



# Global SO<sub>2</sub> Emission For 2007

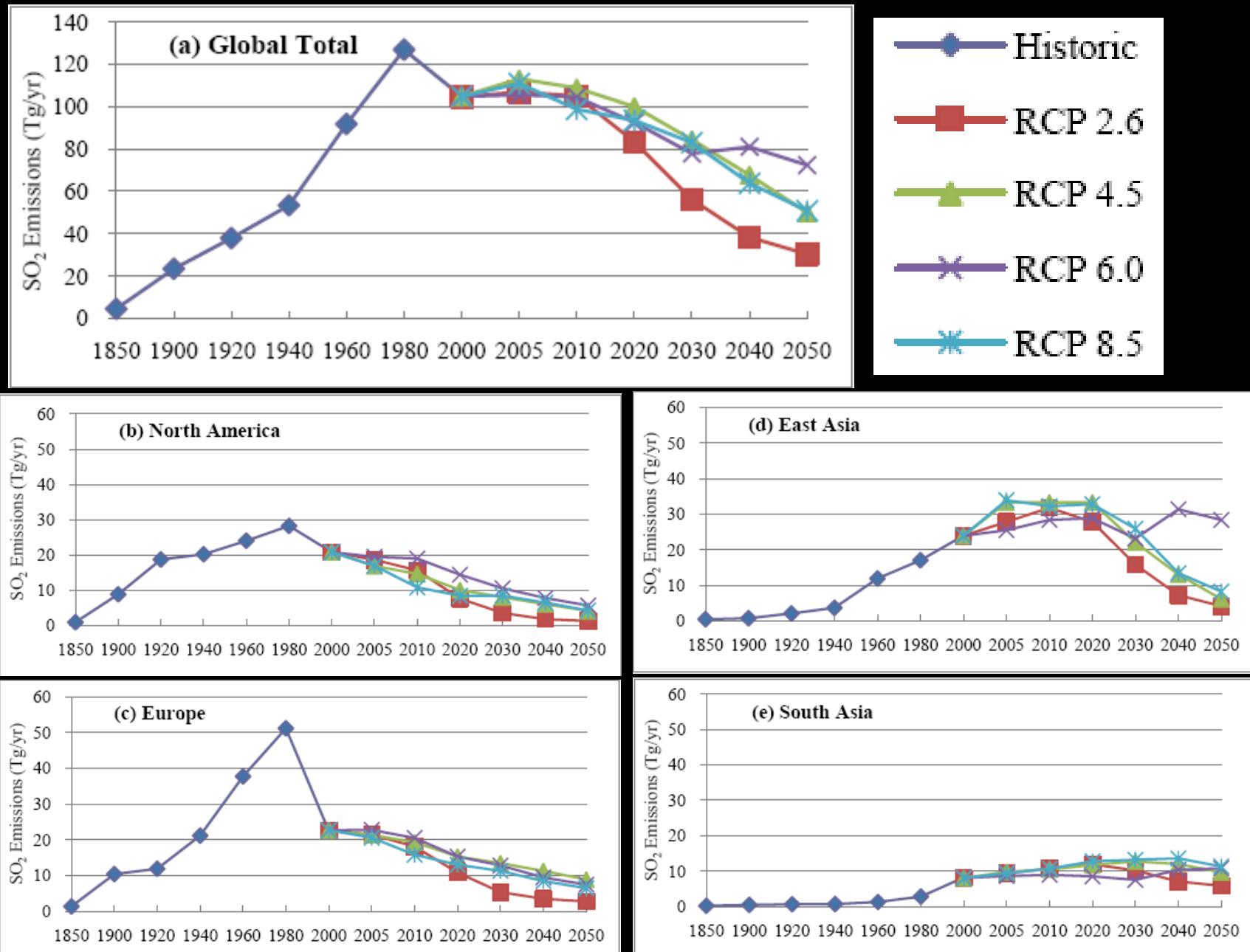
**– A new emission inventory**

城市与环境学院

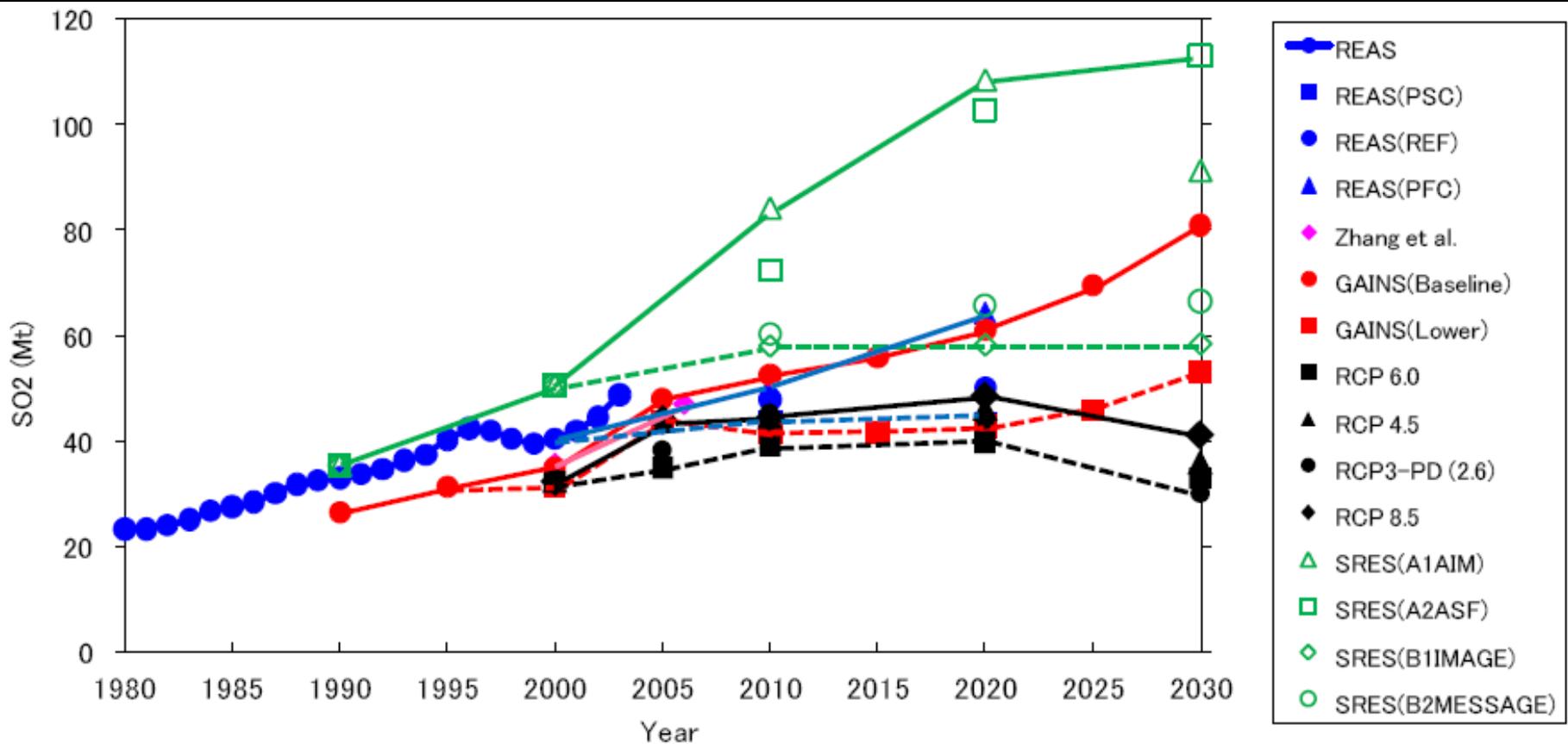
College of Urban and Environmental Sciences  
Peking University



# IPCC – AR4



# Asia - literitures



# Smith et al., 2011 - ACP

Coal				Petroleum		
Category	S Content	Driver	Total	S Content	Driver	Total
I. Recent-Country-Inventory	±10%	±5%	±11%	±20%	±5%	±21%
II. Older Inventory	±15%	±10%	±18%	±25%	±10%	±27%
IIa. OECD (pre inventory)	±20%	±15%	±25%	±40%	±15%	±43%
III. Other Countries	±20%	±20%	±28%	±40%	±20%	±45%
IV. Int Shipping	±20%	±20%	±28%			
IV. Int Shipping (earlier)	±30%	±30%	±42%			

Smelting				Other Process, Biomass		
Category	S Content	Driver	Total	S Content	Driver	Total
I. Recent-Country-Inventory	±10%	±10%	±14%	±20%	±10%	±22%
II. Older Inventory	±20%	±15%	±25%	±35%	±15%	±38%
IIa. OECD (pre inventory)	±20%	±15%	±25%	±50%	±15%	±52%
III. Other Countries	±30%	±20%	±36%	±50%	±20%	±54%

Uncertainty values by country category.

## Uncertainty as fraction of source

1900 - 2005

	Max	Min	1900	2005
Coal	19%	12%	17%	19%
Petroleum	29%	16%	28%	18%
Smelting	20%	15%	20%	18%
Other Process	29%	13%	29%	19%
Shipping	42%	28%	42%	28%
Biomass	36%	26%	26%	34%
Total	14%	8%	14%	11%

Uncertainty as fraction of emissions from each source in 1900, 2005, and the maximum and minimum over this period.

# (EDGAR v4.1 – Smith 2011)

Regional Difference	1970	1975	1980	1985	1990	1995	2000	2005
USA, Europe, Japan	-9,093	-2,210	4,609	-192	-559	2,809	1,101	-924
China + FSU	5,799	9,002	12,335	8,119	11,279	6,645	3,395	4,541
Rest of World	968	1,523	2,668	2,517	2,812	3,676	4,208	6,756
Int. Shipping	-1,603	-1,640	-1,654	-1,154	-1,844	-2,717	-3,014	-4,206
Total	-3,928	6,675	17,958	9,291	11,688	10,413	5,691	6,167
Diff as %	-3%	5%	14%	7%	9%	9%	5%	5%
Sectoral Differences	1970	1975	1980	1985	1990	1995	2000	2005
Energy & Fuel Proc	-2,944	2,037	6,213	2,109	7,277	8,521	5,066	4,761
Smelting	-806	-773	-384	-451	-104	-54	-485	-502
Other Process	-1,893	-998	-414	-165	-174	-1,015	-911	-375
Industry-Comb	5,312	8,711	13,472	9,282	8,043	8,139	7,716	9,660
Transport	-1,572	-1,075	-164	87	-739	-349	-35	-451
Domestic	-556	297	739	-571	-933	-2,274	-2,817	-2,884
International Shipping	-1,603	-1,640	-1,654	-1,154	-1,844	-2,717	-3,014	-4,206
Total	-4,060	6,562	17,811	9,138	11,529	10,253	5,521	6,003

# A bottom-up inventory

For Coal combustion:

$$\text{Emission}_i = \sum_{j,k} \left[ \text{FuelUse}_{ijk} \times \text{SulfurContent}_i \times (1 - f_{\text{ash},i}) \times (1 - f_{\text{control},i}) \right]$$

For other sources:

$$\text{Emission}_i = \sum_{j,k} \left[ \text{FuelUse}_{ijk} \times EF_{jk} \right]$$

## **Sectors, sources ...**

**222 countries**

**7 sectors:**

power plants, industrial, residential, domestic transportation, biomass, international aviation and international shipping

**64 combustion sources**

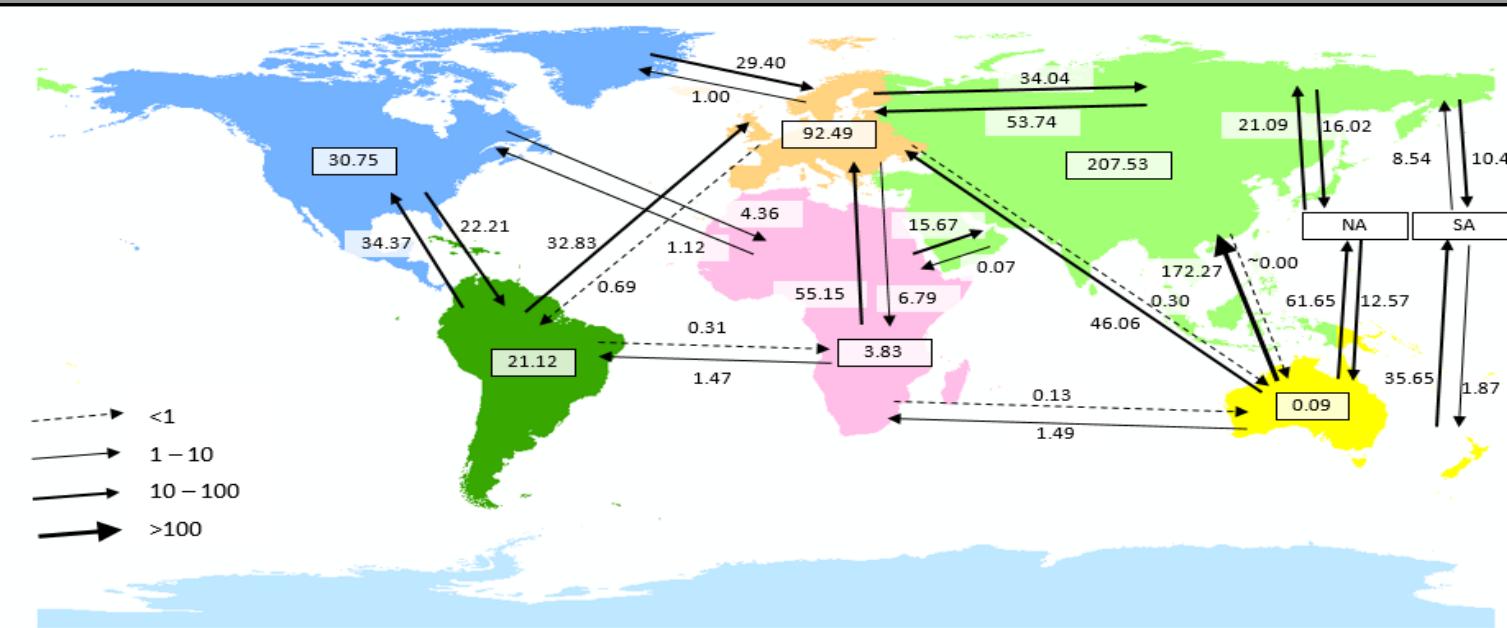
**0.1 × 0.1 degree**

**Activity data:** PKU-Fuel 2007

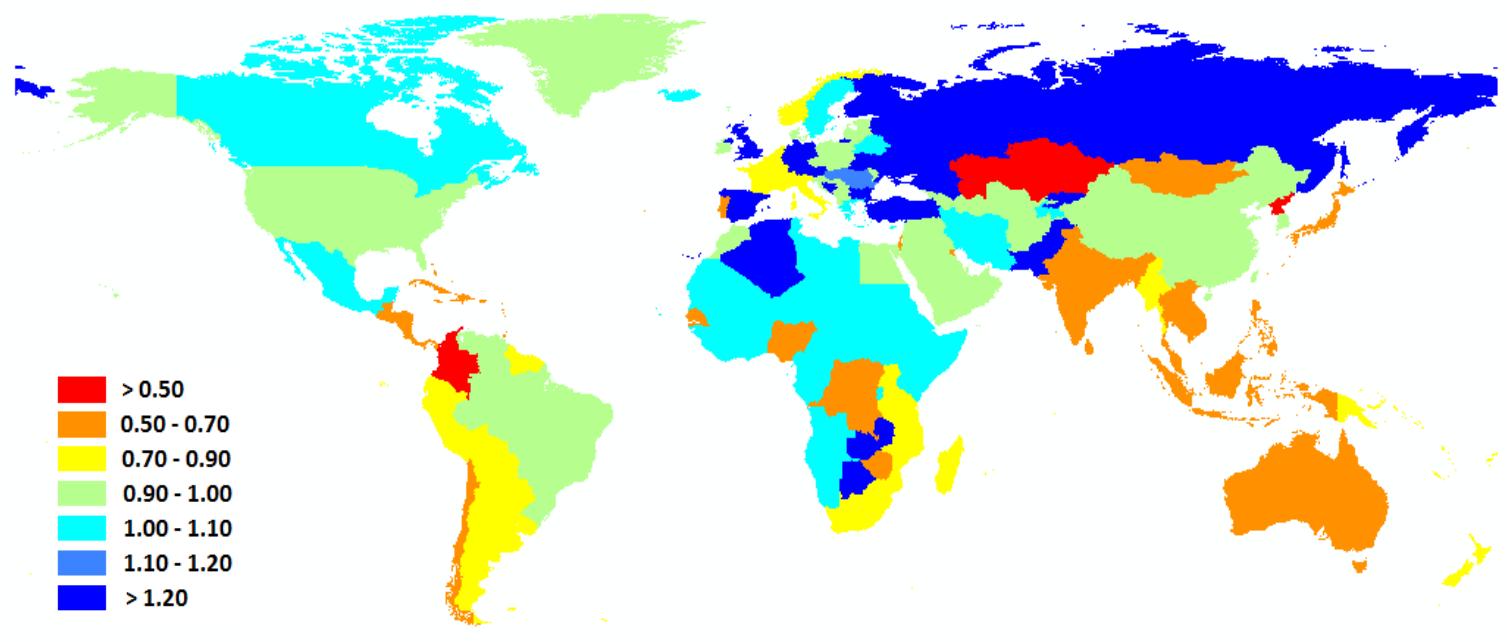
**Emission factors:** Geometric mean of collected EFs (for non-coal sources)

**Coal:** S contents, S retention in ash, S reduction ratio

# Int. trading of hard coal and adjusted S content

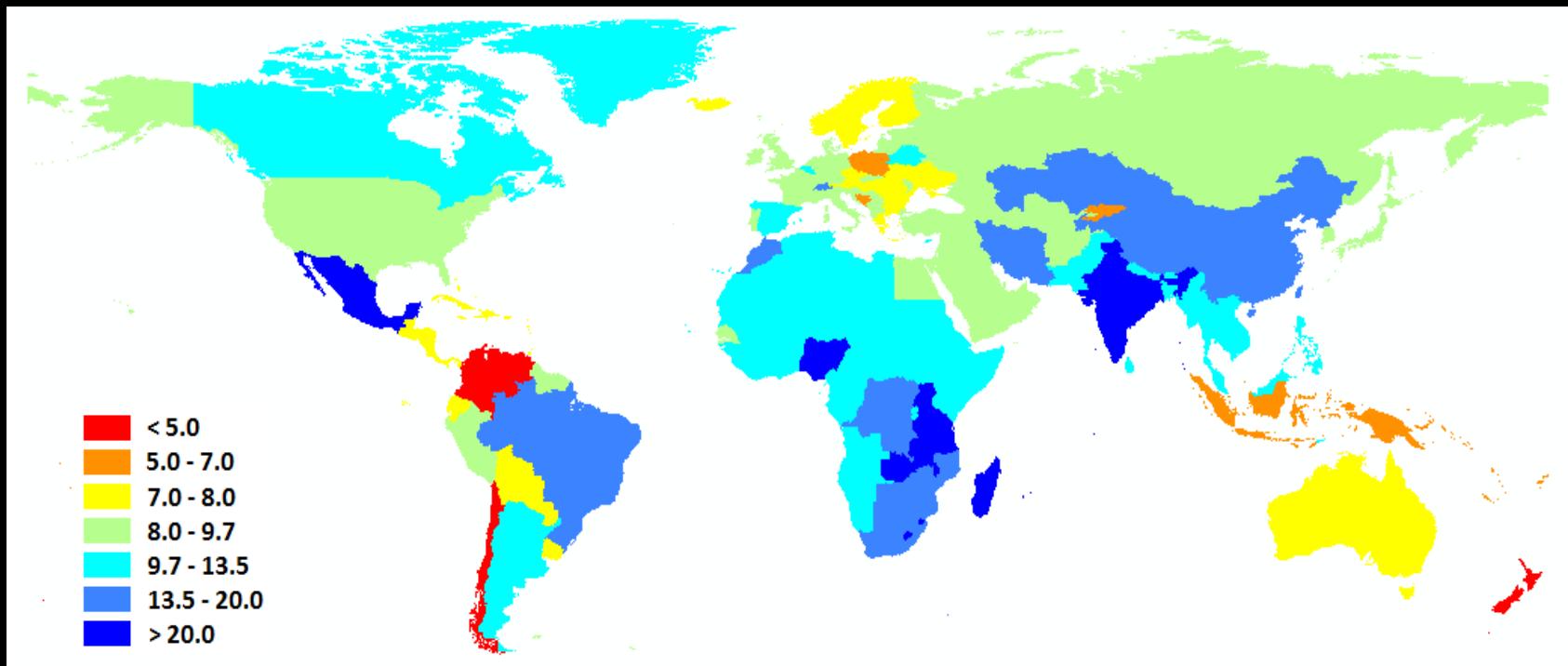


Unit: Tg  
(IEA)



Unit: %

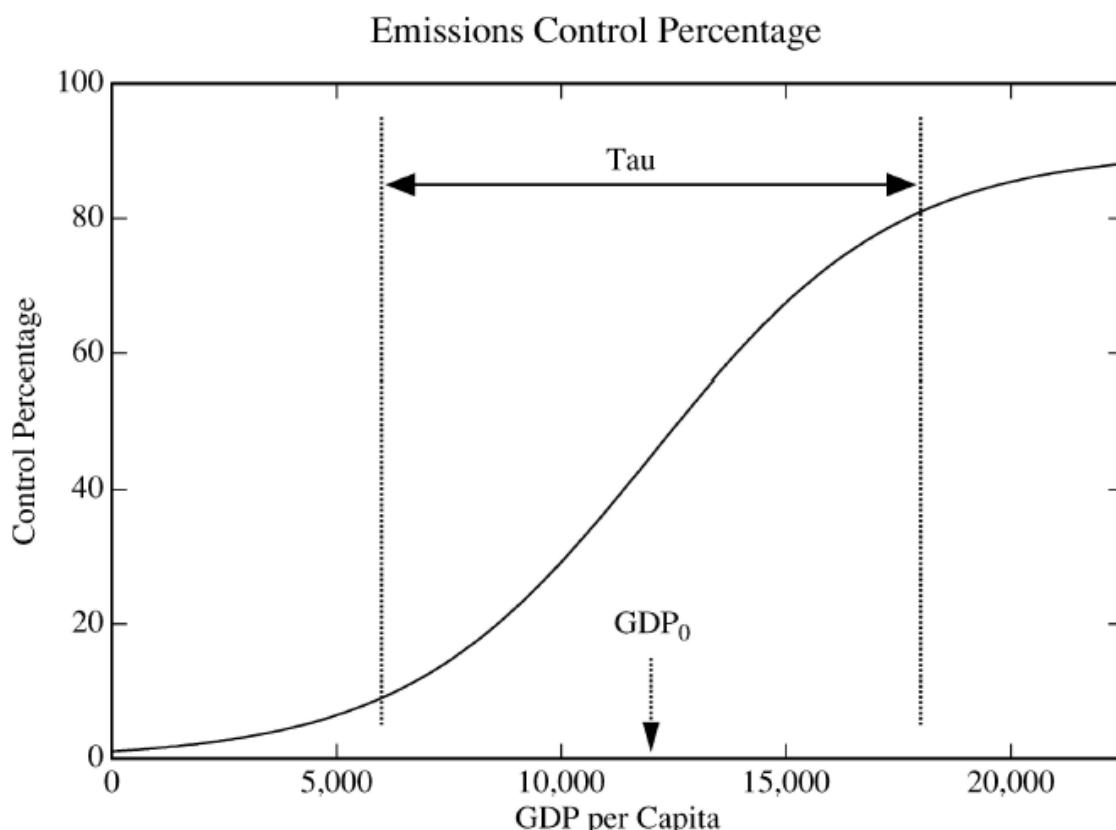
# Ash retention ratio (Unit: %)



Name	S %	ash %	Name	S %	ash %
China	<u>1. 00</u>	<u>13. 90</u>	Indonesia	<u>0. 54</u>	<u>6. 22</u>
India	<u>0. 54</u>	<u>23. 70</u>	Brazil	<u>0. 97</u>	<u>15. 13</u>
Japan	<u>0. 64</u>	<u>9. 04</u>	Canada	<u>1. 08</u>	<u>10. 39</u>
Russia	<u>1. 26</u>	<u>8. 72</u>	South Africa	<u>0. 83</u>	<u>17. 63</u>
United States	<u>1. 00</u>	<u>8. 87</u>	United Kingdom	<u>1. 24</u>	<u>9. 43</u>
Australia	<u>0. 50</u>	<u>7. 61</u>	New Zealand	<u>0. 75</u>	<u>4. 39</u>

# Reduction ratio (from Smith et al., 2005)

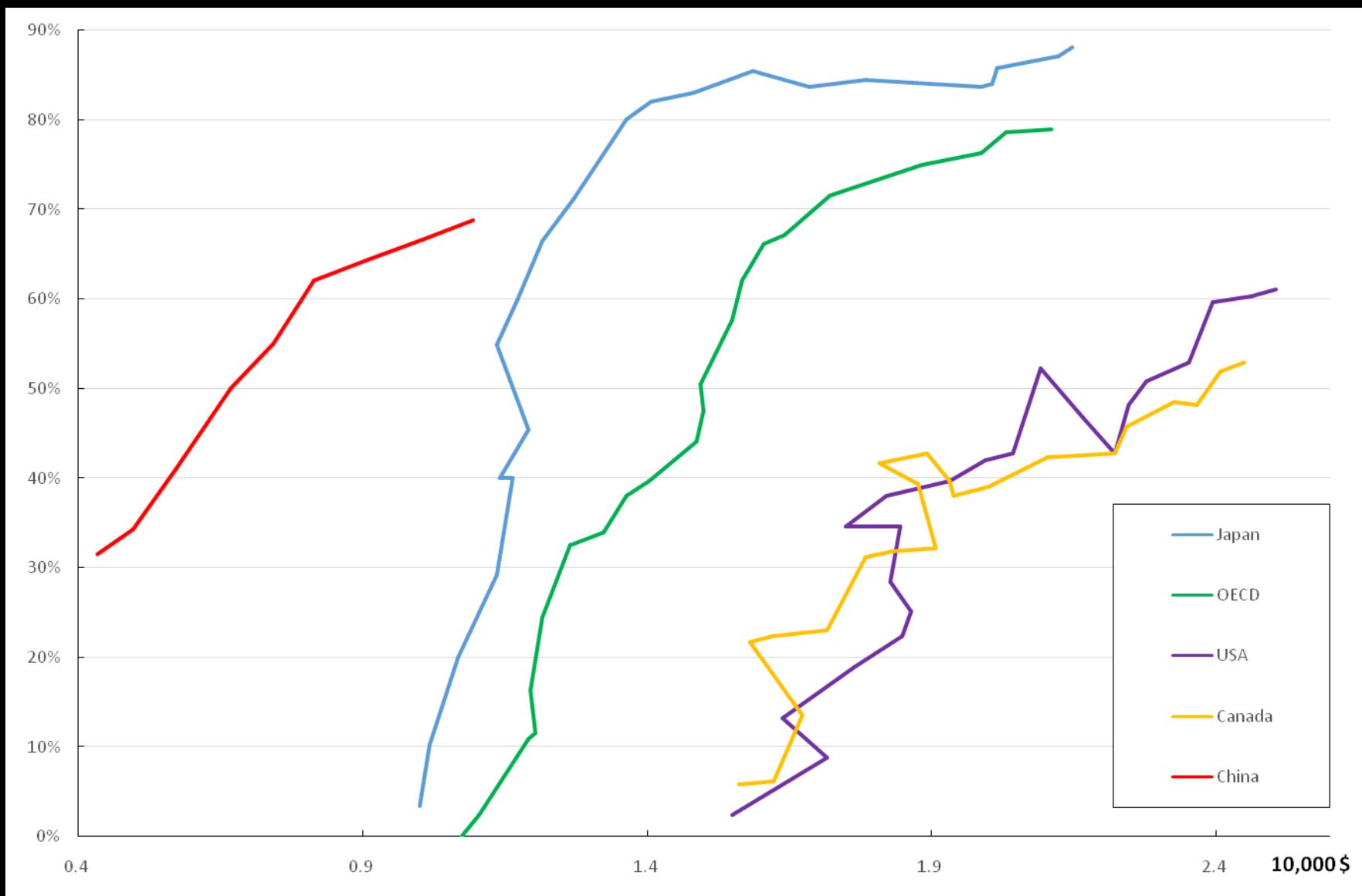
$$f_{control} = \frac{f_{max}}{1 + Exp\left\{-\frac{c}{\tau}\left(GDP_{cap} - GDP_0(t)\right)\right\}}$$



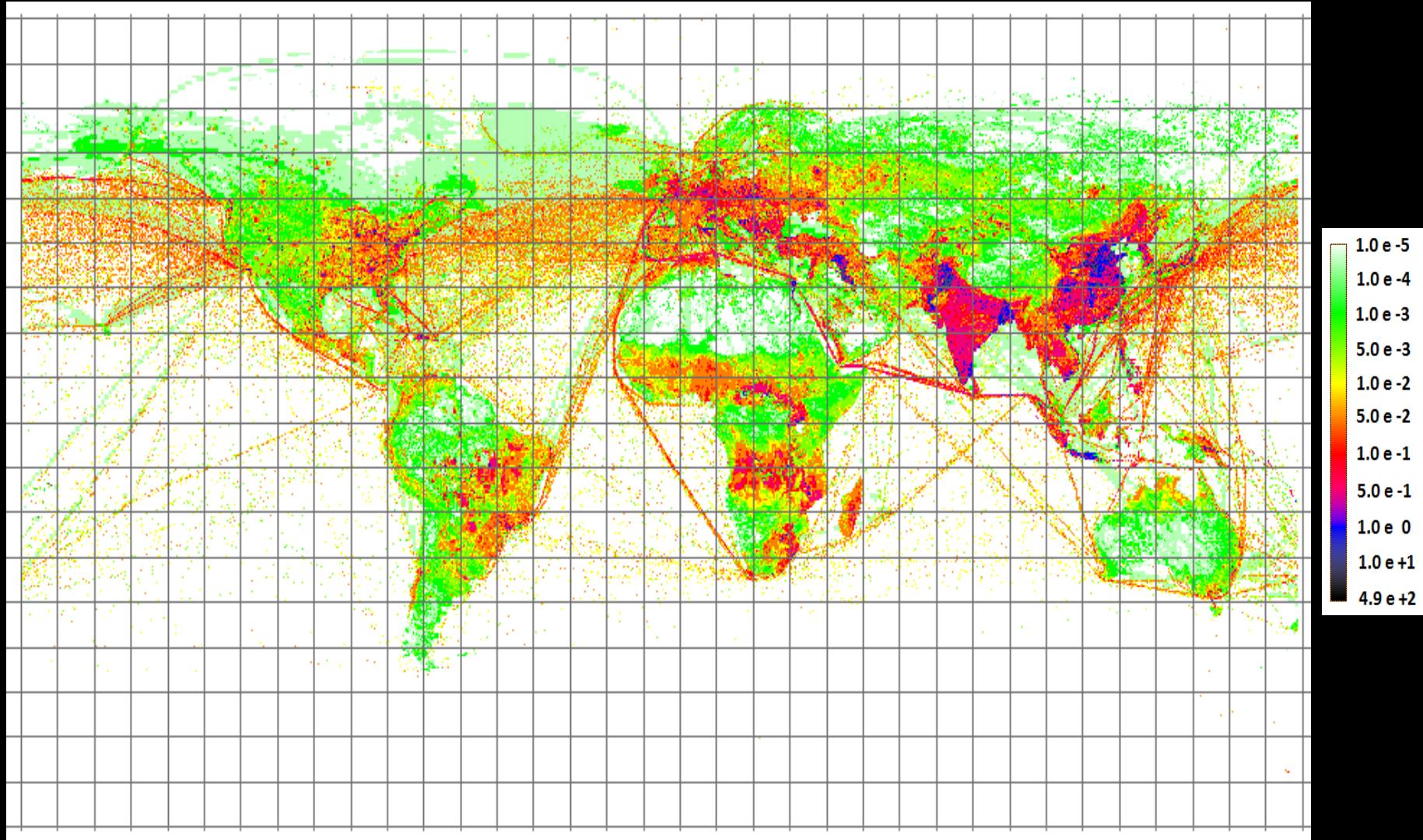
PPP-based GDP per cap  
exponential logistic curve  
Affluence & controls  
GDP<sub>0</sub> & Tech. Diffusion  
 $\tau$  & environ. pressure

Figure 4. Example logistic curve used to describe future emission controls, with  $GDPCap_0 = \$12,000$ ;  $\tau = \$12,000$ ; and  $f_{max} = 90\%$  (see text).

# Reduction ratio & GDP for selected countries



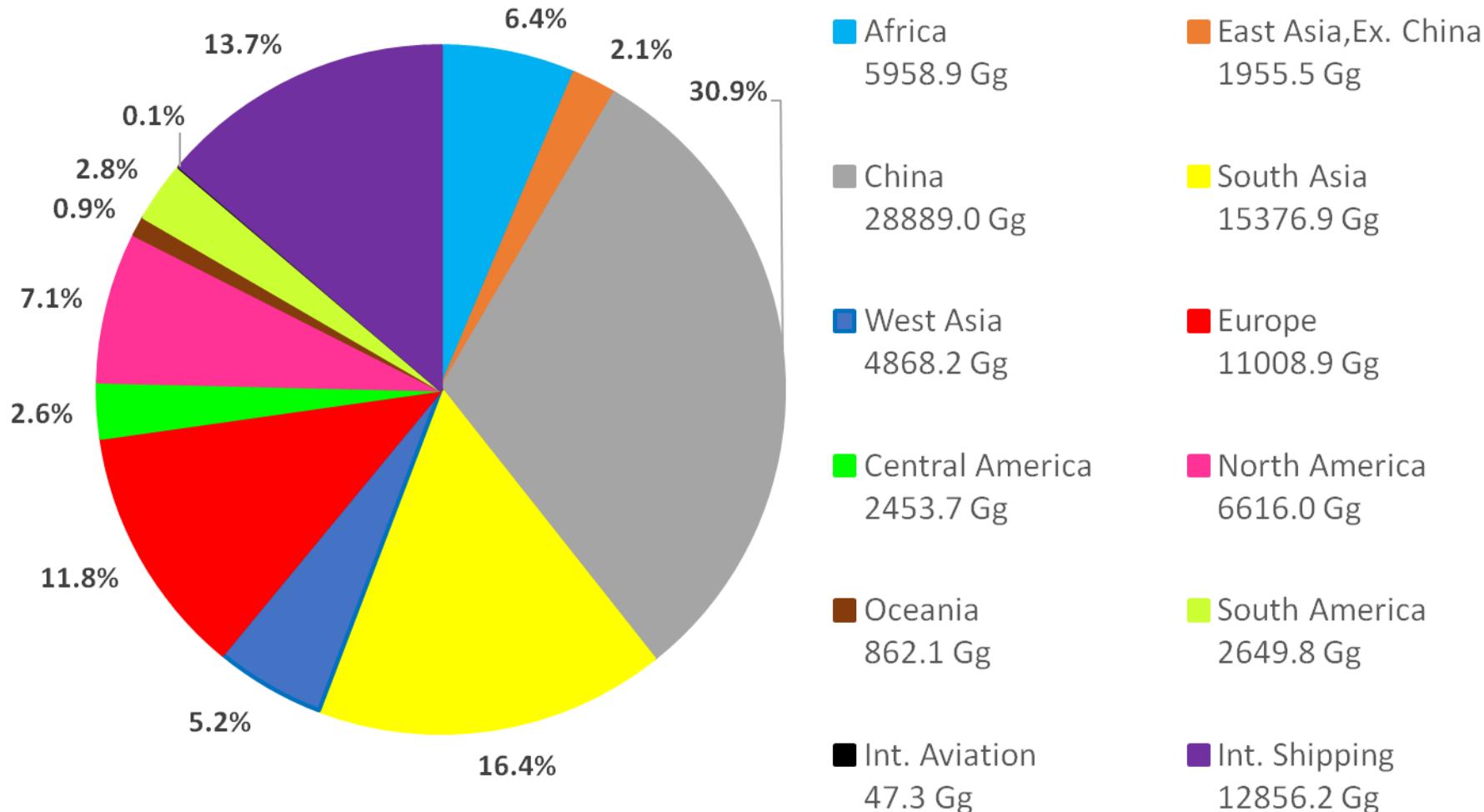
# Gridmap of global SO<sub>2</sub> emission (2007)



Total SO<sub>2</sub> emission in Gg per grid cell (0.1 × 0.1° )

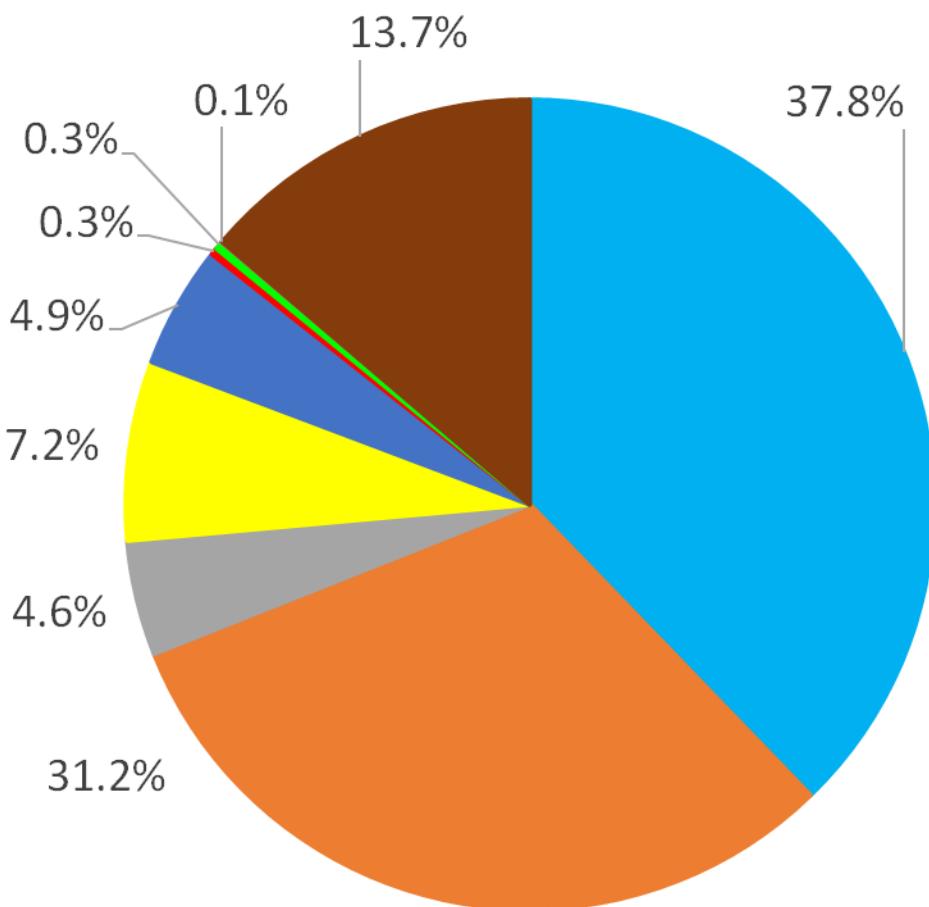
# Regional SO<sub>2</sub> emission (2007)

Global, 93.5 Tg



# Global SO<sub>2</sub> emission by sectors(2007)

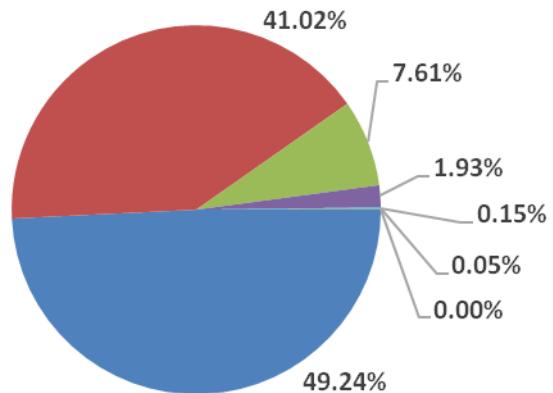
Global, 93.5 Tg



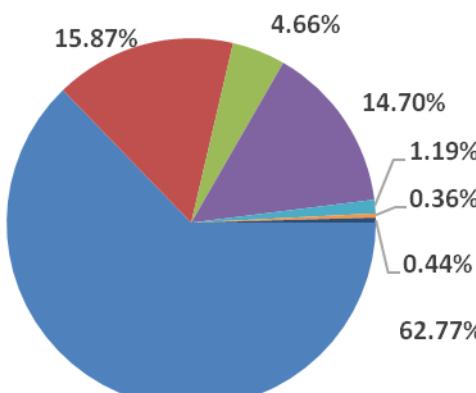
Power	35377.2 Gg
Industry	29295.2 Gg
Residential	4291.9 Gg
Land Trans	6697.1 Gg
Biomass	4568.7 Gg
Dem. Aviation	258.9 Gg
Dem. Shipping	289.9 Gg
Int. Aviation	47.3 Gg
Int. Shipping	12856.2 Gg

# Inter-comparison of SO<sub>2</sub> emission (2007)

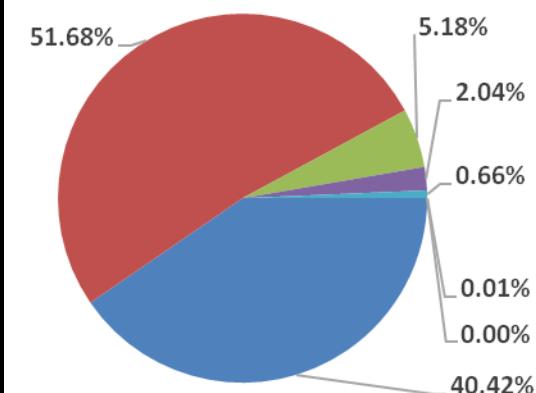
China, 28.89 Tg



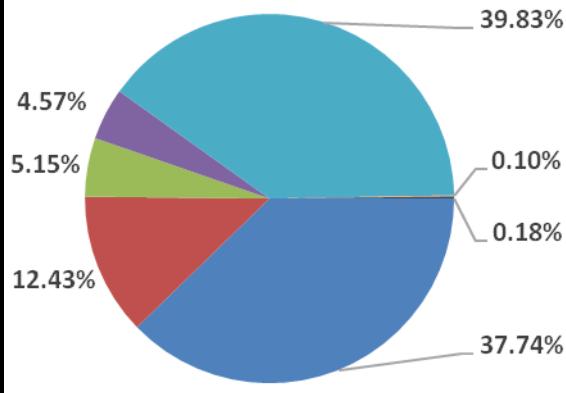
Europe, 11.01 Tg



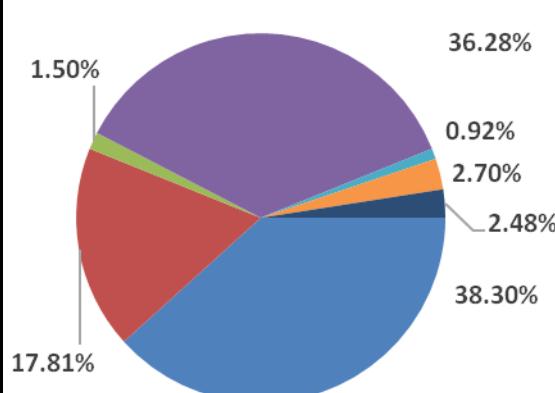
India, 8.07 Tg



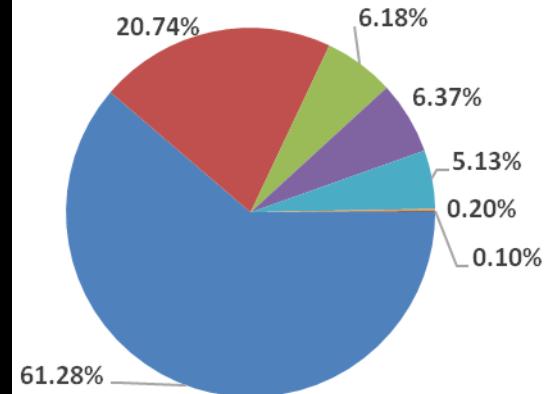
Africa, 5.96 Tg



USA, 5.47 Tg

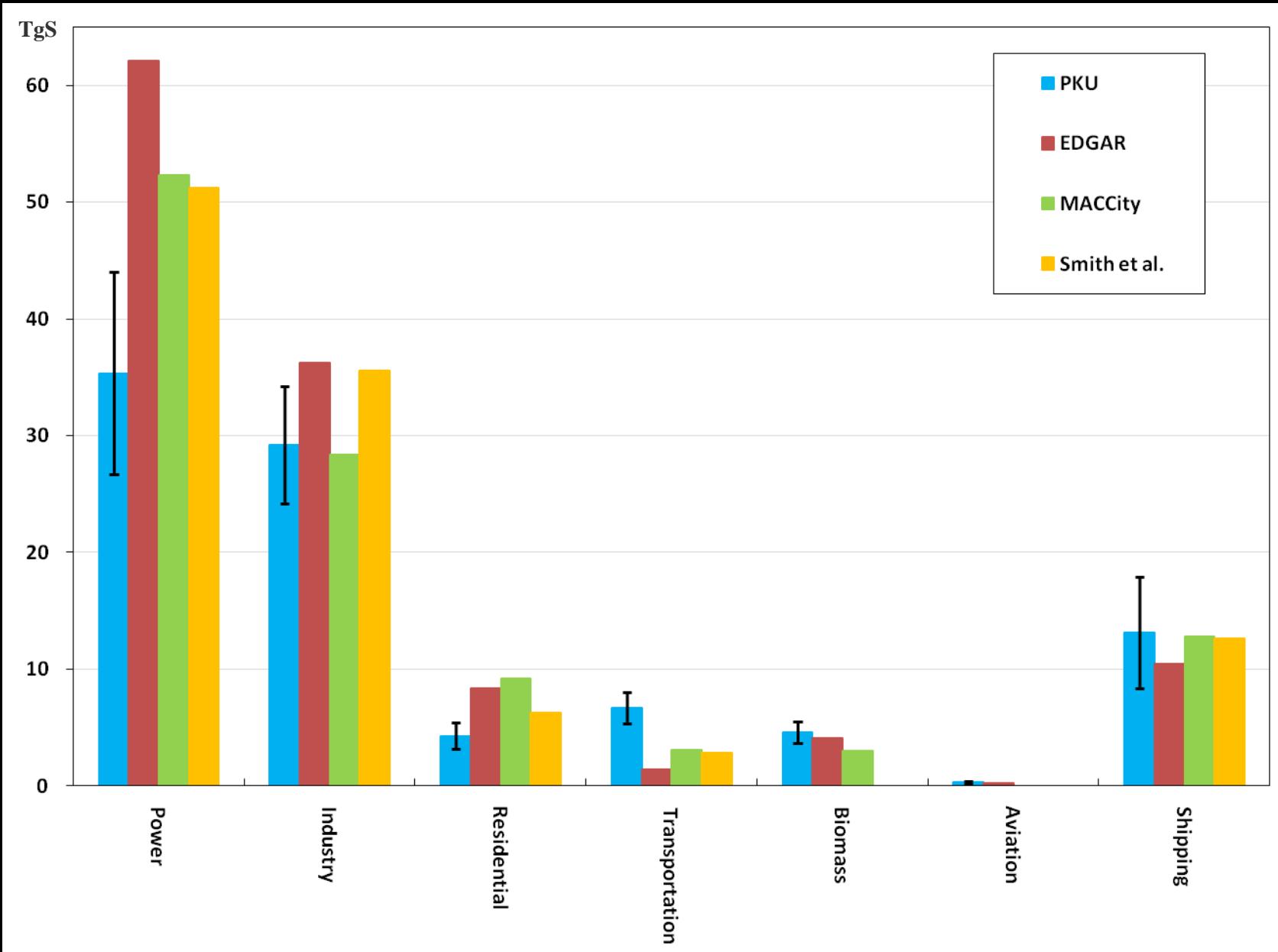


Russia, 2.02 Tg

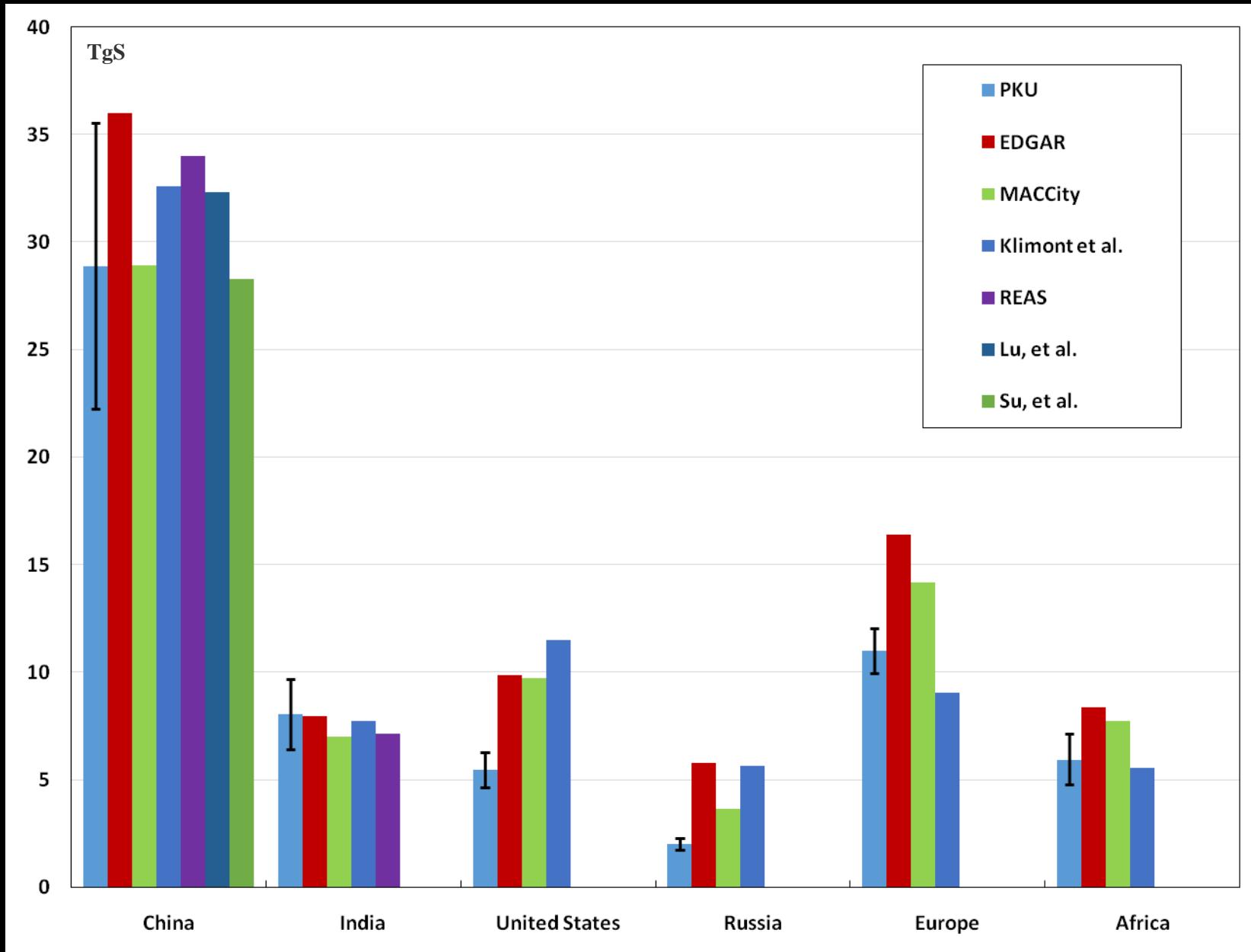


■ Power ■ Industry ■ Residential ■ Transportation ■ Biomass ■ Aviation ■ Ships

# Comparison of inventories for 2007



# Comparison of inventories for 2007



# Uncertainty

Region	Total		Sector	Total	
	Expected value (Gg)	95% confidence interval		Expected value (Gg)	95% confidence interval
Africa	5958. 9	15. 6%	Power	35337. 2	24. 6%
East Asia, Ex. China	1955. 5	15. 9%	Industrial	29195. 2	17. 3%
China	28889. 0	30. 8%	Residential	4291. 9	26. 8%
South Asia	15376. 9	19. 0%	Land transportation	6697. 1	19. 7%
West Asia	4868. 2	23. 3%	Biomass	4568. 7	19. 9%
Europe	11008. 9	8. 7%	Aviation	306. 3	46. 0%
Central America	2453. 7	44. 3%	Shipping	13146. 2	36. 2%
North America	6616. 0	21. 5%	Global	93542. 5	11. 8%
Oceania	862. 1	15. 3%			
South America	2649. 8	26. 9%			
International	12903. 6	36. 8%			
Global	93542. 5	11. 8%			

# Thanks for attention !

