Estimated CO₂ emissions
Years: 2004 – 2015

Gapfilling from LCP dataset:

- Fuel type
- Emissions of NO_x, SO_x, dust and CO₂ when missing in EPRTR dataset
- Plants when missing in EPRTR dataset

E-PRTR

Facility name
Location
Sector
Emissions of CO₂, NO_x, SO₂ and PM₁₀
Years: 2001, 2004, 2007–2015

Creating final product

Platts WEPP

Plant name
Location
Unit type
Fuel type
Electric capacity
Sector (e.g. utility, autoproducer in paper prod.)
Year start of operation
Year retired (if applicable)

Gapfilling from Platts WEPP dataset:

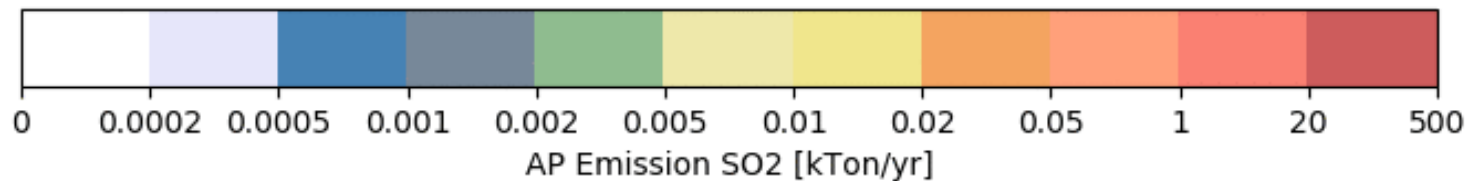
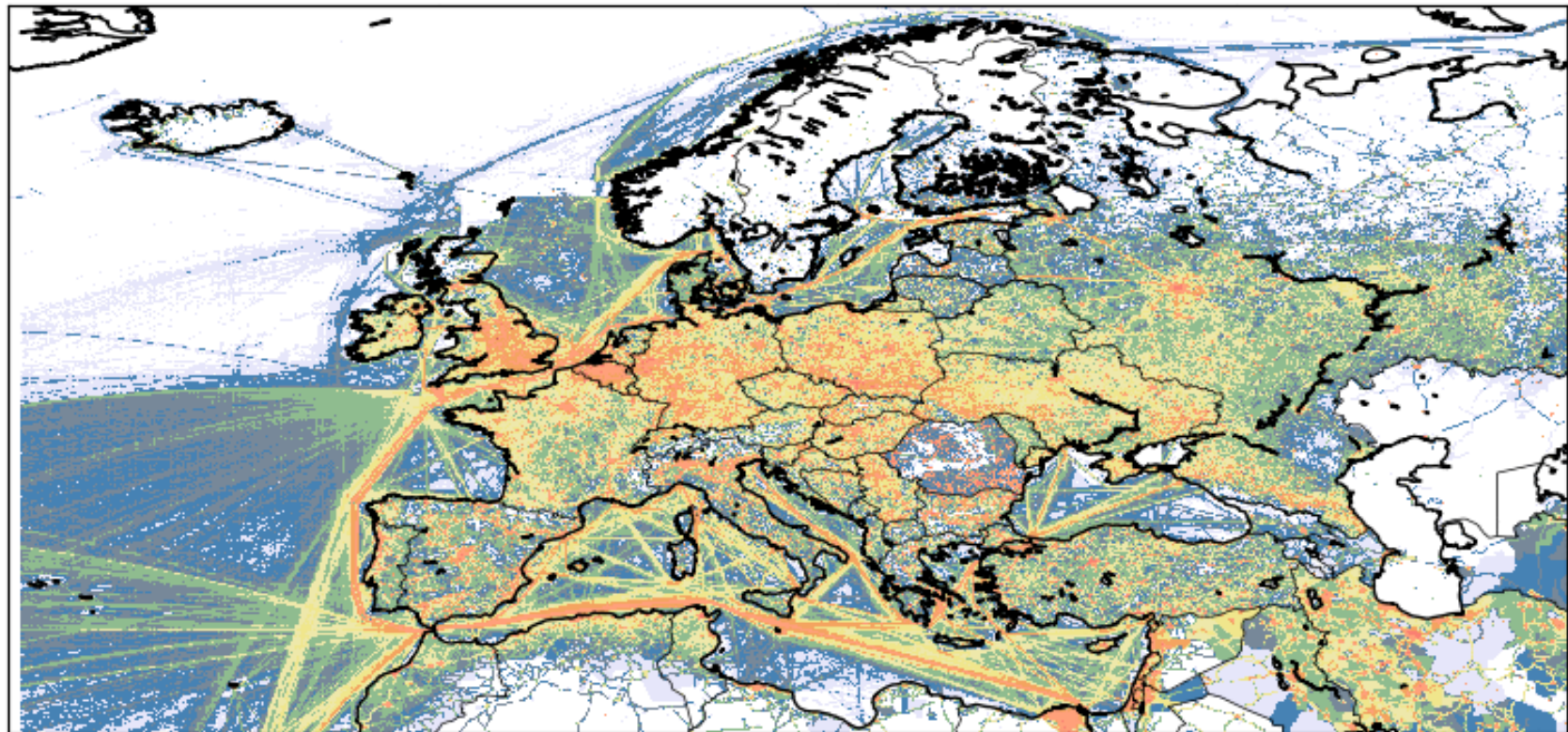
- Fuel type when missing in LCP dataset (e.g. waste plants)
- Crosscheck to see if all large electricity plants have been included
- Crosscheck with sector to see if facility is part of Public power and heat sector

Combined TNO dataset

Facility name
Location (coordinate + country)
Fuel type
Pollutant
Emission
Share of plant in country emissions by fuel type

EXAMPLE: SO2 TIME SERIES

Total - 2000

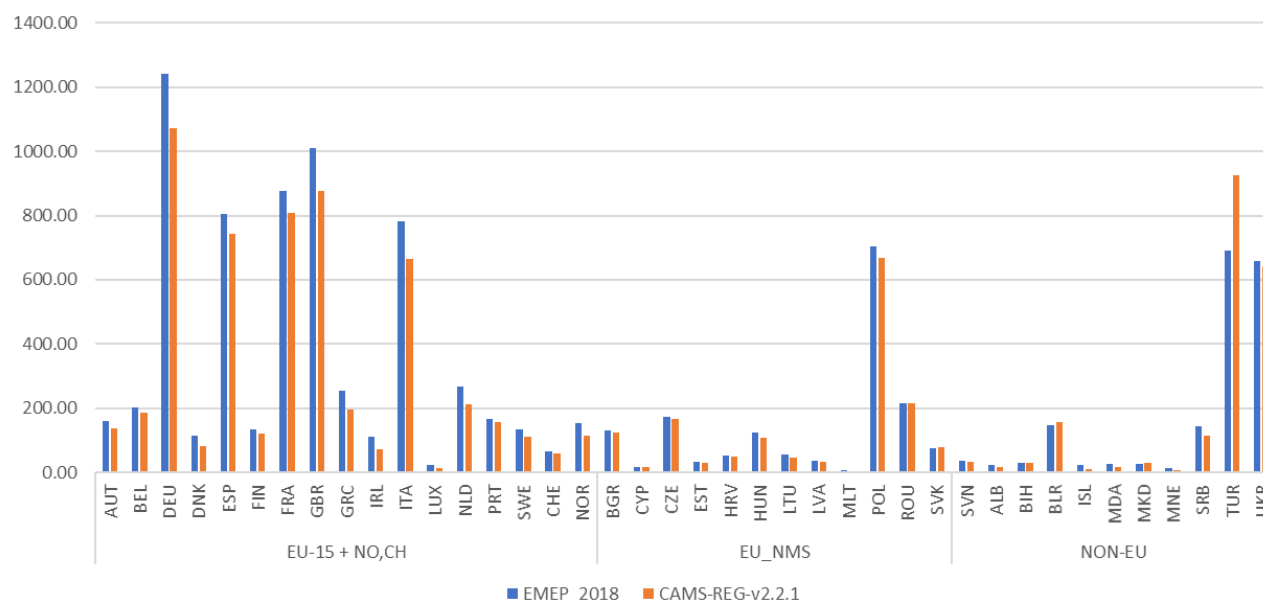


COMPARING CAMS AND EMEP

- › Different issues play a role, also coverage of sources
- › Example: some countries report significant NO_x emissions from agricultural soils
- › Currently these are excluded from CAMS-REG as some models calculate these separately

Country	NO _x in L_AgriOther	
DE	129	32%
ES	58	15%
IT	47	12%
IE	30	7%
NL	30	7%
GR	19	5%
DK	17	4%
SE	13	3%
BE	12	3%
AT	11	3%
FI	9	2%
NO	7	2%
GB	6	1%
PT	5	1%
FR	4	1%
CH	3	1%
LU	1	0%

Difference in 2015 NO_x emissions (CAMS vs EMEP)

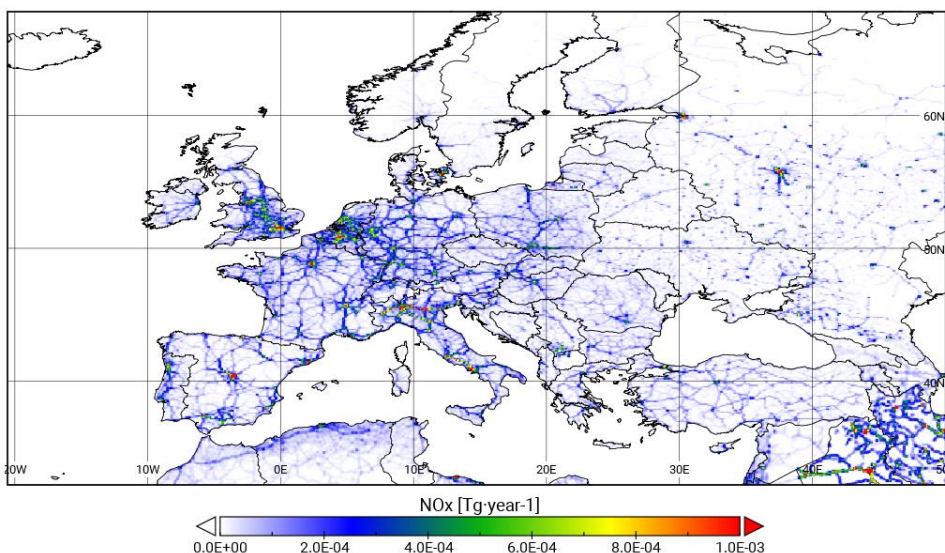


Poll	CAMS	EMEP	Diff
NO _x	9611	9975	-4%
SO _x	6821	6504	5%
NM _{VOC}	7868	9303	-15%
NH ₃	5127	5239	-2%
PM _{2.5}	2442	2082	17%

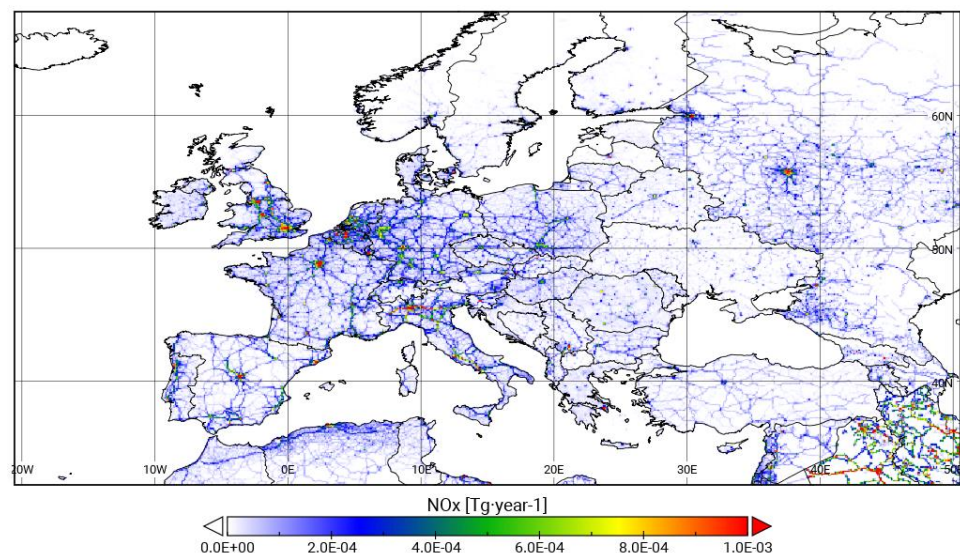
COMPARISON OF GRIDDED DATA

- › Comparing EMEP gridded data (2019) to CAMS-REG-v2.2.1
- › Example 1: NO_x from Road transport

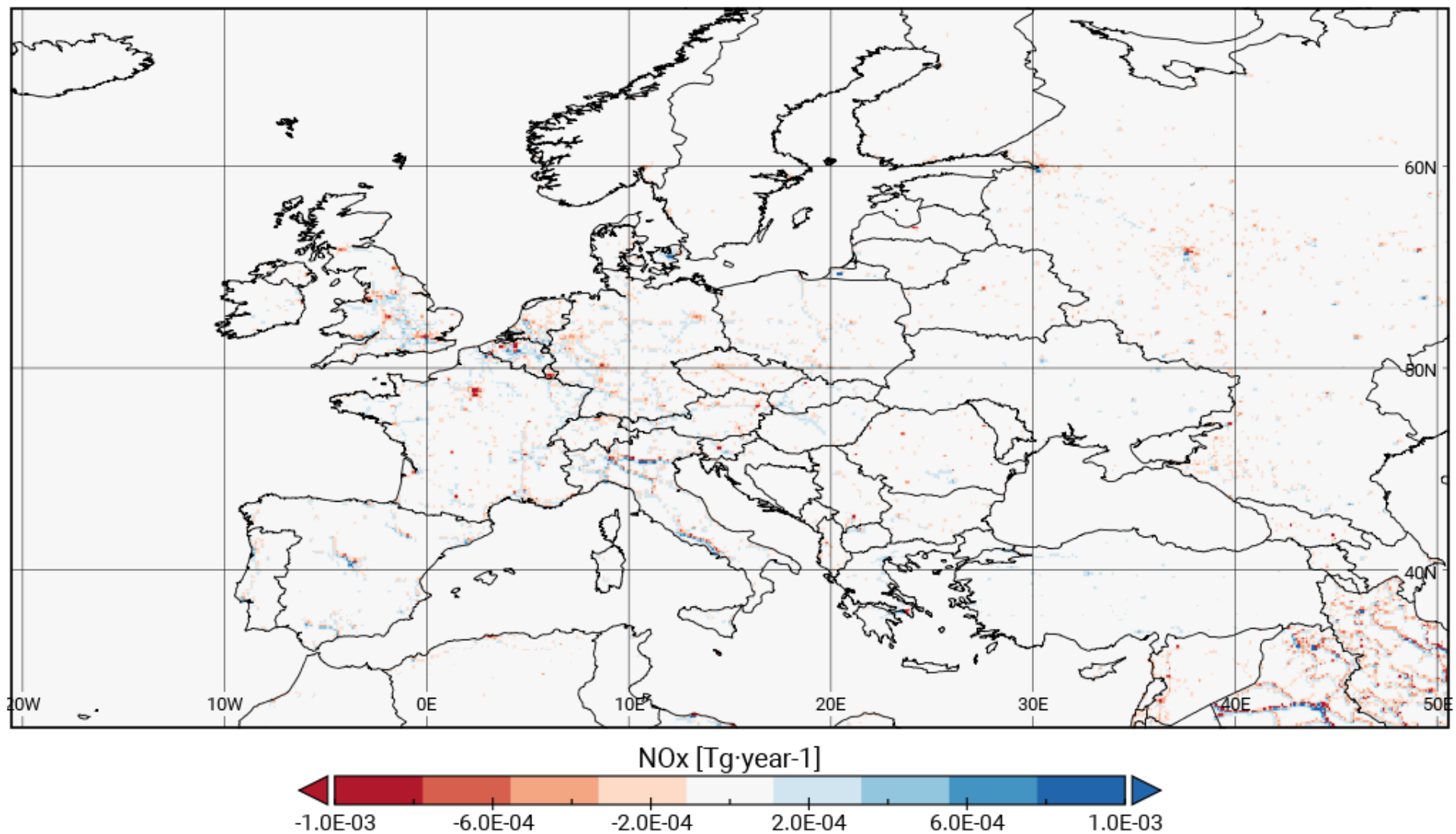
CAMS-REGv221 (NO_x GNFR14 sector F RoadTransport - 2015)



EMEPv2019 (NO_x GNFR14 sector F RoadTransport - 2015)



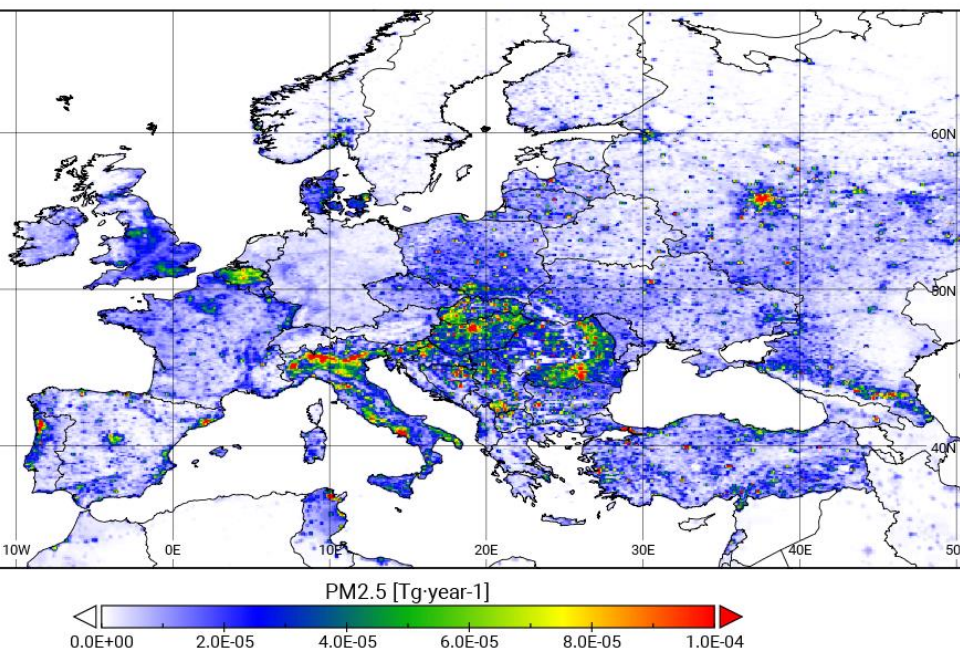
CAMS-REGv221 - EMEPv2019 (NO_x GNFR14 sector F RoadTransport - 2015)



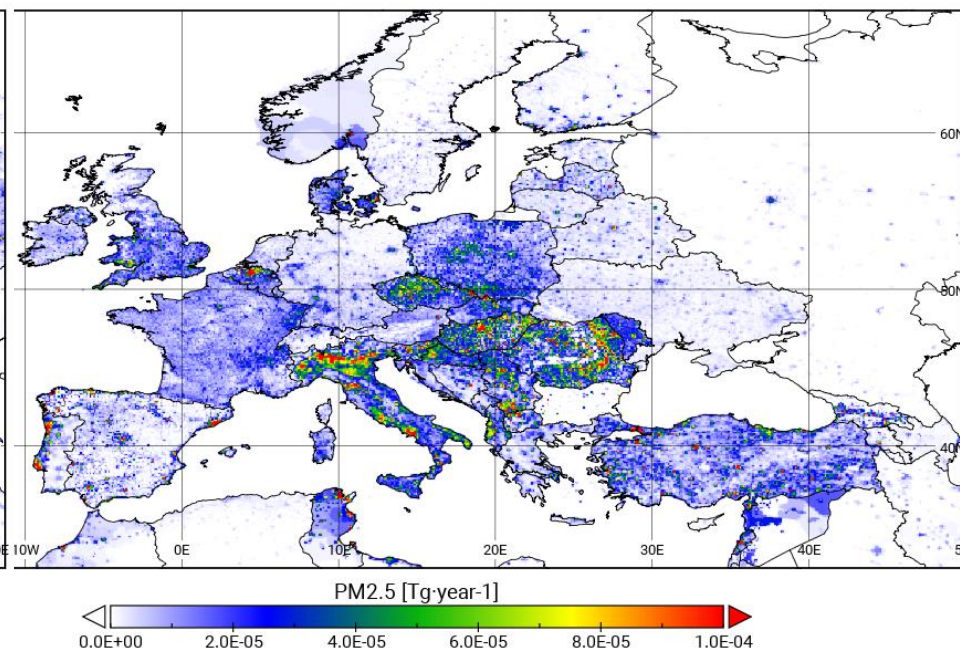
COMPARISON OF GRIDDED DATA

› Example 2: PM_{2.5} from small combustion

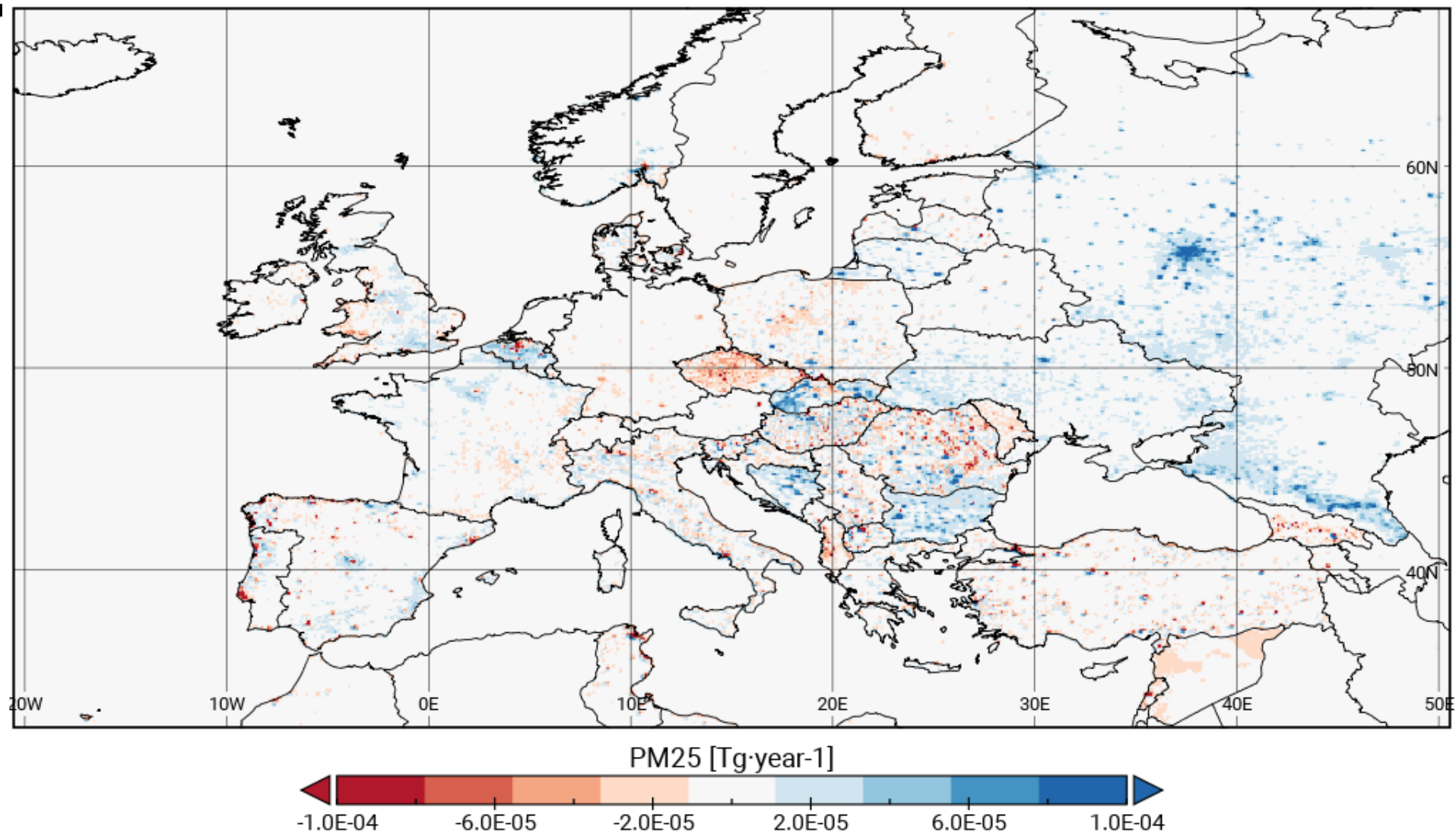
CAMS-REGv221 (PM_{2.5} GNFR14 sector C OtherStationaryComb - 2015)



EMEPv2019 (PM_{2.5} GNFR14 sector C OtherStationaryComb - 2015)



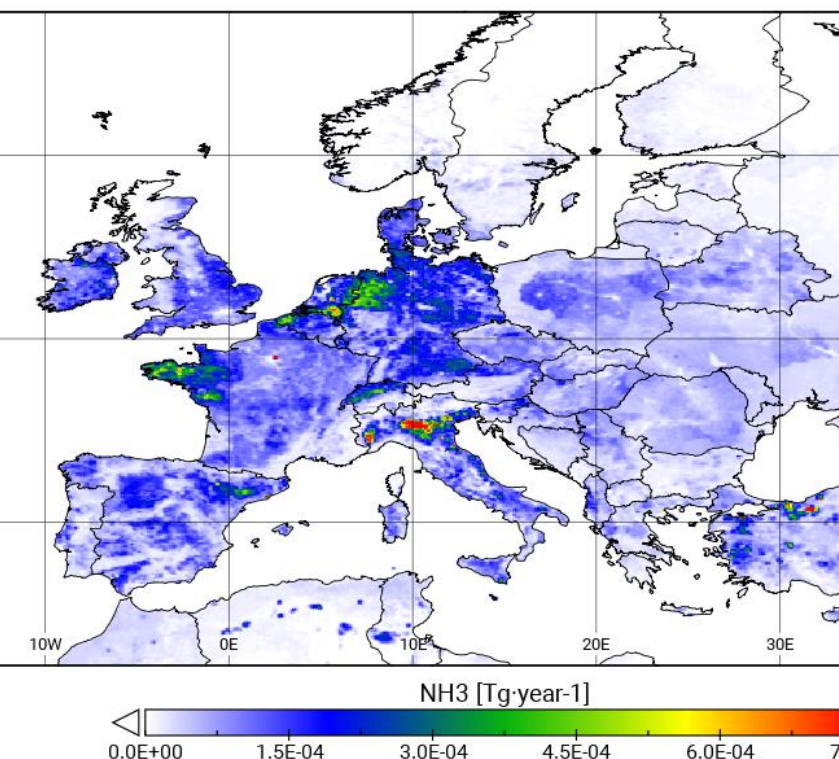
CAMS-REGv221 - EMEPv2019 (PM25 GNFR14 sector C Otherstationarycomb - 2015)



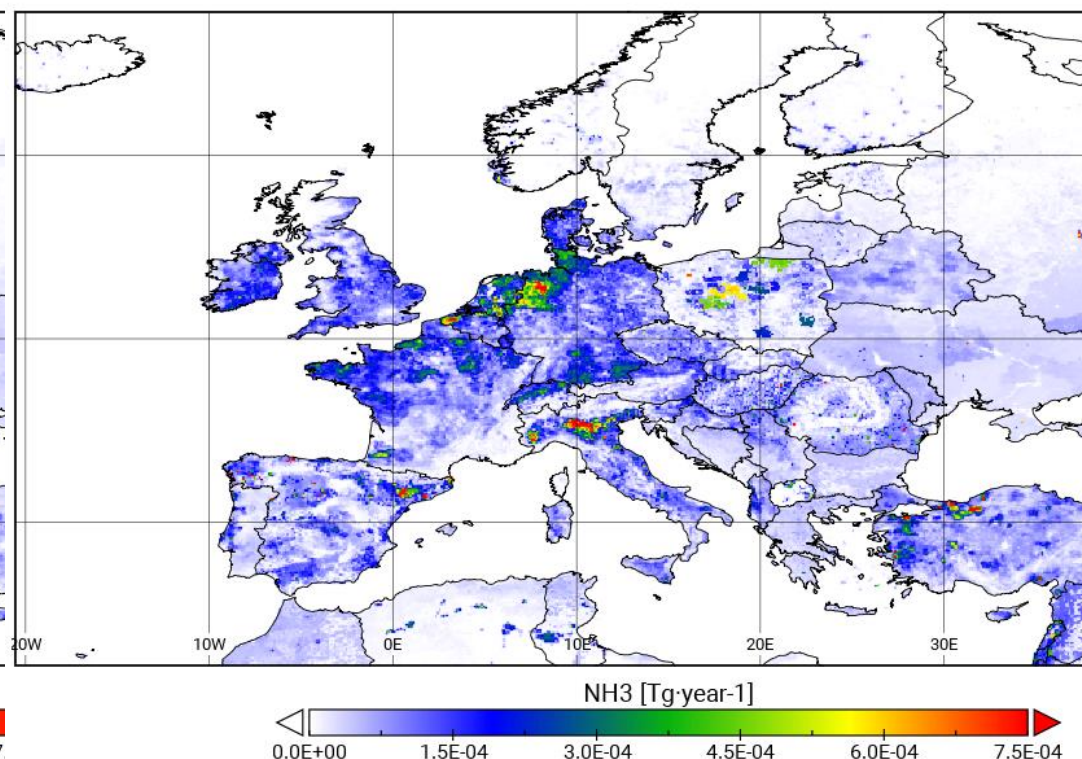
COMPARISON OF GRIDDED DATA

› Example 3: NH₃ from agriculture

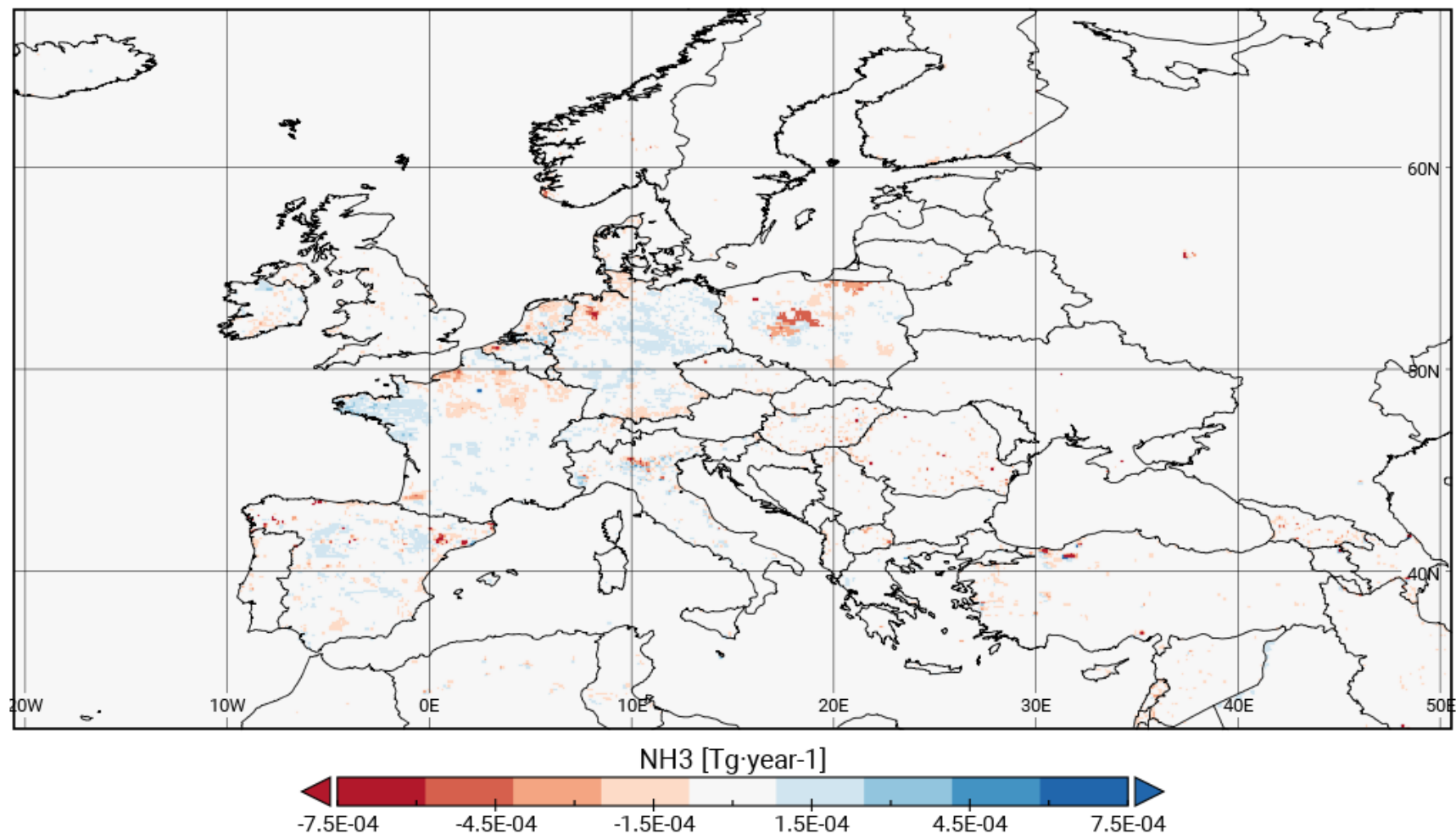
CAMS-REGv221 (NH₃ GNFR14 sector K + L Agriculture)



EMEPv2019 (NH₃ GNFR14 sector K + L Agriculture)



CAMS-REGv221 - EMEPv2019 (NH3 GNFR14 sector K + L Agriculture)

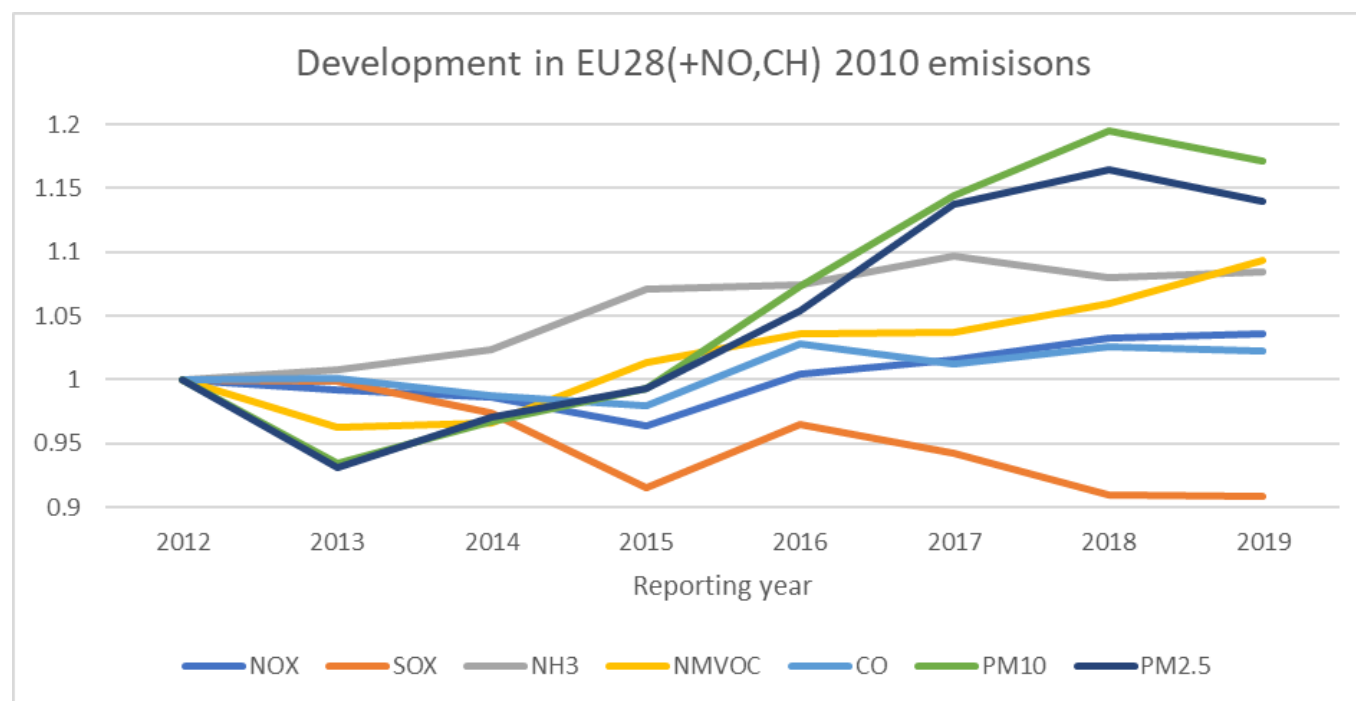


CONSISTENCY IN EMISSION REPORTING

- › CAMS inventory based on official reported data (from NFR tables)
 - › Data are taken up from a certain reporting cycle
- › However, modellers are often not aware that these data are resubmitted annually => yet these recalculations can be very significant!
- › In addition, inventories are not always fully consistent between countries

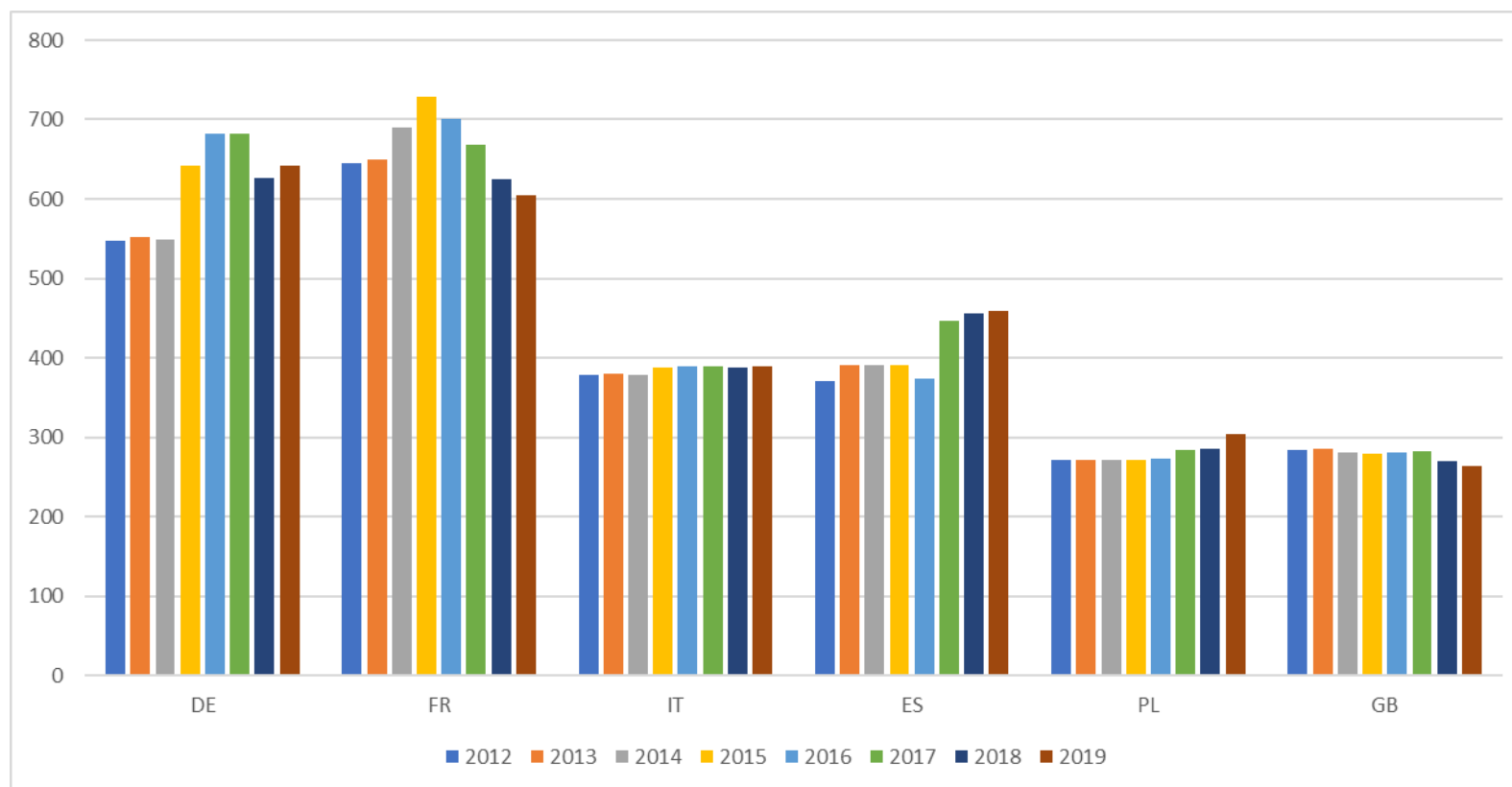
RECALCULATIONS

- › Emissions are recalculated annually for the full time series
- › In some cases, strong interannual variations are observed for historical emissions



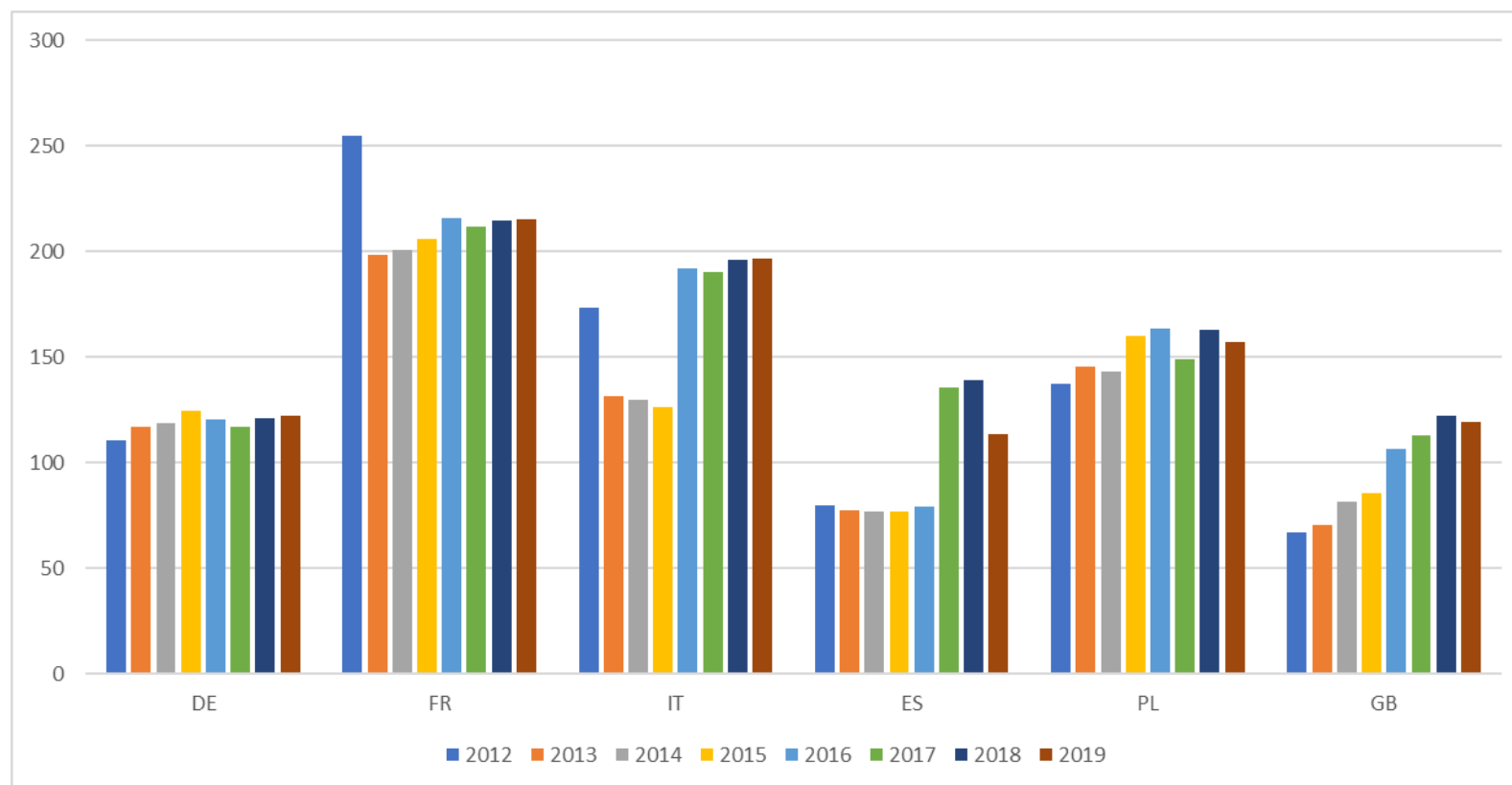
SOME EXAMPLES

NH₃ emissions in year 2010 (selected countries) reported in different years



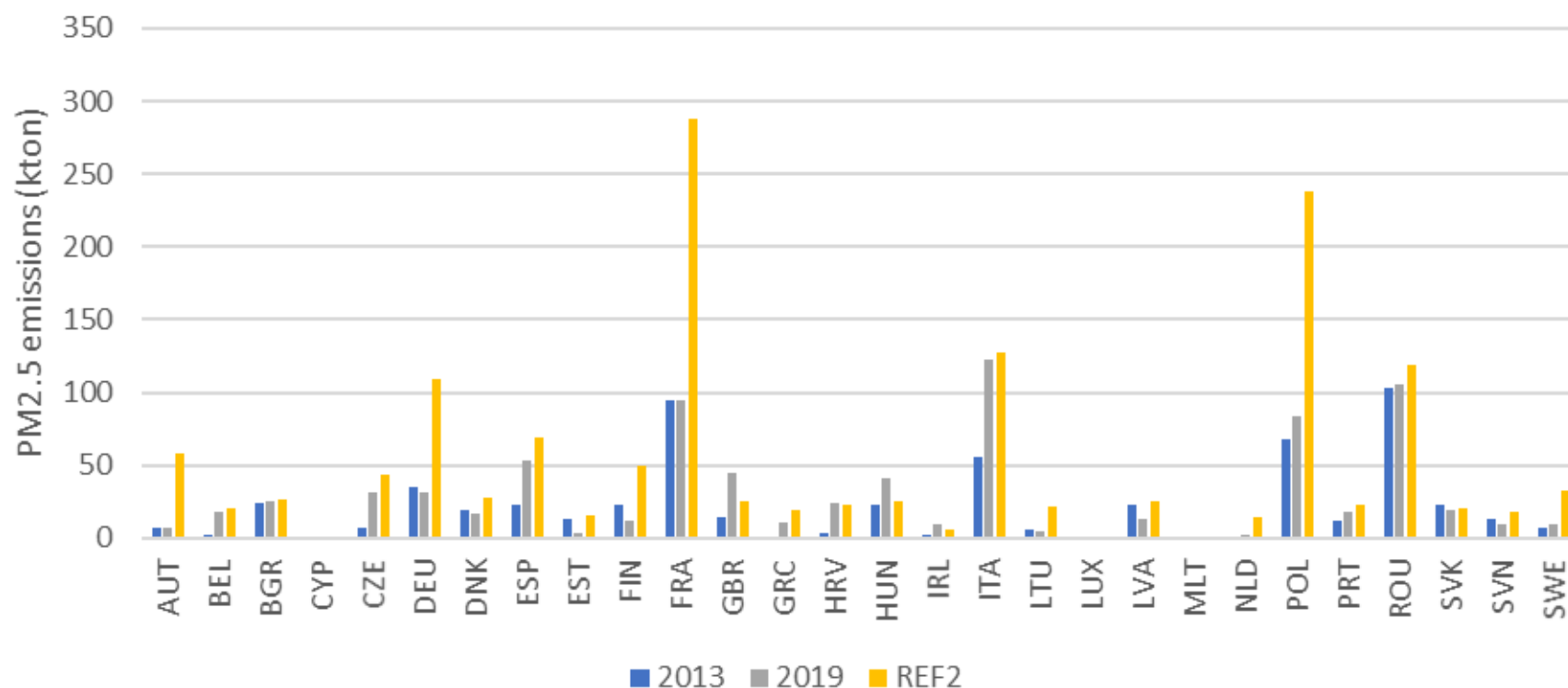
SOME EXAMPLES

PM2.5 emissions in year 2010 (selected countries) reported in different years



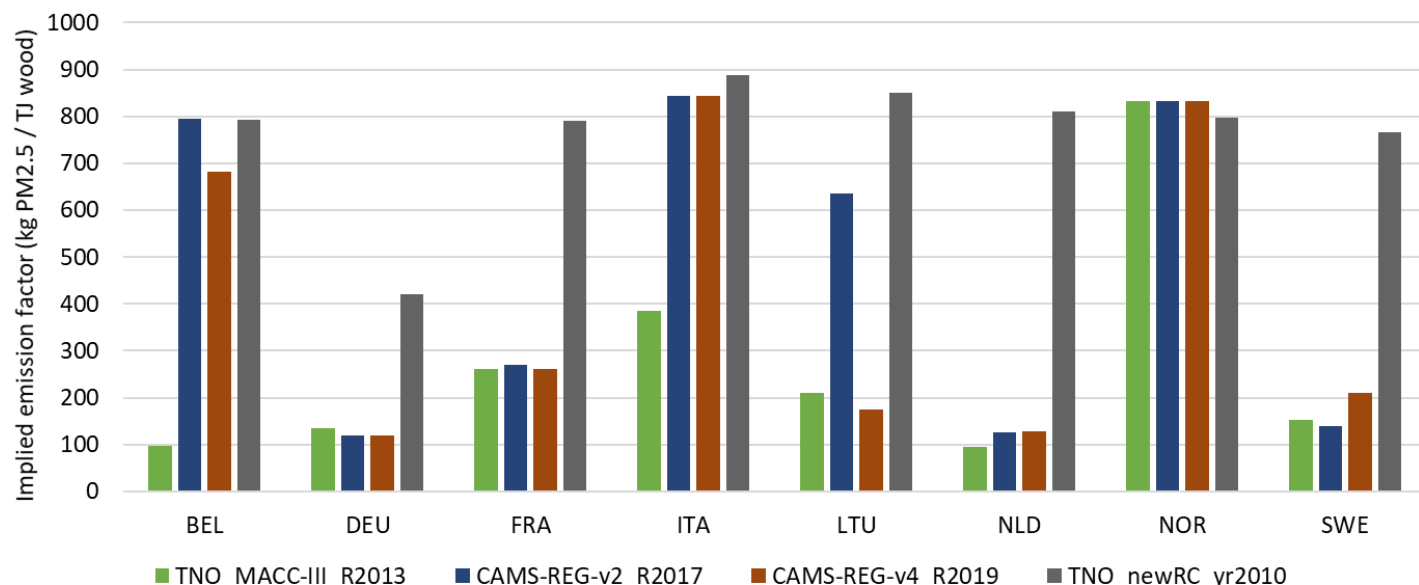
BUILDING CONSISTENCY

PM2.5 emissions (kton); GNFR C; year 2010



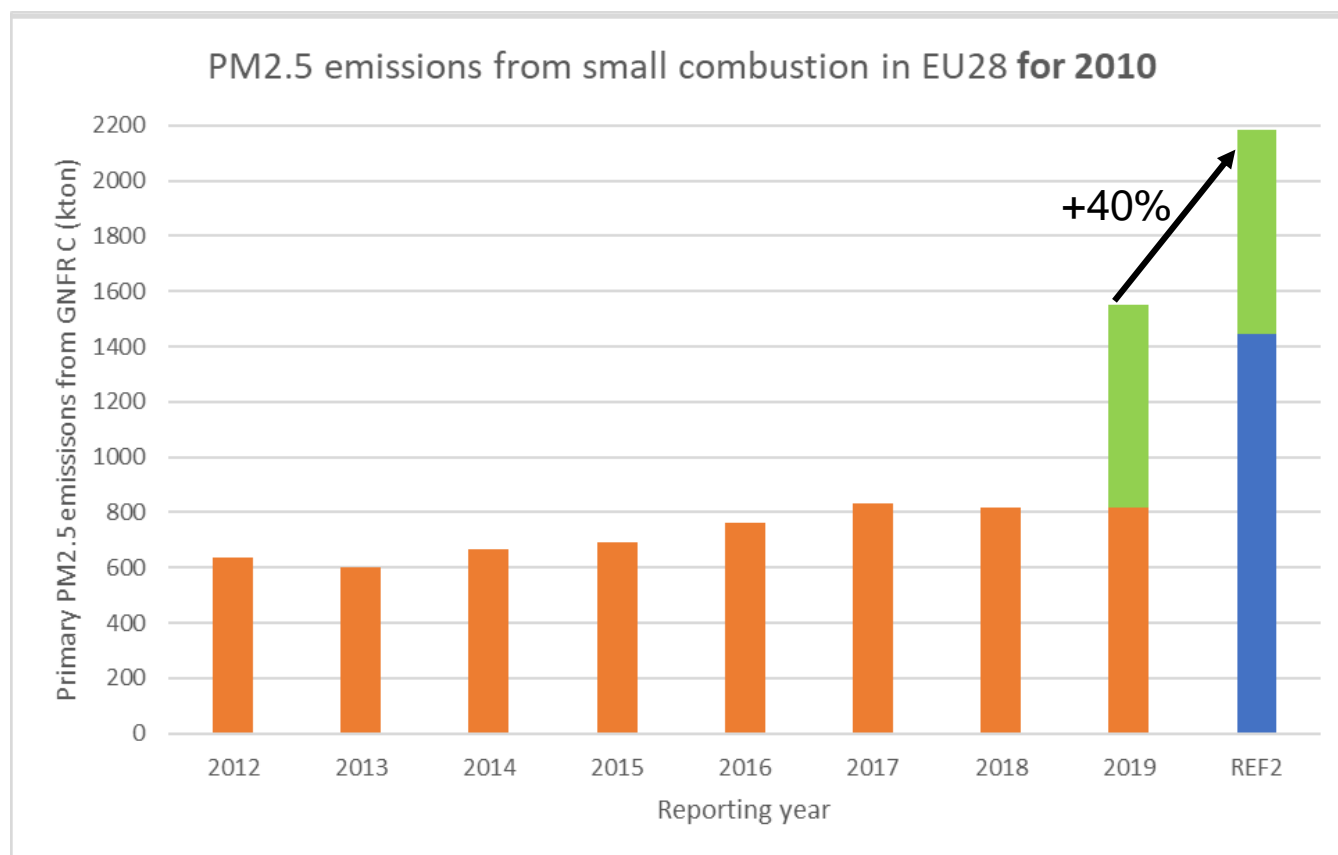
EMISSION PER UNIT OF WOOD

PM2.5 emission per unit of wood derived from 2010 emission reported in different years



- Implied emission factors show range of factor 8 difference (“crude” analysis)
- Bottom-up (TNO_newRWC = REF2) more or less consistent (Germany higher % modern stoves)
- Even after >5 years the crude approach (grey bars) is surprisingly in line with country estimates if they include CPM but we may be able to do better now taking up the results of last years (not funded, slow progress)

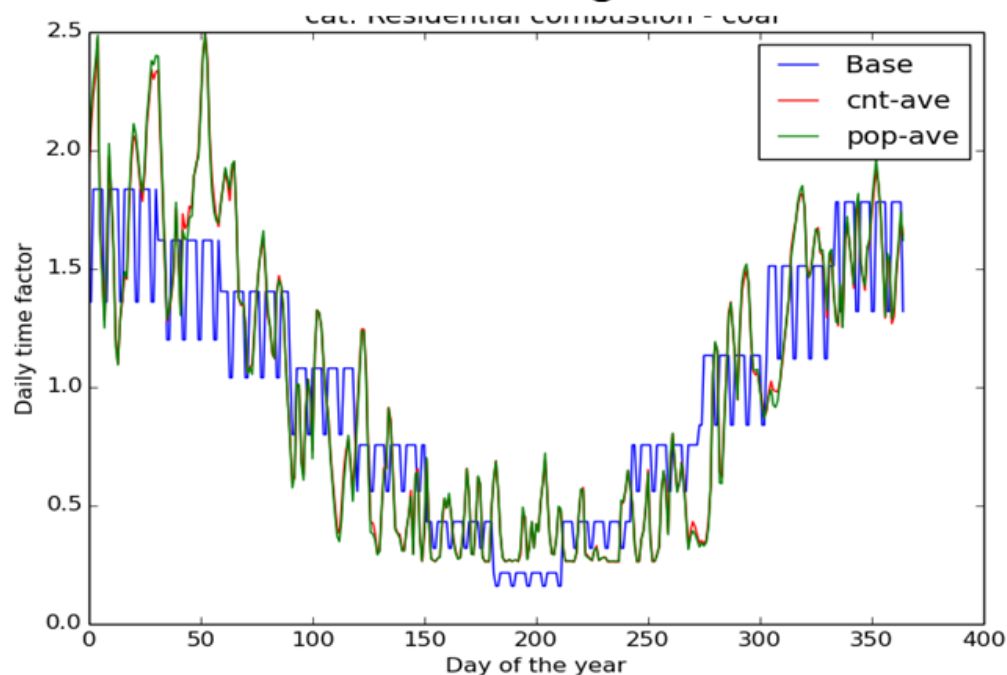
DEVELOPMENTS IN EMISSION REPORTING



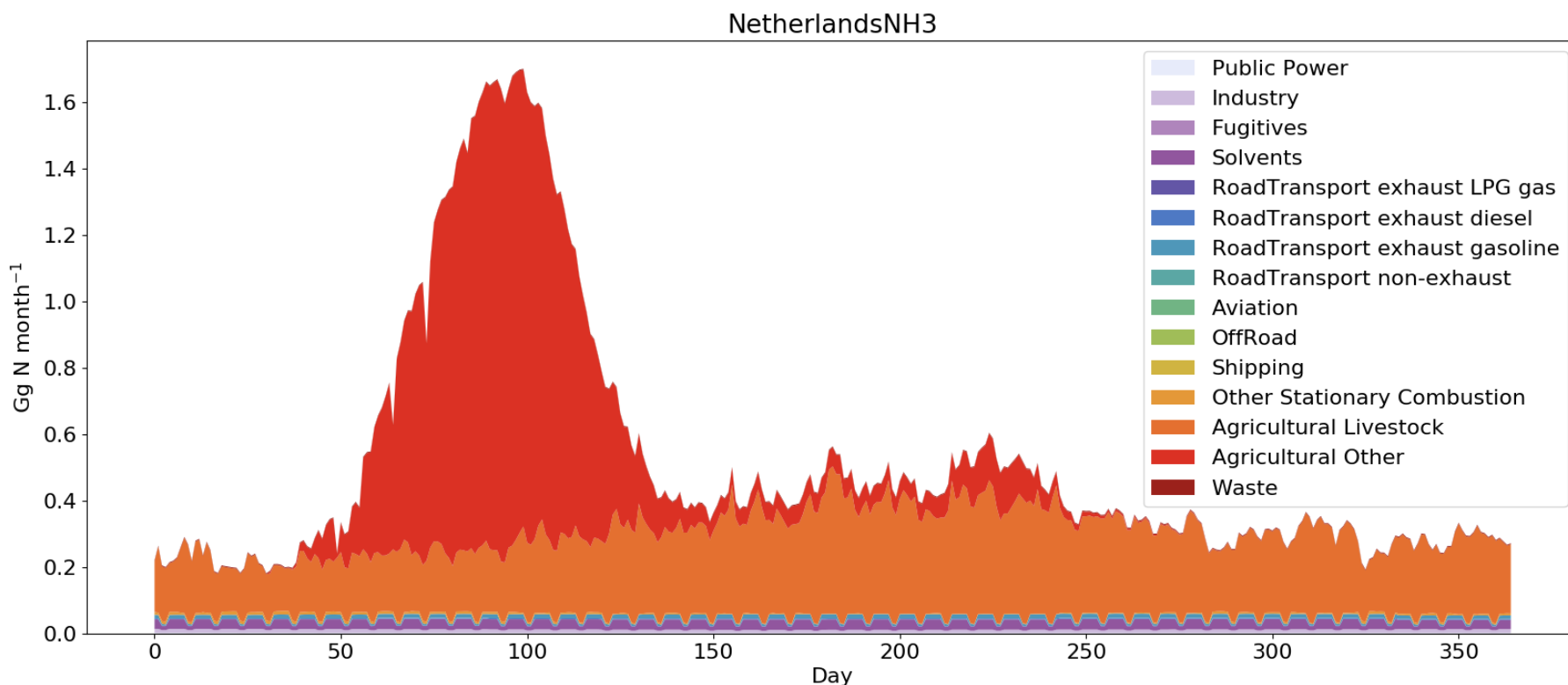
EMISSION TIMING

- › From Emission Inventories to Emission Modelling
- › Model temporal (and spatial) variation according to real-time parameters
- › Meteorology dependent emissions (e.g. temperature dependency in household heating and agriculture)
- › Actual traffic flows, impacts of holidays, etc.

Meteo dependent emission modelling



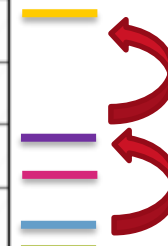
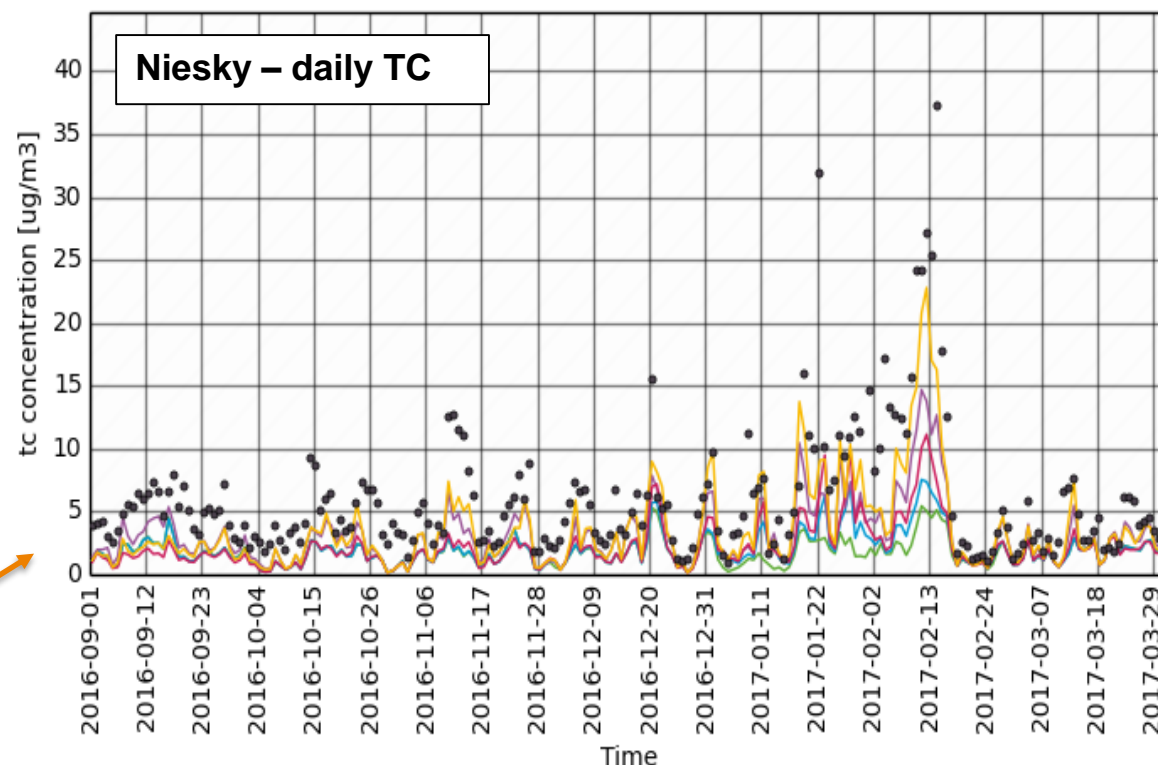
EMISSION TIMING (CONT'D)



IMPACT ON MODELLING RESULTS

LOTOS-EUROS model over Germany using different emissions/options

- RWC = using TNO bottom-up inventory for residential combustion instead of base emissions
- Heating = using HDD approach for emission timing instead of default profile



— base
 — RWC+snow
 — heating+snow
 — RWC+heating+snow
 • • Measurement
— snow-update

CONCLUSIONS

- › CAMS emission inventories provide an improved & updated starting point for emissions at European scale as input to modellers
- › Taking into account latest available knowledge from country inventories (NFR tables), with the possibility to replace/correct as necessary
- › Time series 2000-2015 and year 2016 (single year) publicly available
- › Time series 2000-2017 just finalised, now under evaluation

- › What we see in reported emissions
 - › Consistency and completeness across time series clearly improves
 - › 0.1°x0.1° reporting of gridded data is well established in many countries, but lacking in some others
 - › Recalculations from one year to the next can be very large!
 - › Some sources not (consistently) addressed (agriculture, small comb.)

These are key issues for users!

A nighttime photograph of a city street featuring a curved pedestrian bridge with a glass railing. The background shows multi-story buildings with lit windows. Long-exposure light trails in green and yellow are visible, suggesting moving vehicles or lights. The overall scene is urban and modern.

› **THANK YOU FOR YOUR ATTENTION**

Take a look:
TNO.NL/TNO-INSIGHTS

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