

# **Air Quality Health Co-benefits of CO<sub>2</sub> Reductions in Various Decarbonization Pathways**

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# Synopsis

- We use reverse influence modelling tools within the U.S. EPA's Community Multiscale Air Quality (CMAQ) model to attribute national mortality counts associated with chronic exposure to particulate matter air pollution to various sources at different locations and of different types. By monetizing attributed source impacts, and combining them with sectoral criteria air contaminants and carbon dioxide emission profiles, we derive sectoral and location-specific co-benefits. Better regarded as combustion-based health co-benefits, these estimates are provincially aggregated and applied to scenario-based CO<sub>2</sub> emission projections under various decarbonization pathways until 2050.

# Introduction - I

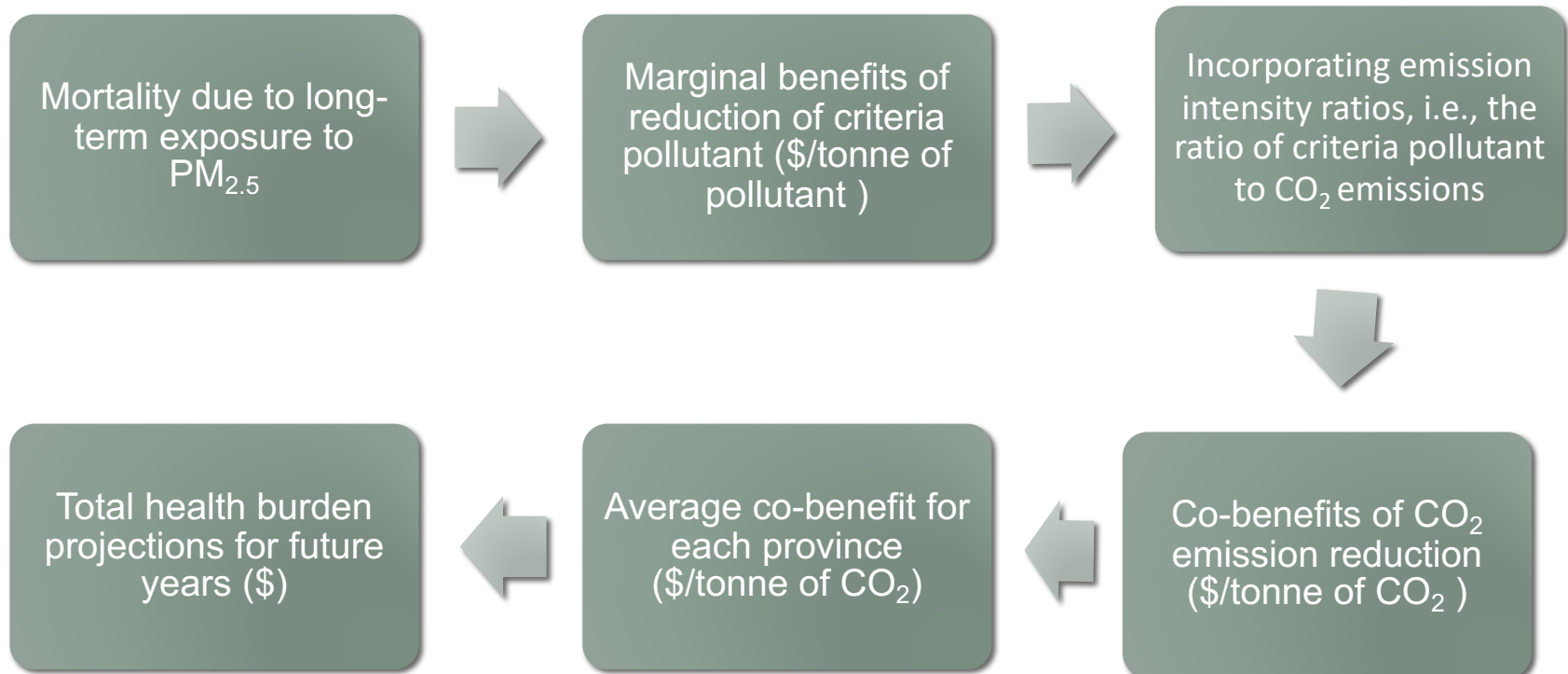
- Co-benefits due to reduced emissions of criteria pollutants (or their precursors): reduced health impacts due to improved air quality when combustion does not take place.
- Air pollution impact on human health ( $PM_{2.5}$ ); only chronic exposure mortality is considered (Crouse et al., 2012).
  - Mortality accounts for more than 95% of valuated air pollution health impacts in Canada (HC, 2019), with morbidity (i.e., non-fatal) outcomes making up the balance.
  - $PM_{2.5}$  accounts for more than 2/3 of air pollution health impacts (HC, 2019)
- Only applicable to combustion-based  $CO_2$  emissions, and not other greenhouse gases.
- Impact estimated through pathways that result in reduced primary (e.g., elemental and organic carbon) and precursor ( $SO_2$ ,  $NH_3$ ,  $NO_x$ ) emissions.

## Introduction - II

- CO<sub>2</sub> reduction co-benefits through various decarbonization scenarios.
  - Sectoral and provincial projections of CO<sub>2</sub> emissions
  - Sectoral and provincial projections of air quality benefits of emission reductions.
    - When driven by combustion, Direct Air Capture (DAC) emissions have health impacts leading to negative co-benefits (i.e., increased health impact coinciding with reduced CO<sub>2</sub> emissions).
    - Absent conclusive literature, biofuel emissions are assumed have the same air pollution emissions as fossil fuels.
  
- Not considering interactions between climate and air quality
  - The impact of short-lived climate forcers (SLCFs) on climate not considered.
  - The impact of a changing climate (rising temperature, impact on energy, vegetation, etc) on air quality not considered.

# Methodology

Reverse, adjoint, or backward influence modelling.



# Methodology

$$\frac{\$}{E_{CO_2}} = \frac{\$}{E_{CAC}} \times \frac{E_{CAC}}{E_{CO_2}}$$

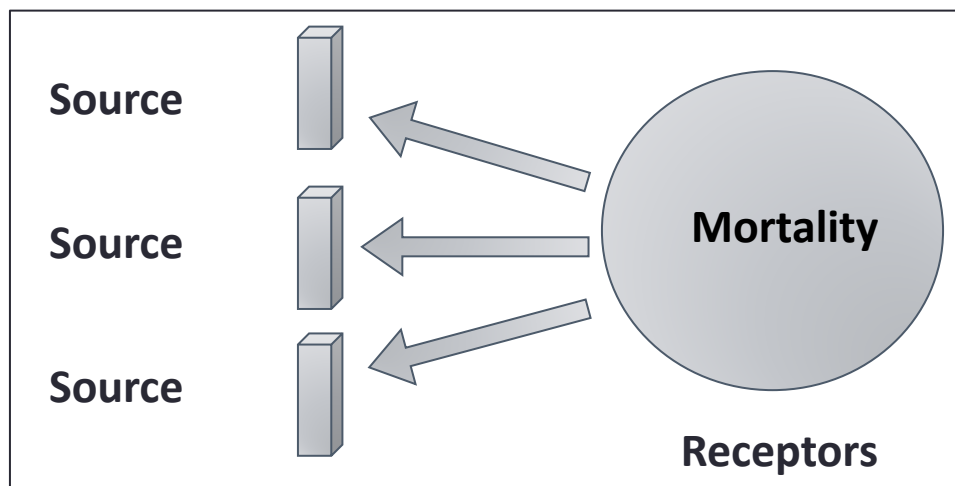
**Co-benefit  
(\$/tonne of CO<sub>2</sub>)**

**Marginal benefit  
of criteria pollutant  
(\$/tonne of pollutant)**

**Emission ratio of  
criteria pollutant to  
CO<sub>2</sub> at each location**

\*Zhao, Shunliu, et al. "A multiphase CMAQ version 5.0 adjoint." Geoscientific Model Development 13.7 (2020): 2925.

# Marginal Benefit Estimation: Adjoint Model



- An adjoint model attributes valued health outcomes to individual sources in Canada (Zhao et al., 2020).
  - Attributed impacts are marginal benefits (MBs) of each pollutant emission reduction (\$/tonne-pollutant).
  - Resolution lost as MBs are aggregated to provincial averages.
    - CO2 projections only available at provincial level.

# Marginal Benefit Estimation (cont'd)

- Influences on nationwide mortality are traced back to individual sources
- Adjoint version of the multiphase USEPA's Community Multiscale Air Quality (CMAQ) model.
- Continental domain with 36 km resolution with 34 vertical layers.
- The Concentration Response Function (CRF) for the adjoint cost function is based on  $PM_{2.5}$  and chronic exposure mortality (Crouse et al., 2012).
- $PM_{2.5}$  marginal benefits based on adjoint simulations for 2016.
- The marginal benefits are calculated for  $NO_x$ ,  $SO_2$ ,  $PM_{2.5}$  and  $NH_3$ .
- Intensity ratios for primary and precursor emissions (i.e., the ratio of criteria contaminant to  $CO_2$  emissions) are projected for various sectors based on historical trends.

\*Crouse et al. (2012) examined the association between  $PM_{2.5}$  derived from satellite observations and mortality during ten years of follow-up of a cohort of 2.1 million Canadians based on the 1991 long form census. Using a spatial random-effects Cox model including individual and ecological covariates and an urban/rural indicator, and accounting for spatial autocorrelation among cohort members, they reported a hazard ratio of 1.10 (95% CI 1.05- 1.15) per  $10 \mu g/m^3$   $PM_{2.5}$ . This translates to a concentration response factor of 0.00953 with standard error 0.00232.



# Major Sectors (ECCC classification)

## ◆ **Transportation mobile on-road heavy duty**

- ◆ Heavy-duty Gasoline Vehicles
- ◆ Heavy-duty Diesel Vehicle

## ◆ **Transportation mobile on-road light duty**

- ◆ Light-duty Diesel Trucks
- ◆ Light-duty Diesel Vehicle
- ◆ Light-duty Gasoline Trucks
- ◆ Light-duty Gasoline Vehicles
- ◆ Light-duty LPG/NG Trucks
- ◆ Light-duty LPG/NG Vehicles

## ◆ **Fossil-fuel- burning Electrical Generation Units (EGUs)**

- ◆ Coal
- ◆ Diesel
- ◆ Natural Gas

## ◆ **Oil & Gas**

# Criteria Contaminant Emissions Data

## ◆ Transportation

### ◆ Criteria Pollutant Emissions:

[Canada's Air Pollutant Emissions Inventory](#)

### ◆ CO<sub>2</sub> Emissions

[Canada's Official Greenhouse Gas Inventory](#)

## ◆ EGUs

### ◆ Criteria Pollutant Emissions:

[National Pollutant Release Inventory Data Search](#)

◆ CO<sub>2</sub> Emissions: [Greenhouse Gas Reporting Program \(GHGRP\) - Facility Greenhouse Gas \(GHG\) Data](#)

# RESULTS

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# Notes/Discussion – I

- Results shown are based on 2016 marginal benefit estimates, applied to 5-year CO<sub>2</sub> projections.
  - Marginal benefit estimates are aggregated to provincial averages based on total (rather than sectoral) emissions.
- In calculation of marginal benefits, ECCC CAC and CO<sub>2</sub> emission data is used. However, in projections to future year, CO<sub>2</sub> emissions are based on Navius modelling and subsequent projections by Welburn Consulting.

## Notes/Discussion – II

- Relying on provincial average co-benefits and emissions does entail added errors, particularly for sectors that have higher emissions and burdens in populated areas, e.g, transportation.
- The challenge in proper spatial representation in calculation of provincial average marginal benefits is that it requires spatially resolved sectoral information, which are not immediately available to us.
- It should be noted that provincial values are not health burden of air pollution in a province, but the national burden attributed to emissions from that province.

# Transportation

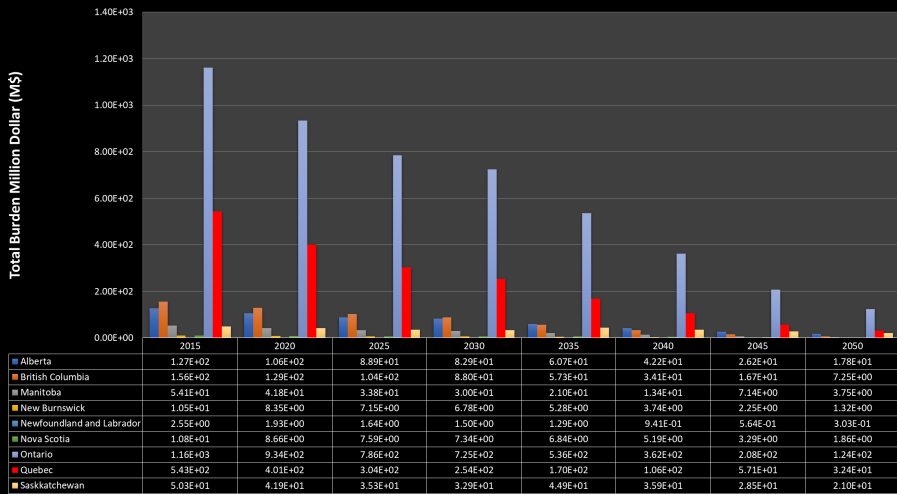
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# Light Duty Vehicles (LDVs)

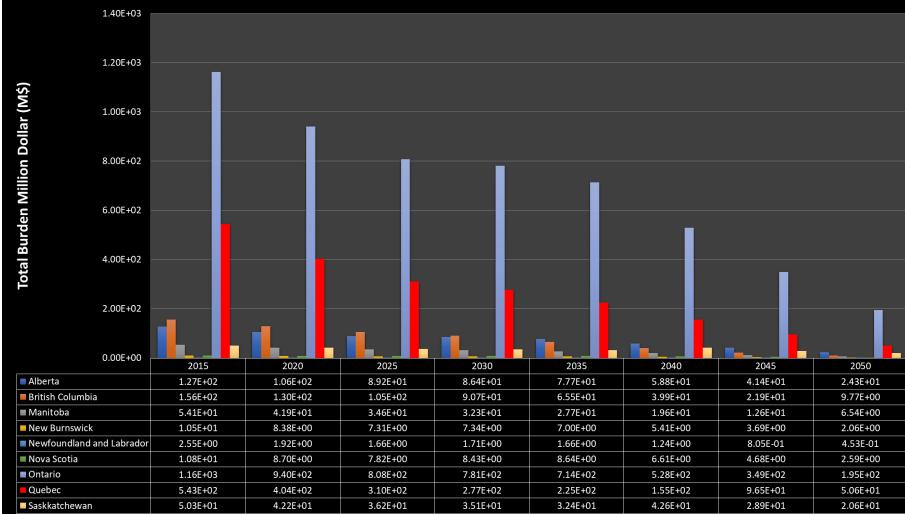
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# Total Burden (\$M)

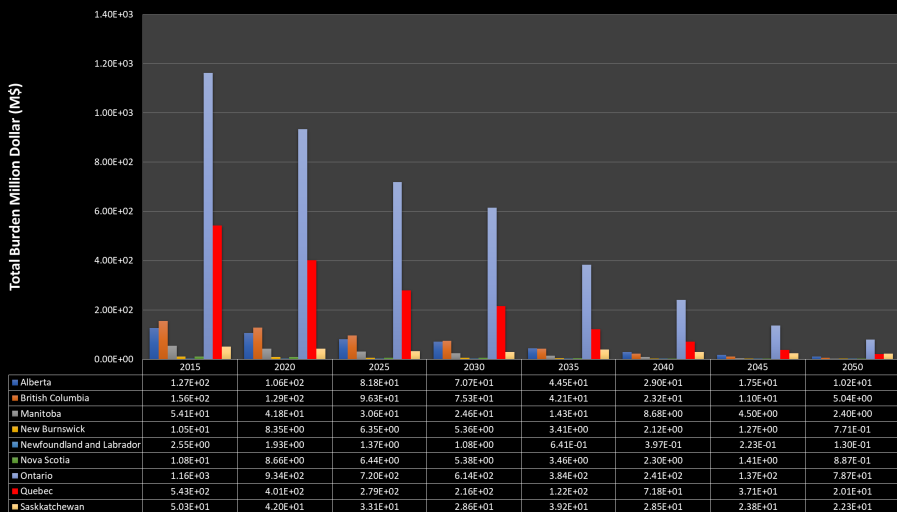
Total Burden, Mobile Onroad Light Duty Vehicles  
Scenario 1



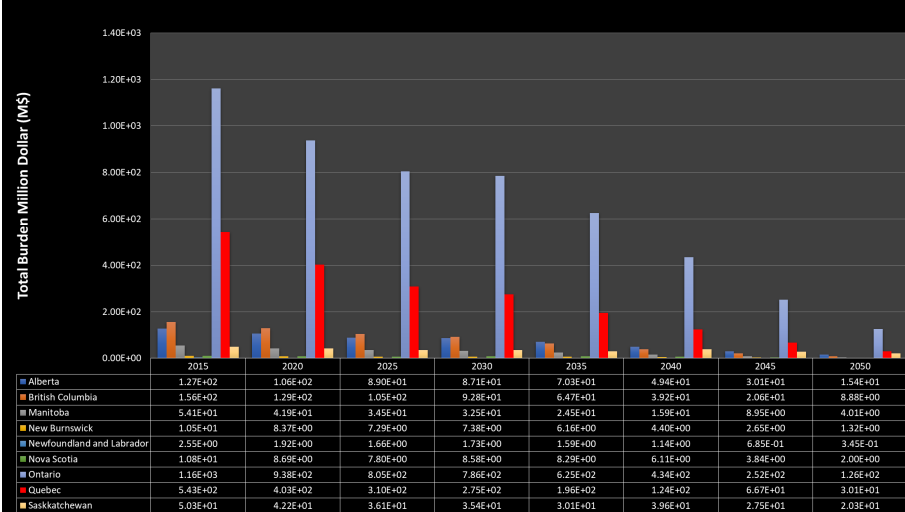
Total Burden, Mobile Onroad Light Duty Vehicles  
Scenario 2



Total Burden, Mobile Onroad Light Duty Vehicles  
Scenario 4

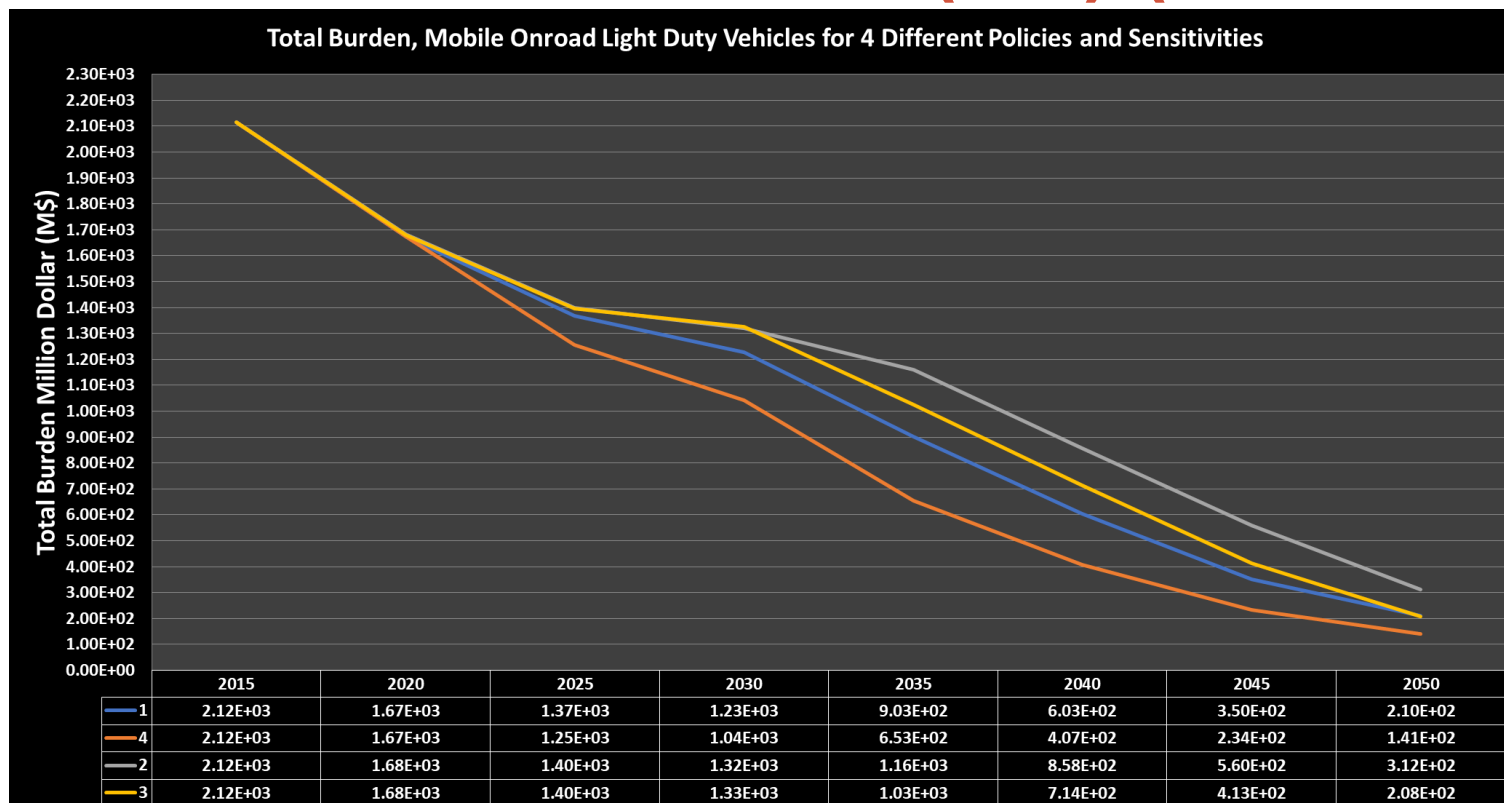


Total Burden, Mobile Onroad Light Duty Vehicles  
Scenario 3



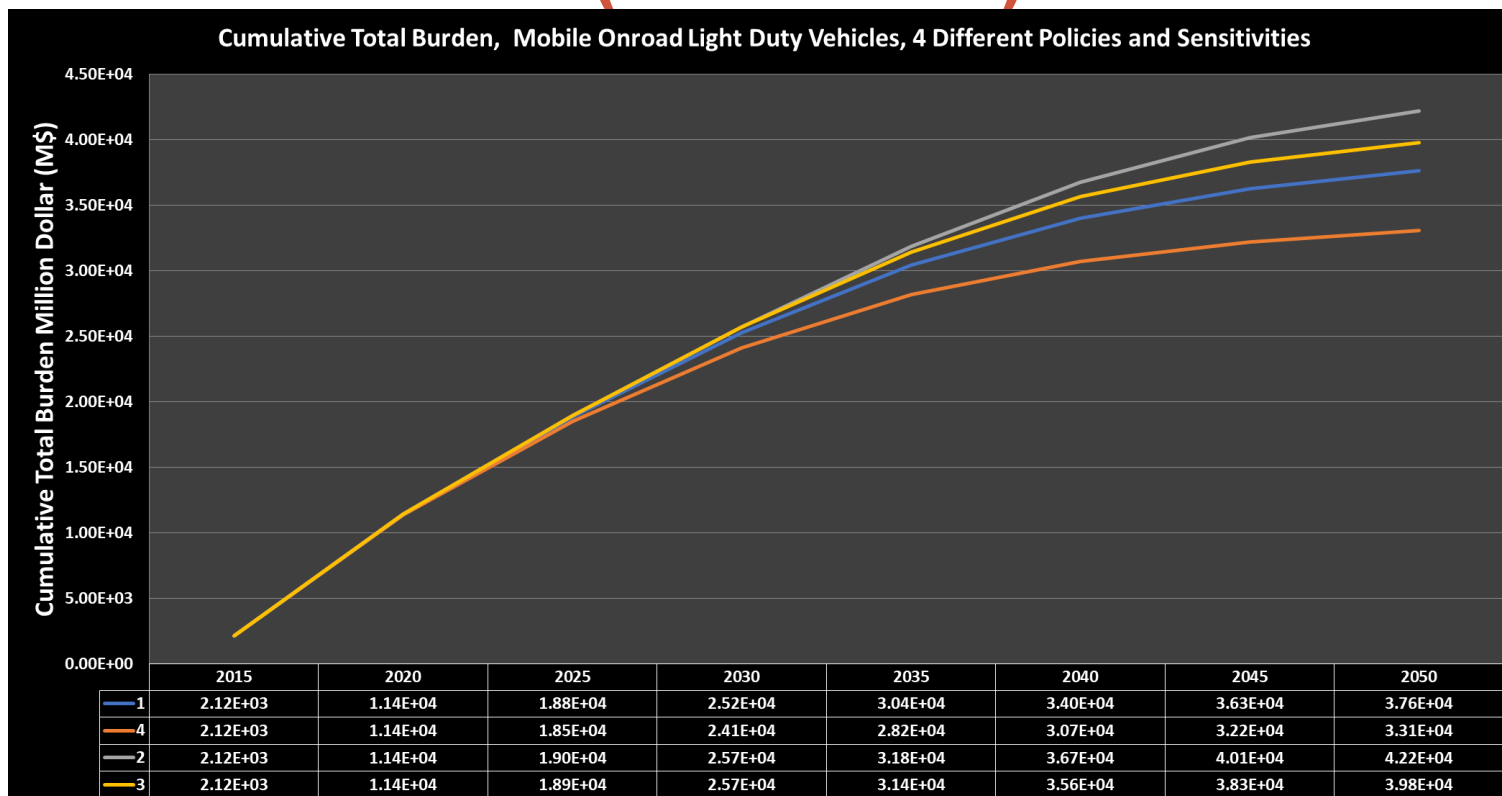


# National Total Burden (\$M) (2015-2050)



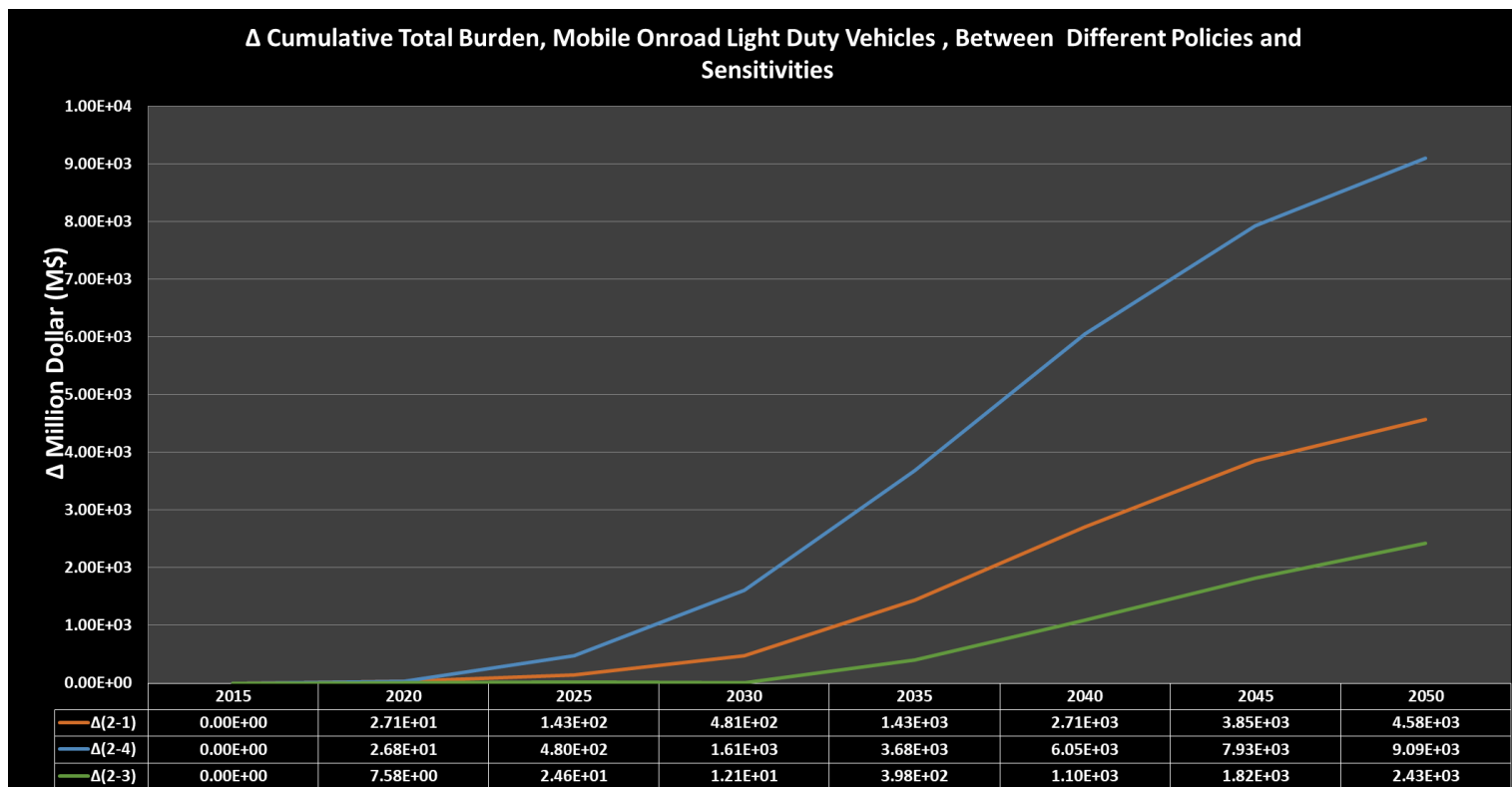
ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast

# Cumulative National Total Burden (\$M) (2015-2050)



ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast

# Cumulative National Total Burden (\$M) Difference Between Policies (2015-2050)



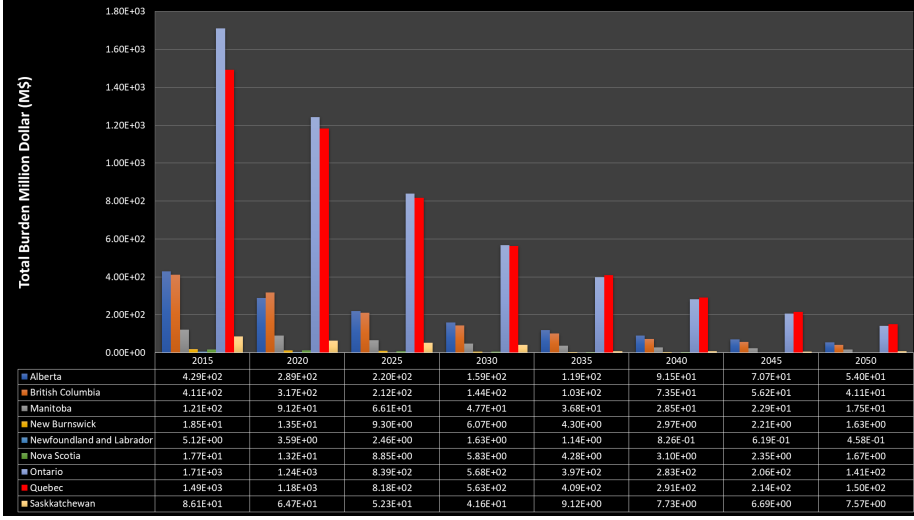
ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
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# Heavy Duty Vehicles (HDVs)

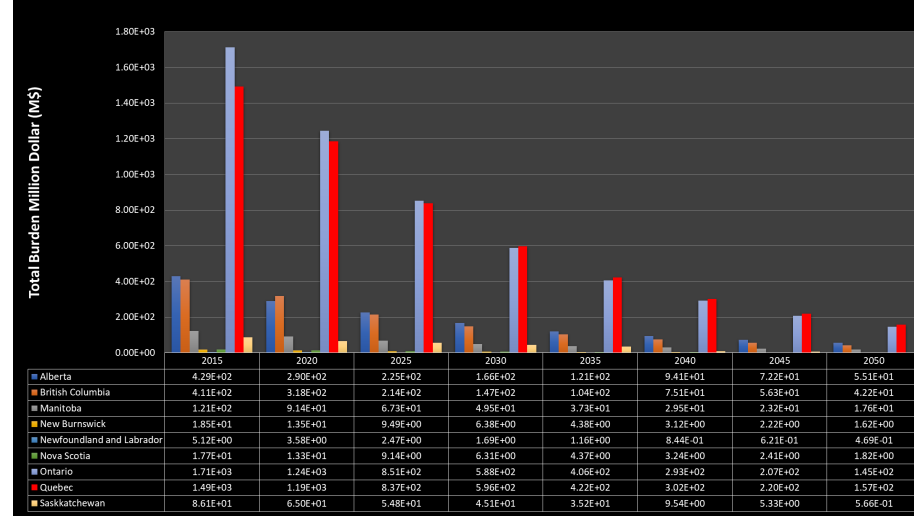
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# Total Burden (\$M)

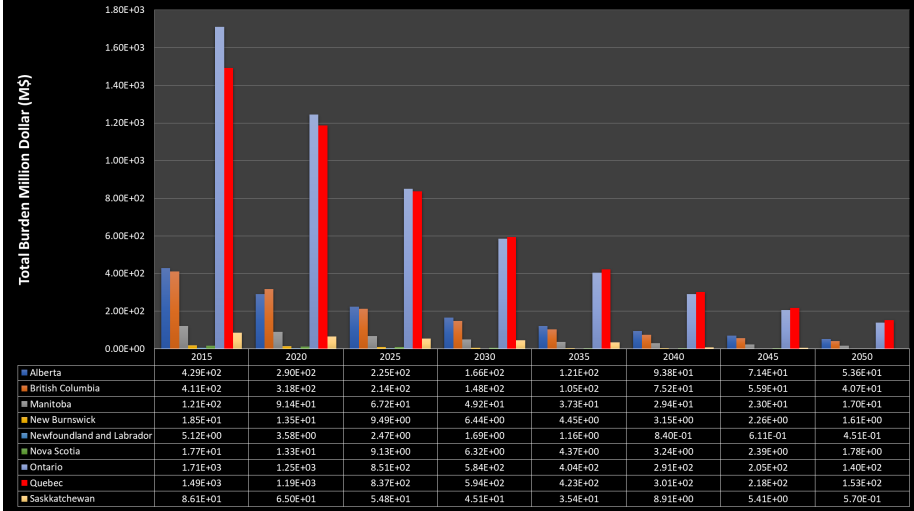
Total Burden, Mobile Onroad Heavy Duty Vehicles  
Scenario 1



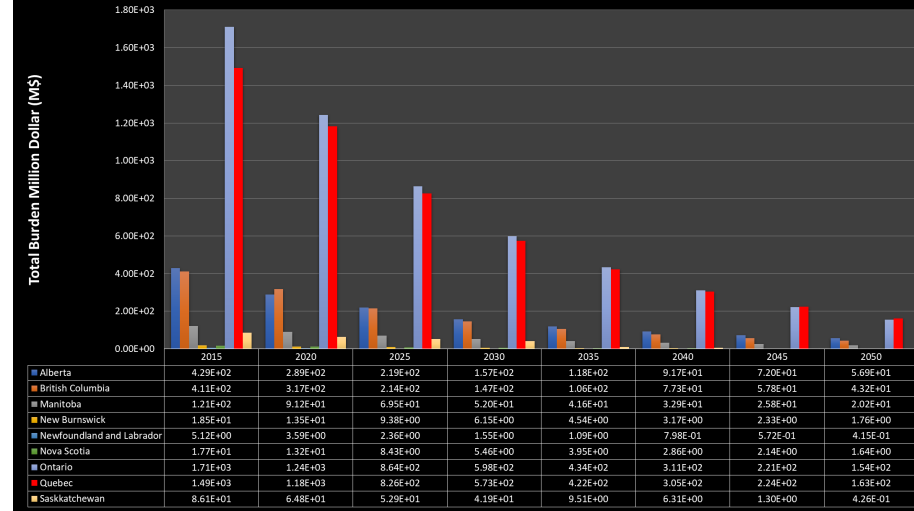
Total Burden, Mobile Onroad Heavy Duty Vehicles  
Scenario 2



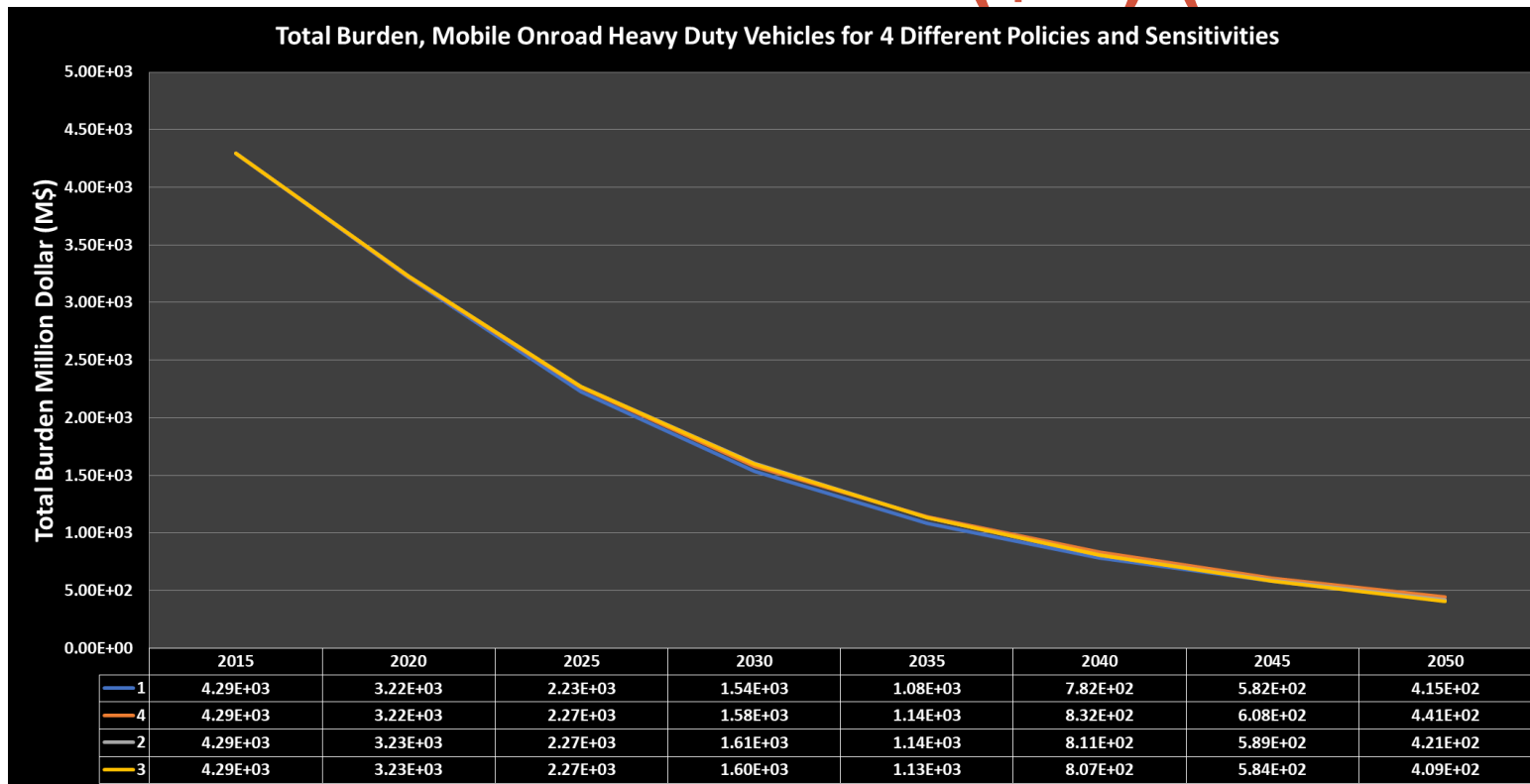
Total Burden, Mobile Onroad Heavy Duty Vehicles  
Scenario 3



Total Burden, Mobile Onroad Heavy Duty Vehicles  
Scenario 4

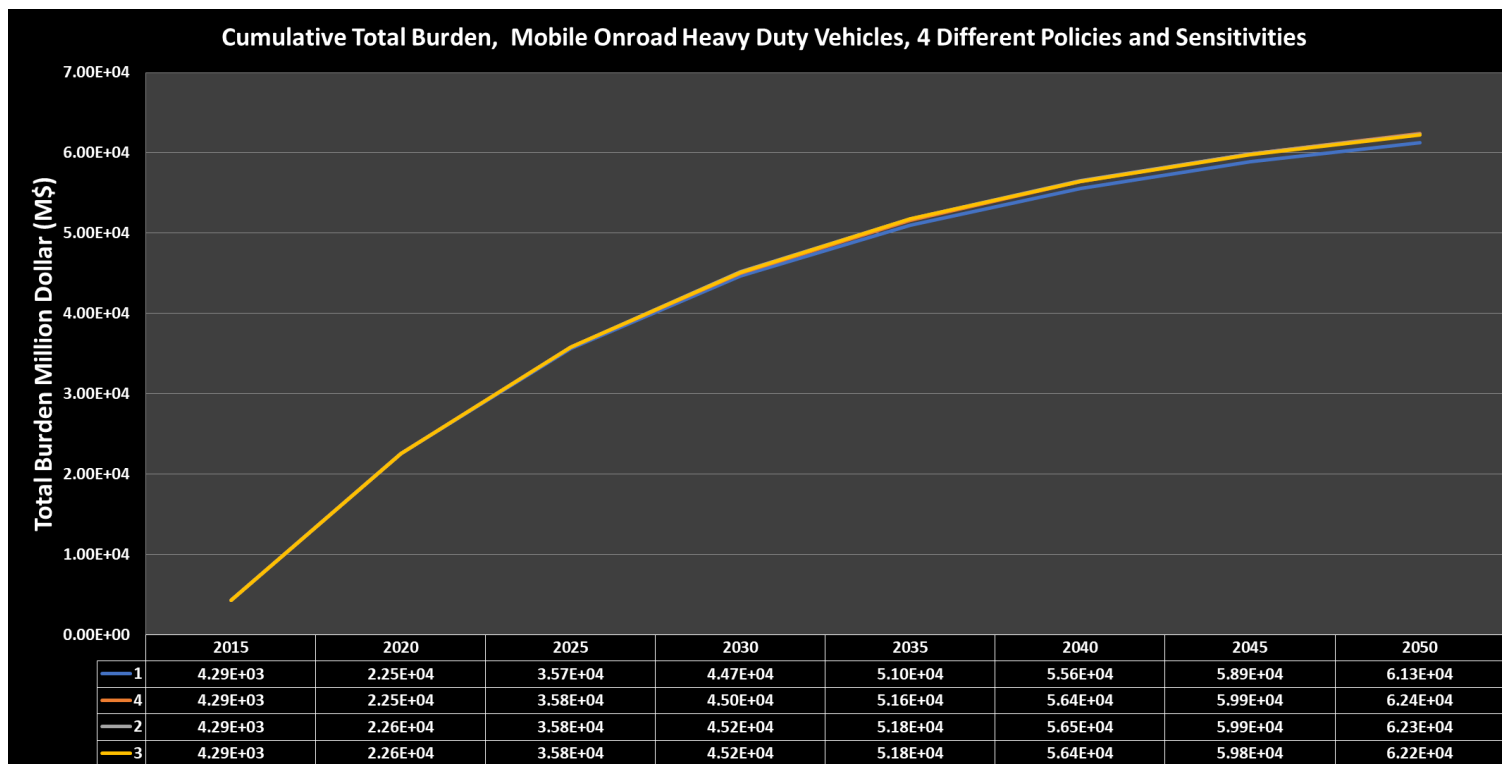


# National Total Burden (\$M) (2015-2050)



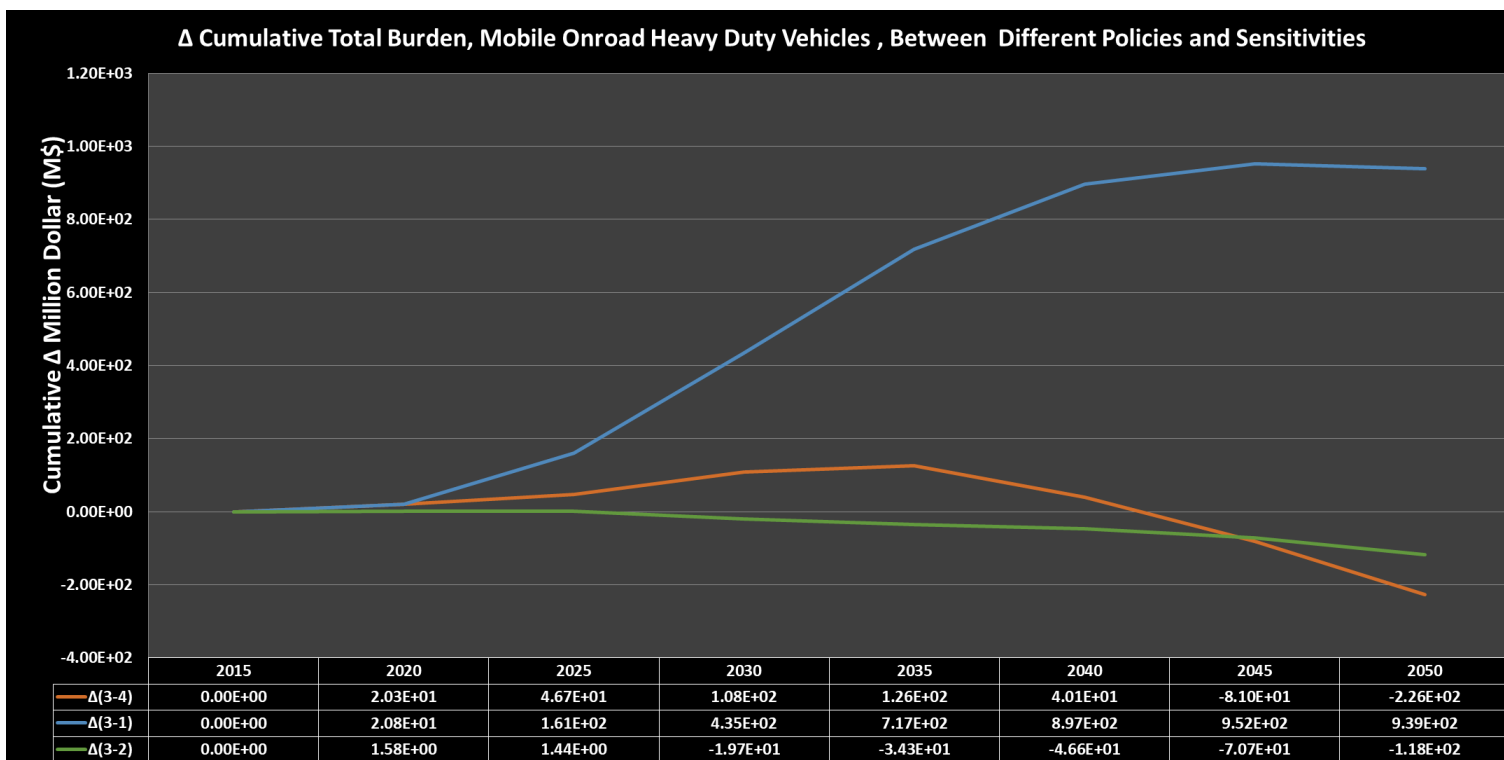
ID	Policy	Sensitivity
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2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast

# Cumulative National Burden (\$M) (2015-2050)



ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast

# Cumulative National Burden (\$M) - Difference Between Policies (2015-2050)



ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast



## Notes on Transportation Health Burdens

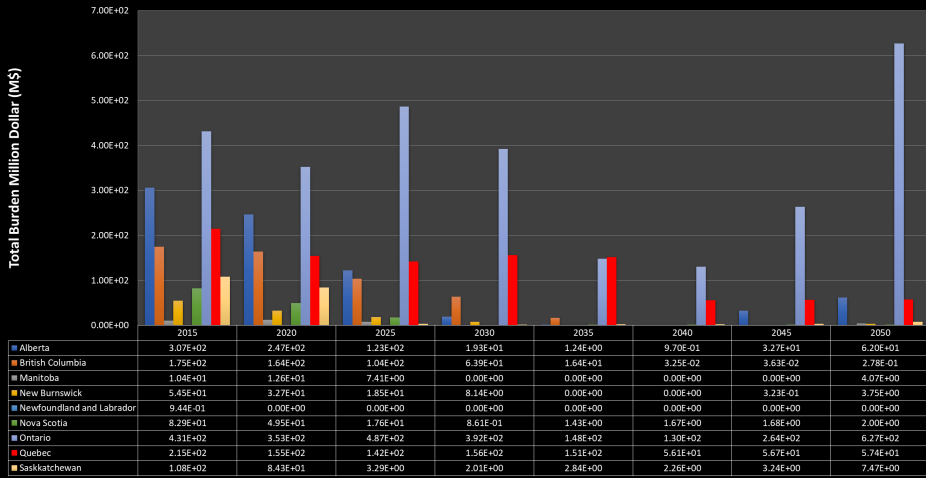
- Overall, results from provincially averaged co-benefits and emission projections tend to underestimate air pollution health burdens compared to better resolved estimates.
  - At finer spatial resolution, higher emissions and larger co-benefits coincide at population centres. Averaging these values at provincial levels would result in smaller product of the two values (emissions and co-benefits) that make up the national health burden estimates.
- Transportation health burdens are calculated for PM<sub>2.5</sub> contributions from tailpipe emissions only; fugitive and tire and brake wear emissions are not included.
- Fuel switch to biofuels does not entail health benefits under the assumptions used in these calculations, as the combustion of biofuels is assumed to produce the same level of criteria pollutant emissions as that of fossil fuels.

# Electricity Generating Units (EGUs)

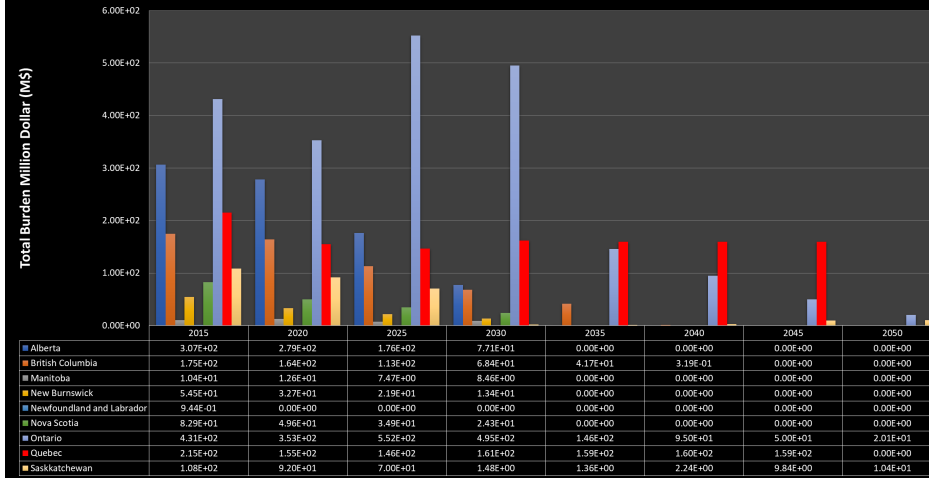
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# Total Burden (\$M)

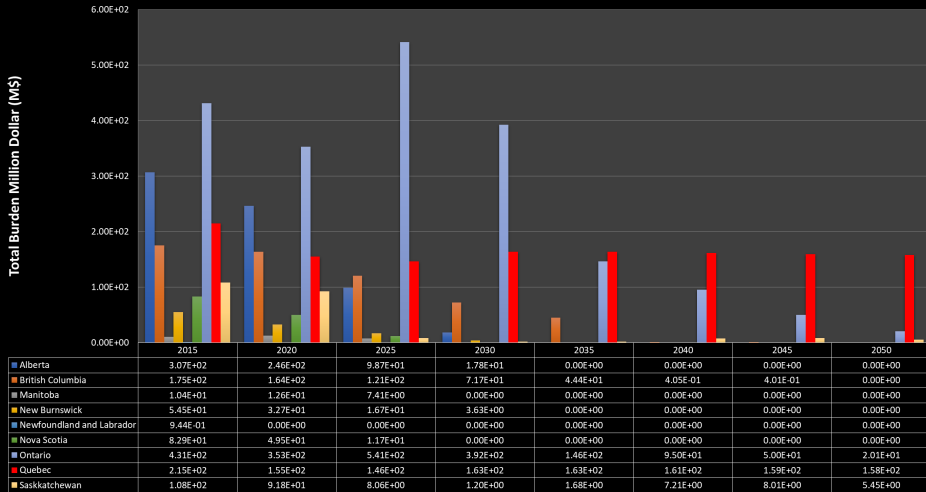
Total Burden, EGUs  
Scenario 1



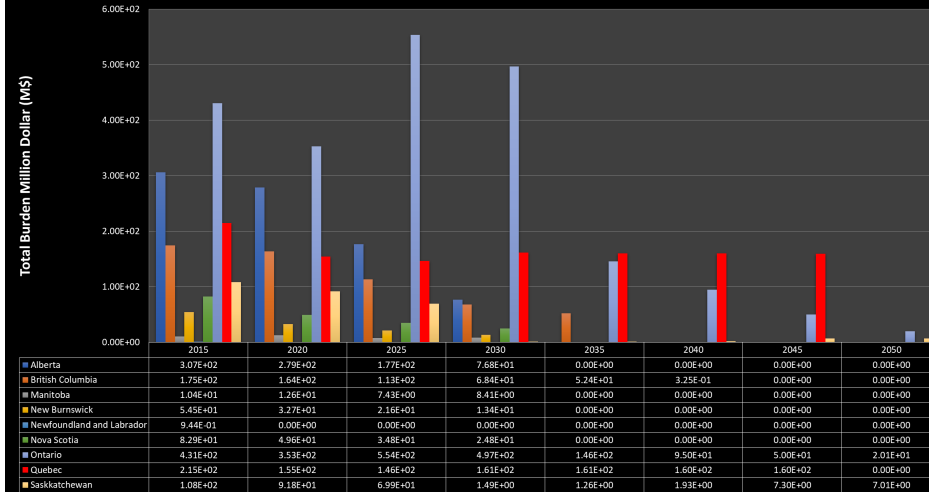
Total Burden, EGUs  
Scenario 2



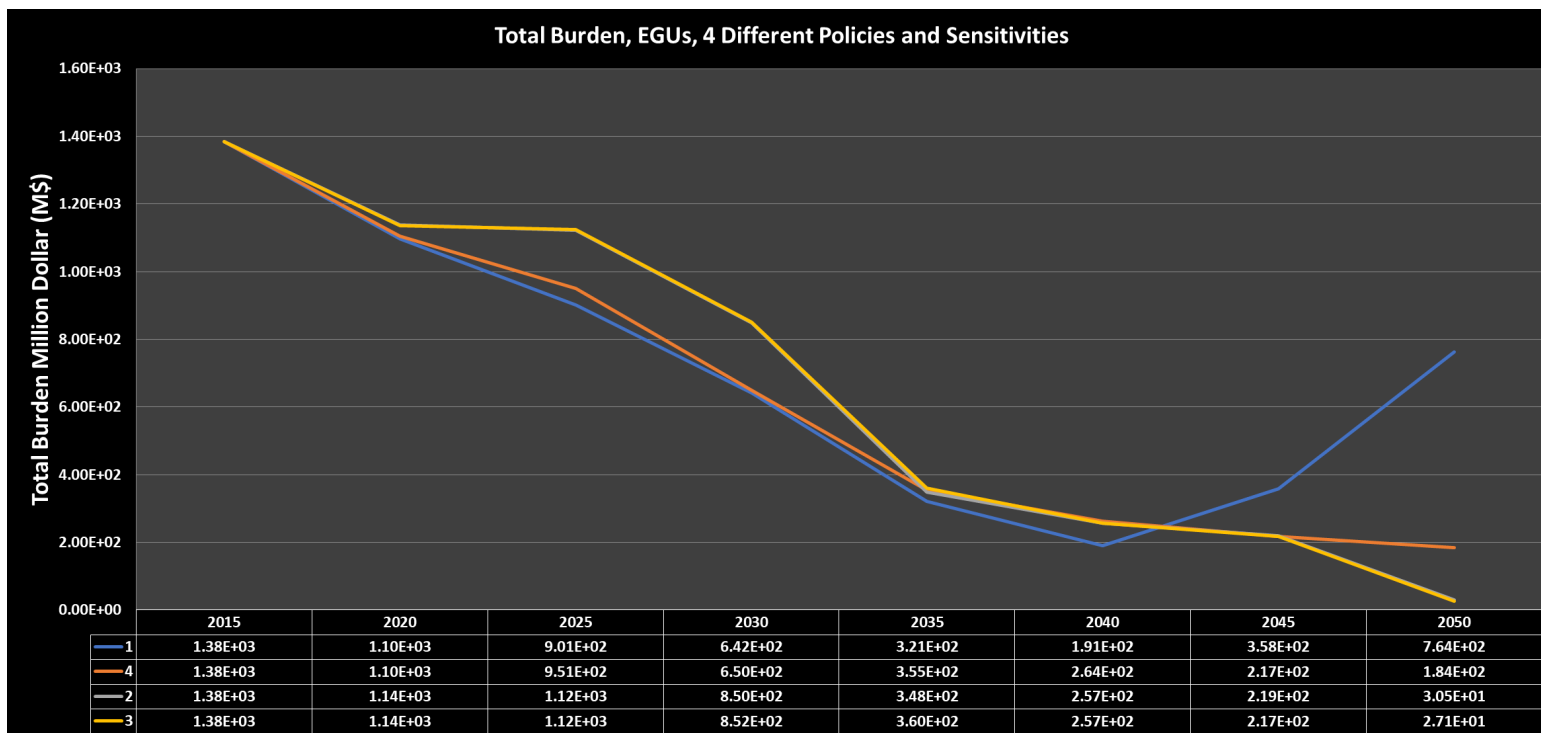
Total Burden, EGUs  
Scenario 4



Total Burden, EGUs  
Scenario 3

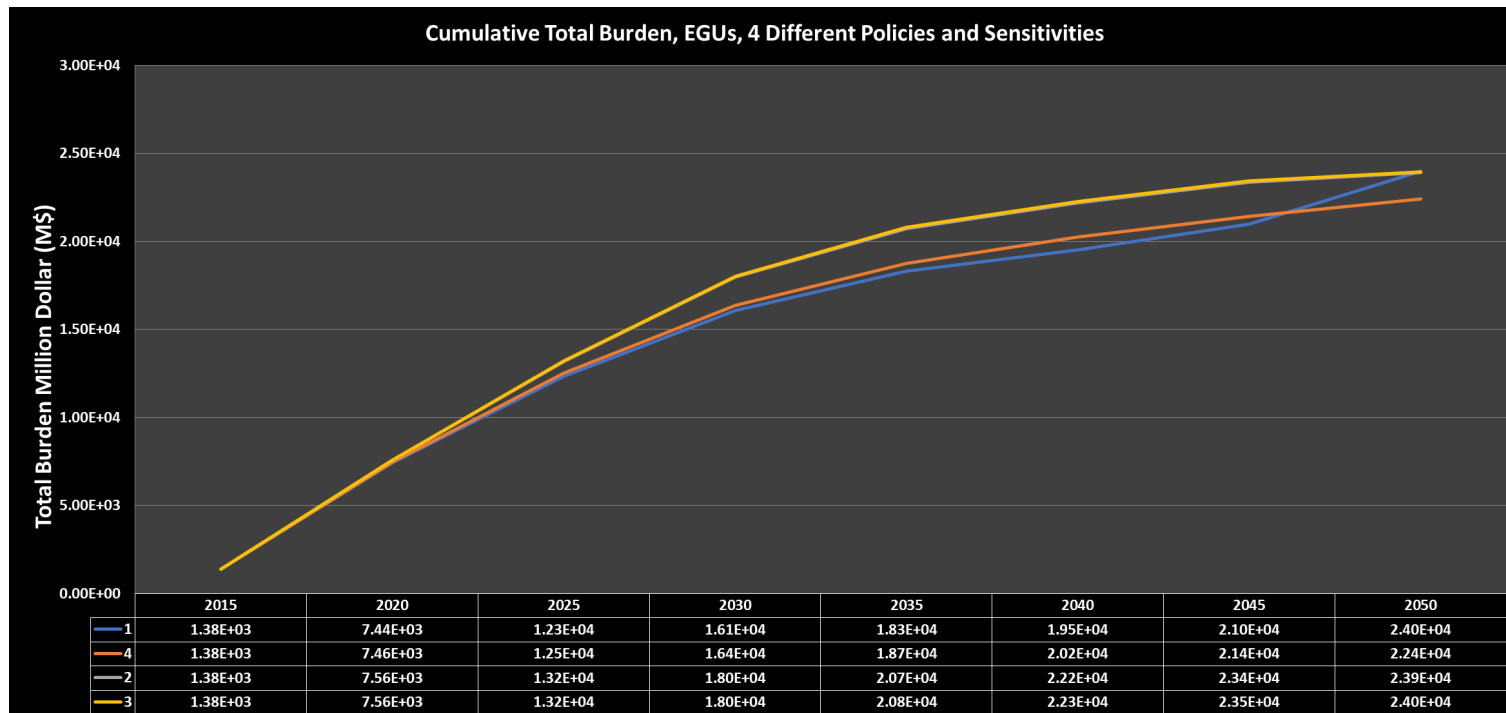


# National Burden (\$M) (2015-2050)



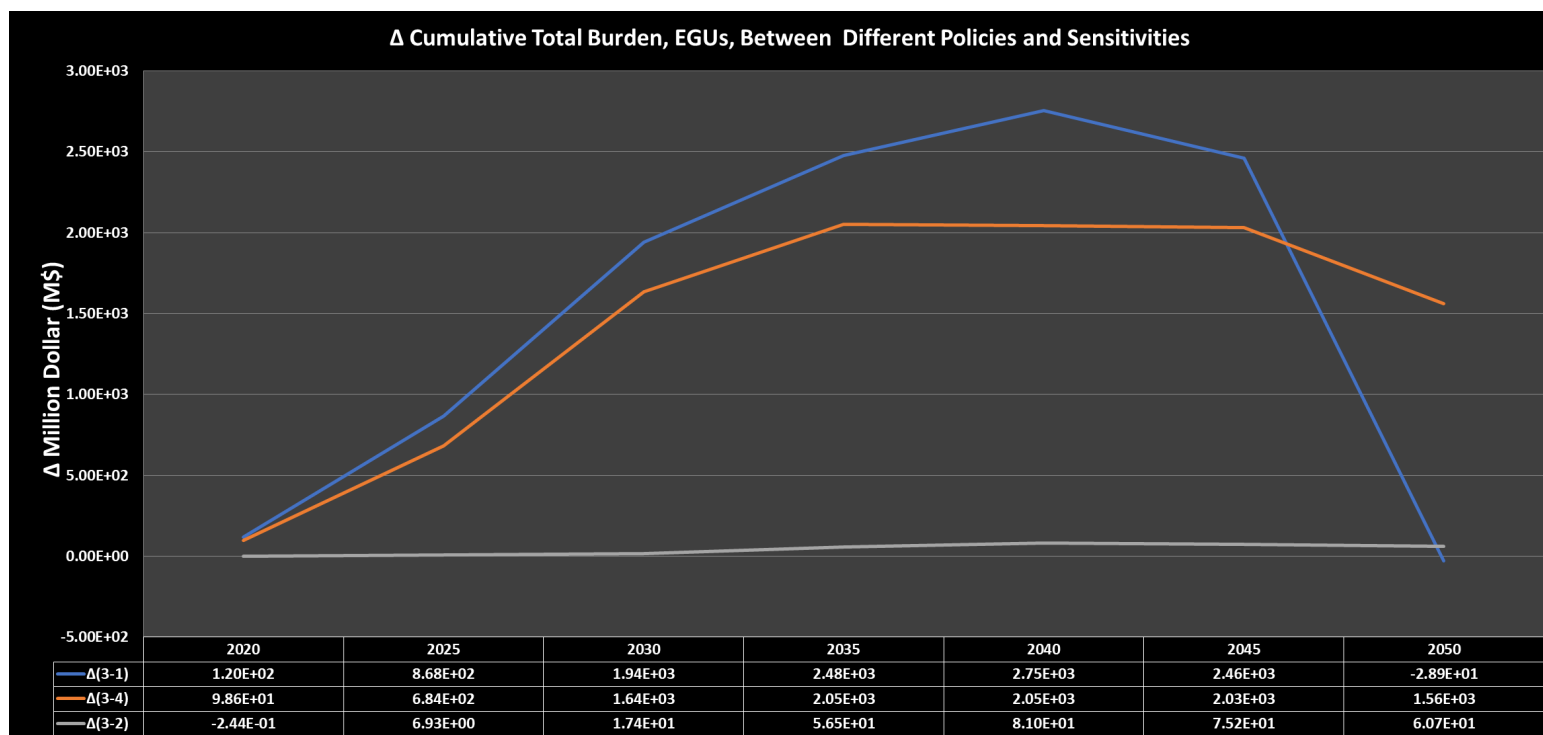
ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast

# Cumulative National Total Burden (\$M) (2015-2050)



ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail; low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail; low ev cost	p03-cap+fast

# Cumulative National Burden – Difference Between Policies (\$M) (2015-2050)



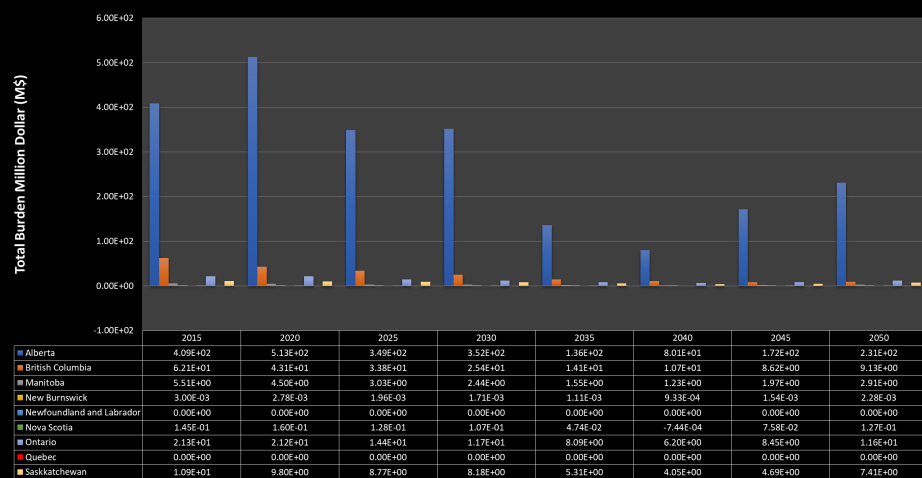
ID	Policy	Sensitivity
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2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail; low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail; low ev cost	p03-cap+fast

# Oil & Gas (OGs)

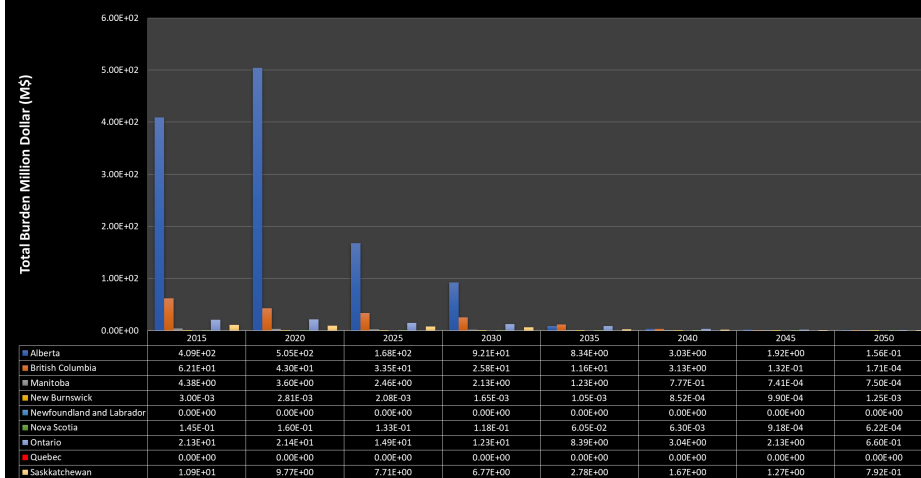
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# Total Burden (\$M)

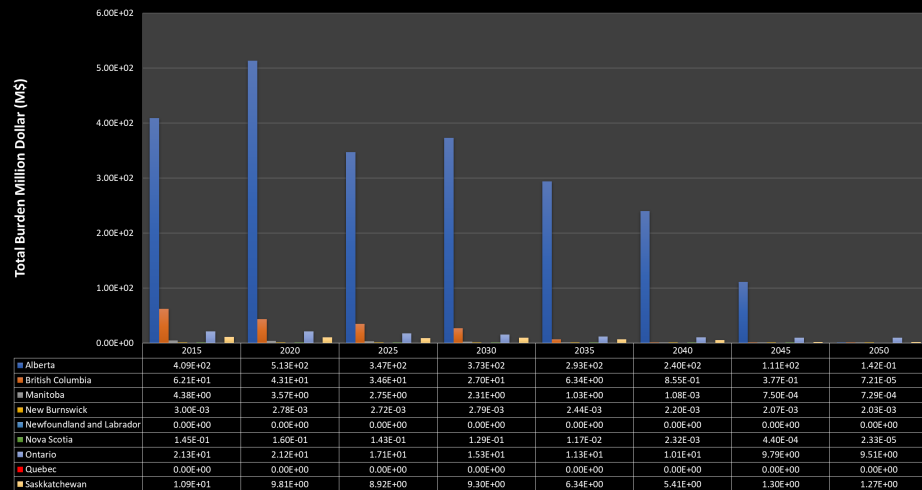
Total Burden, Oil & Gas  
Scenario 1



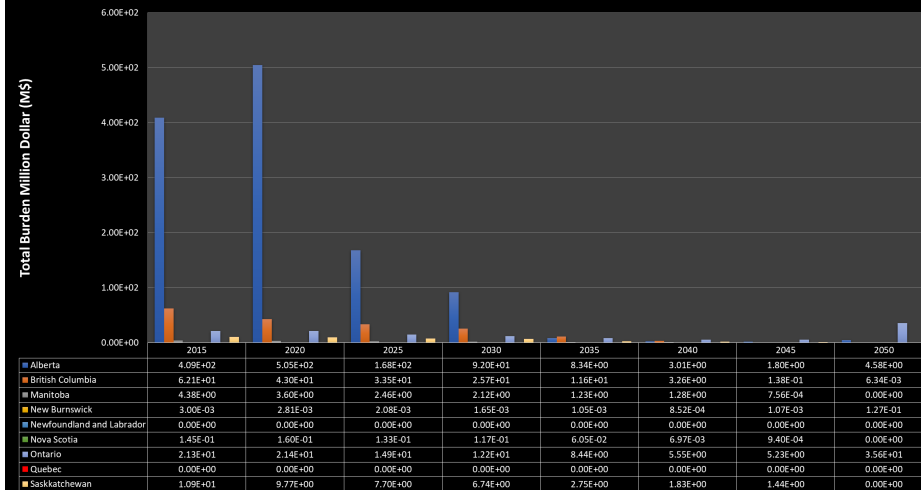
Total Burden, Oil & Gas  
Scenario 2



Total Burden, Oil & Gas  
Scenario 4

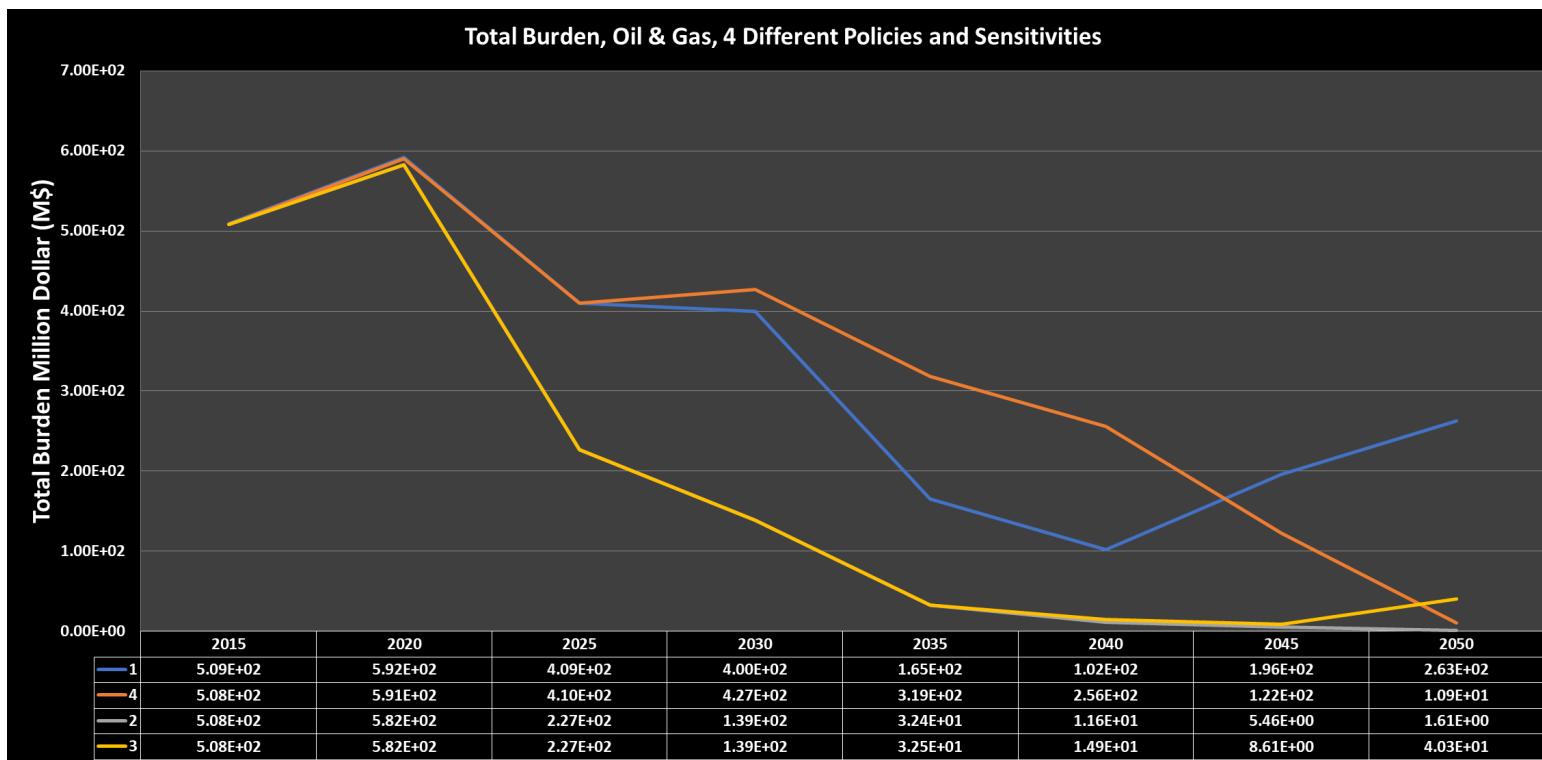


Total Burden, Oil & Gas  
Scenario 3



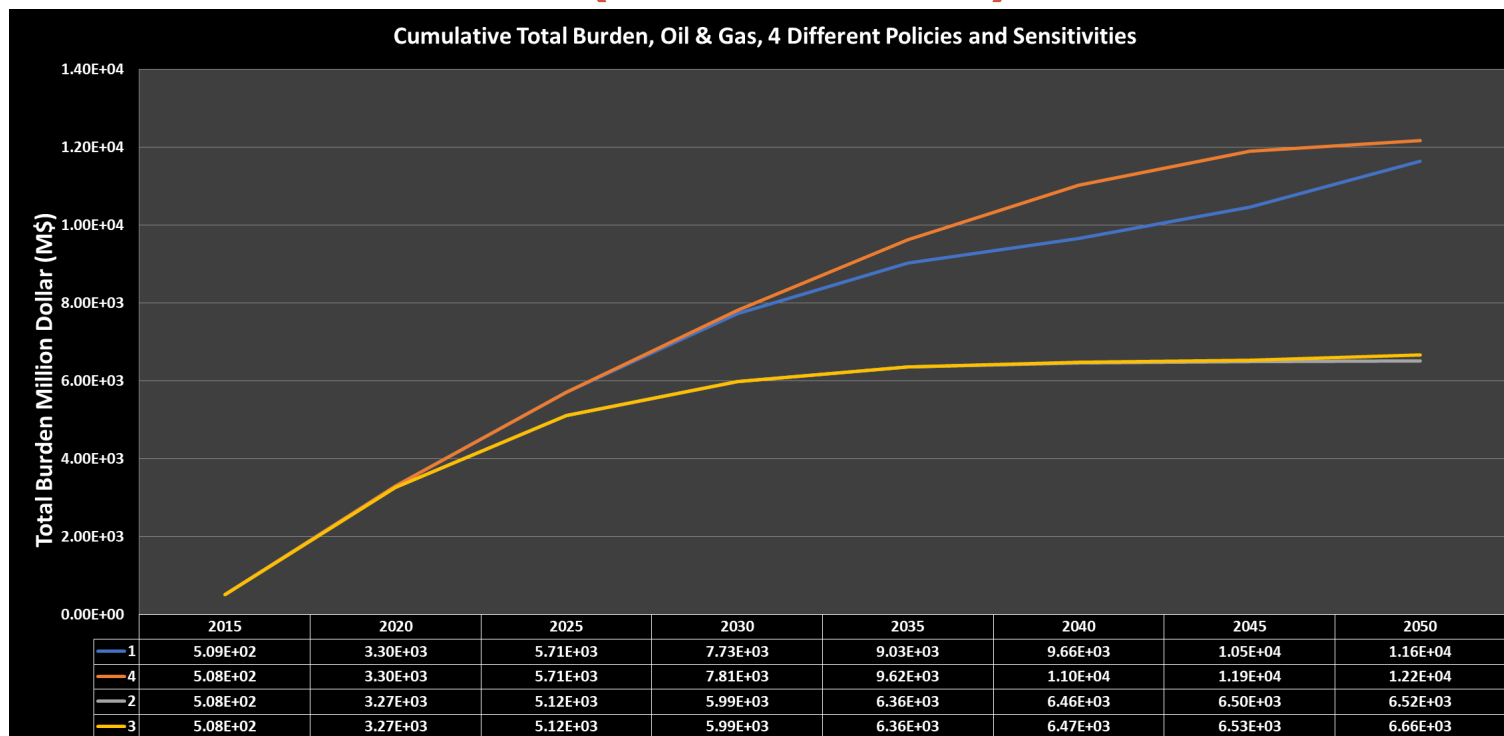


# National Burden (\$M) (2015-2050)



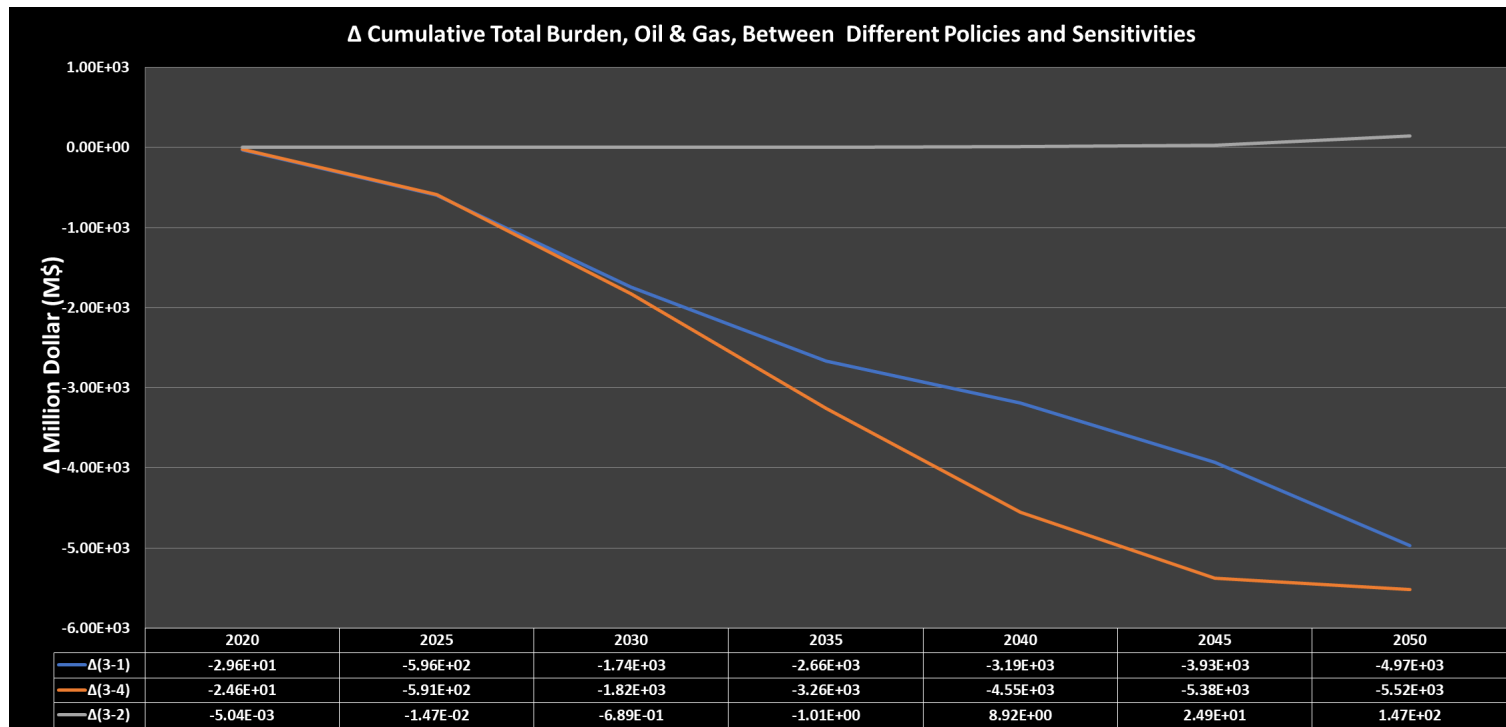
ID	Policy	Sensitivity
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3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast

# Cumulative National Total Burden (\$M) (2015-2050)



ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast

# Cumulative National Burden – Difference Between Policies (\$M) (2015-2050)

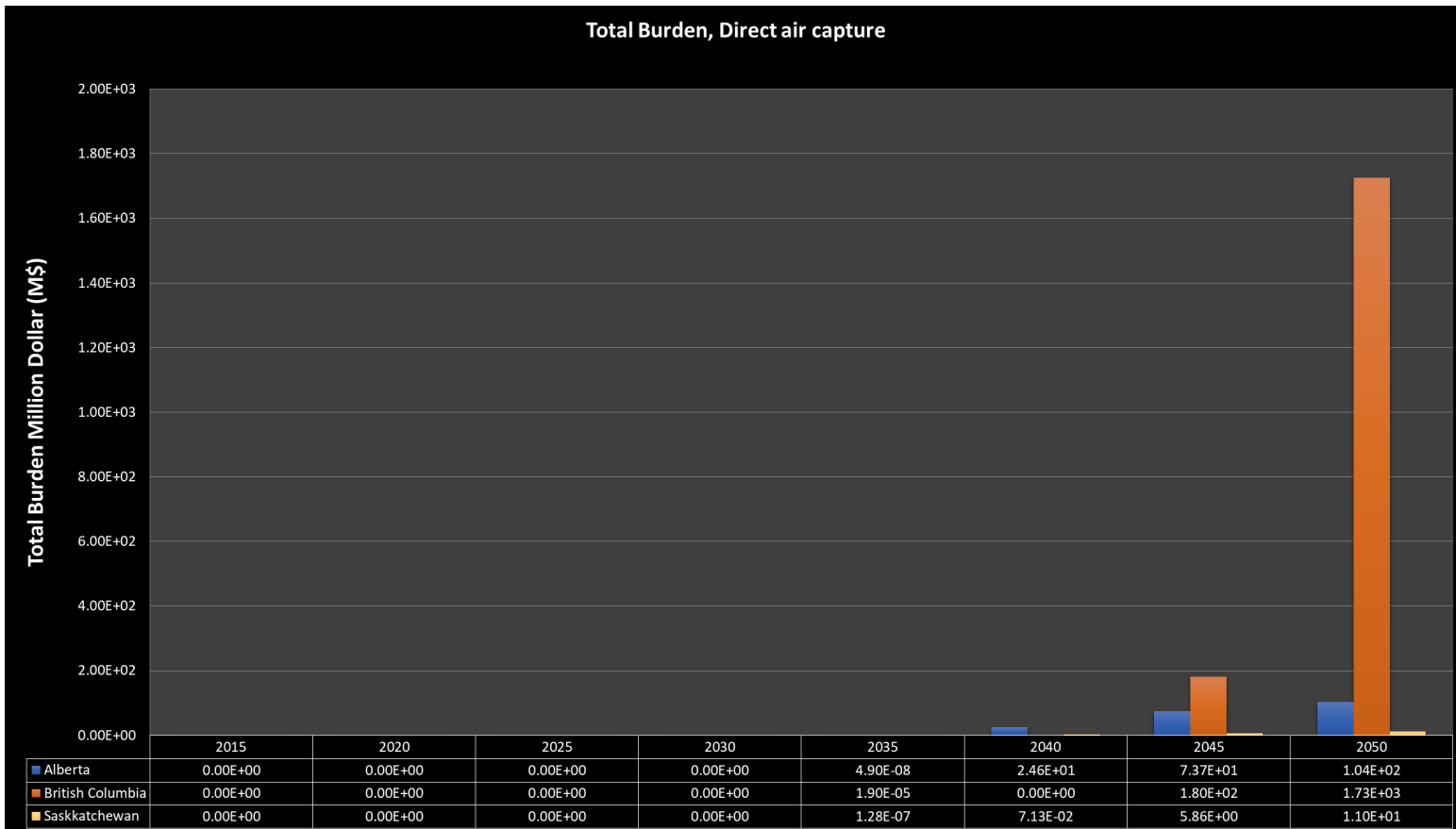


ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail; low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail; low ev cost	p03-cap+fast

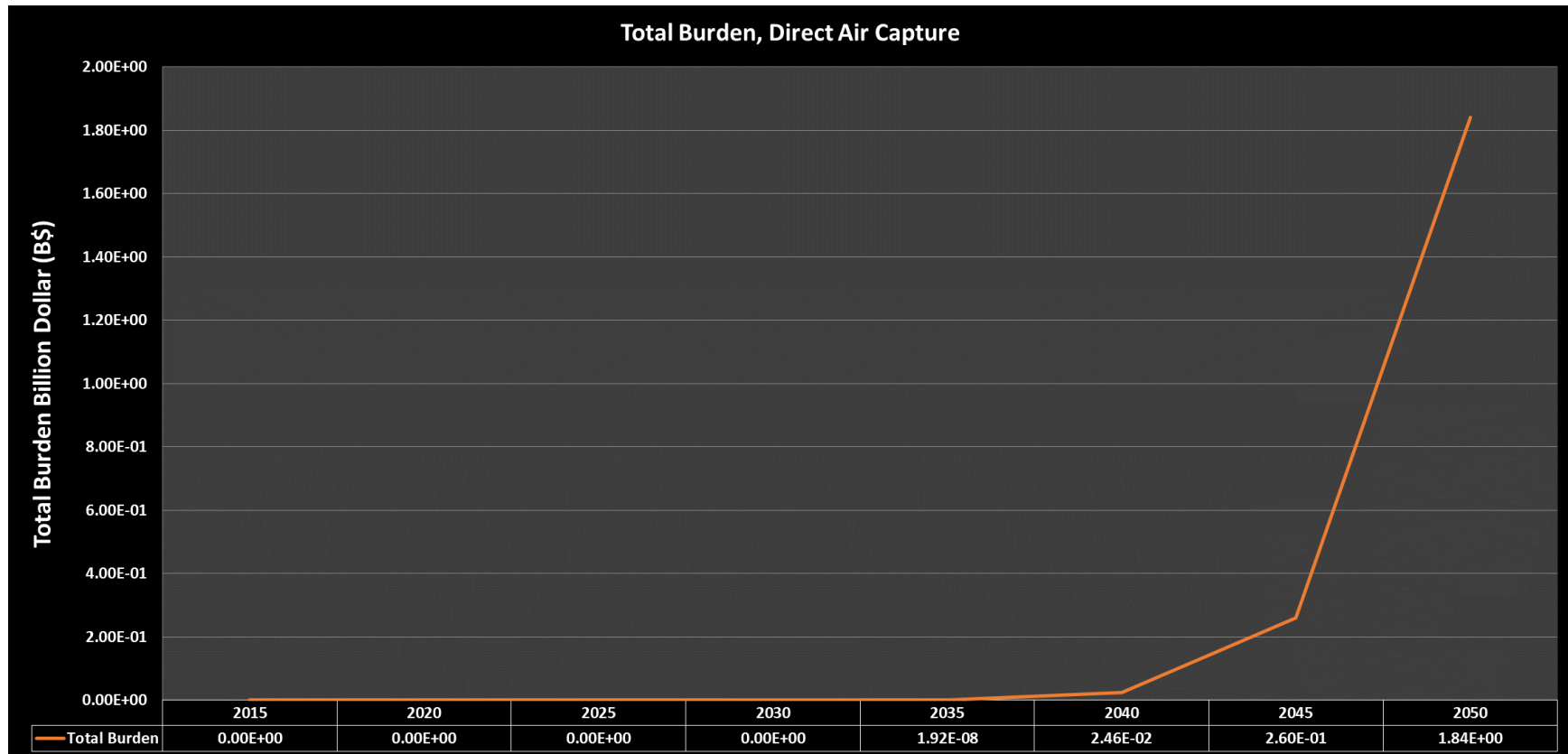
# Direct Air Capture (DAC)

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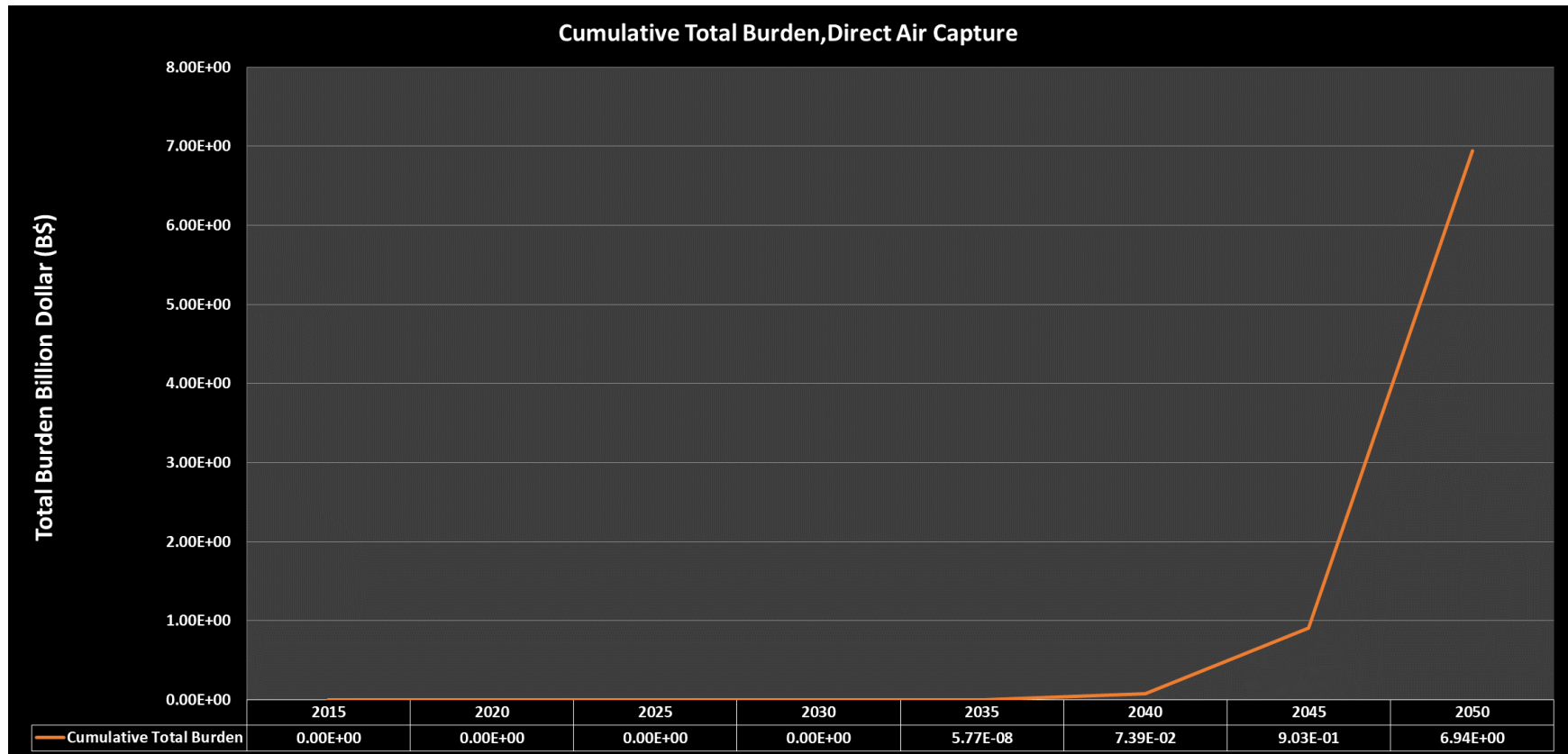
# Total Burden (\$M)



# National Burden (\$B) (2015-2050)



# Cumulative National Total Burden (\$B) (2015-2050)



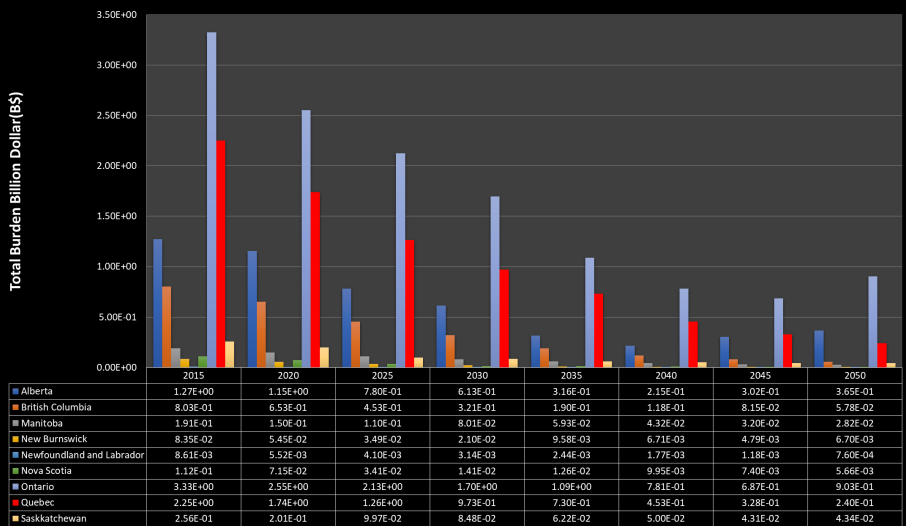
All Sectors

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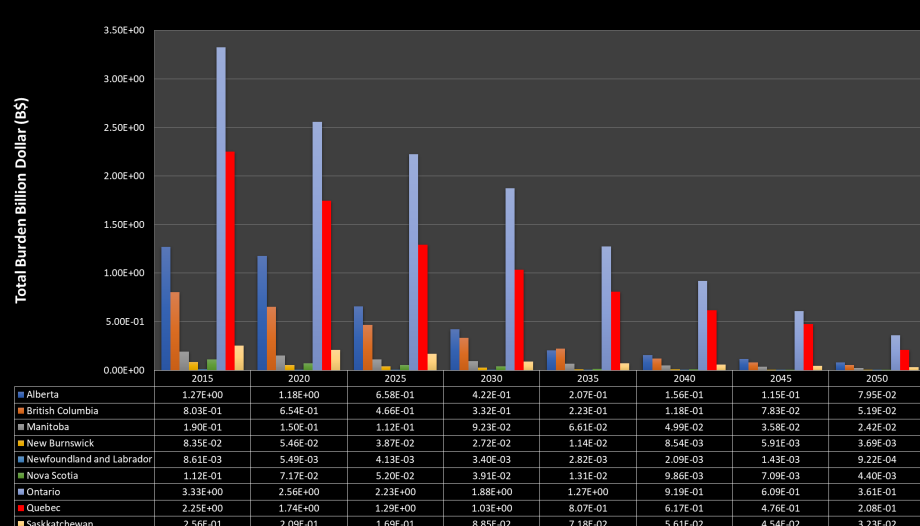


# Total Burden (\$B)

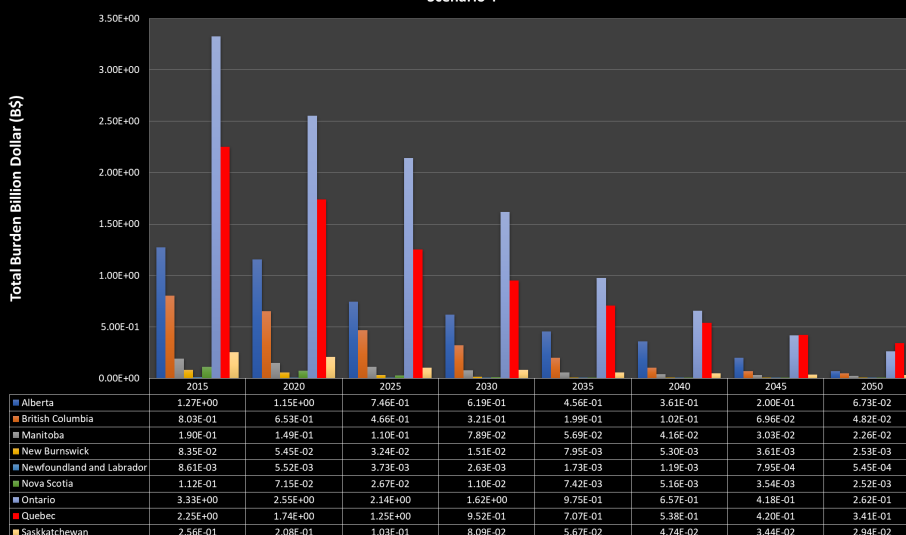
Total Burden, All Sectors  
Scenario 1



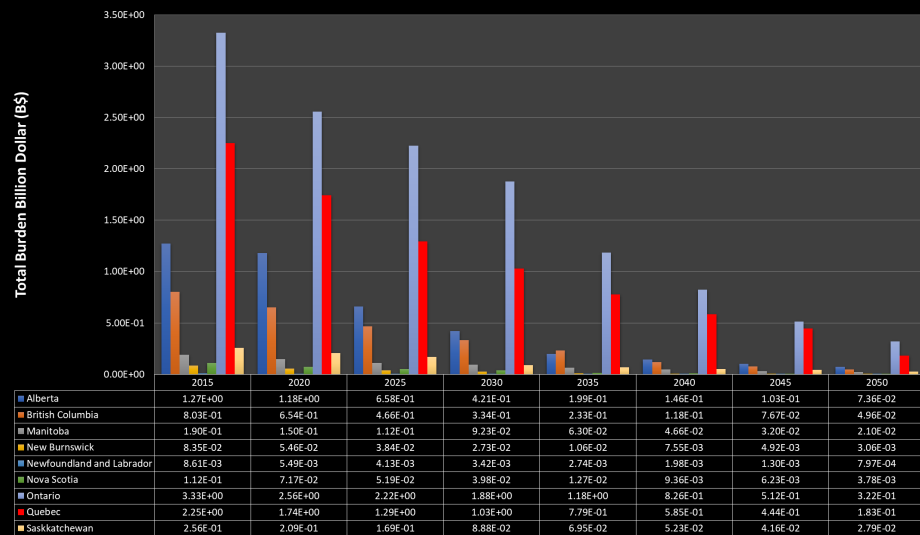
Total Burden, All Sectors  
Scenario 2



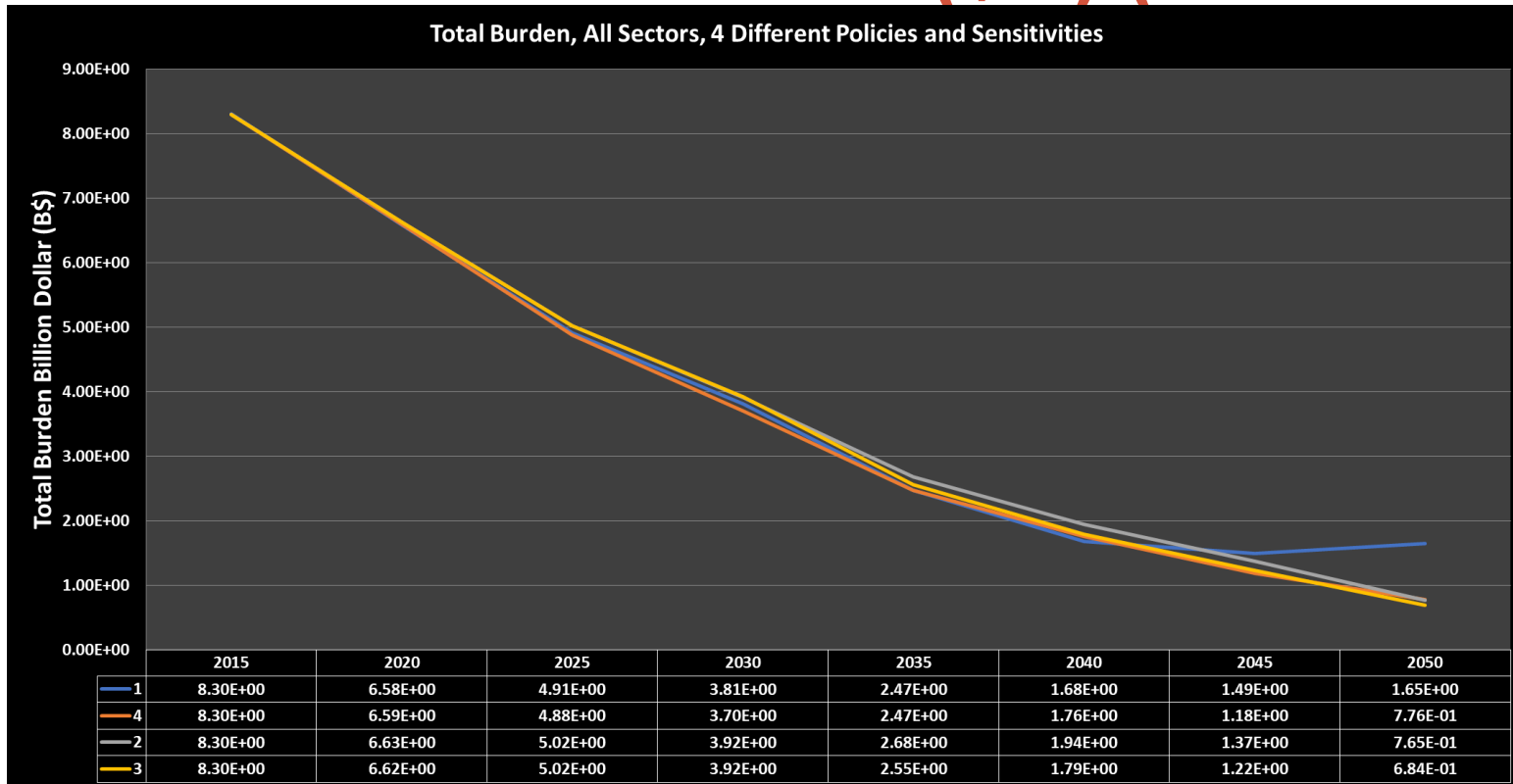
Total Burden, All Sectors  
Scenario 4



Total Burden, All Sectors  
Scenario 3

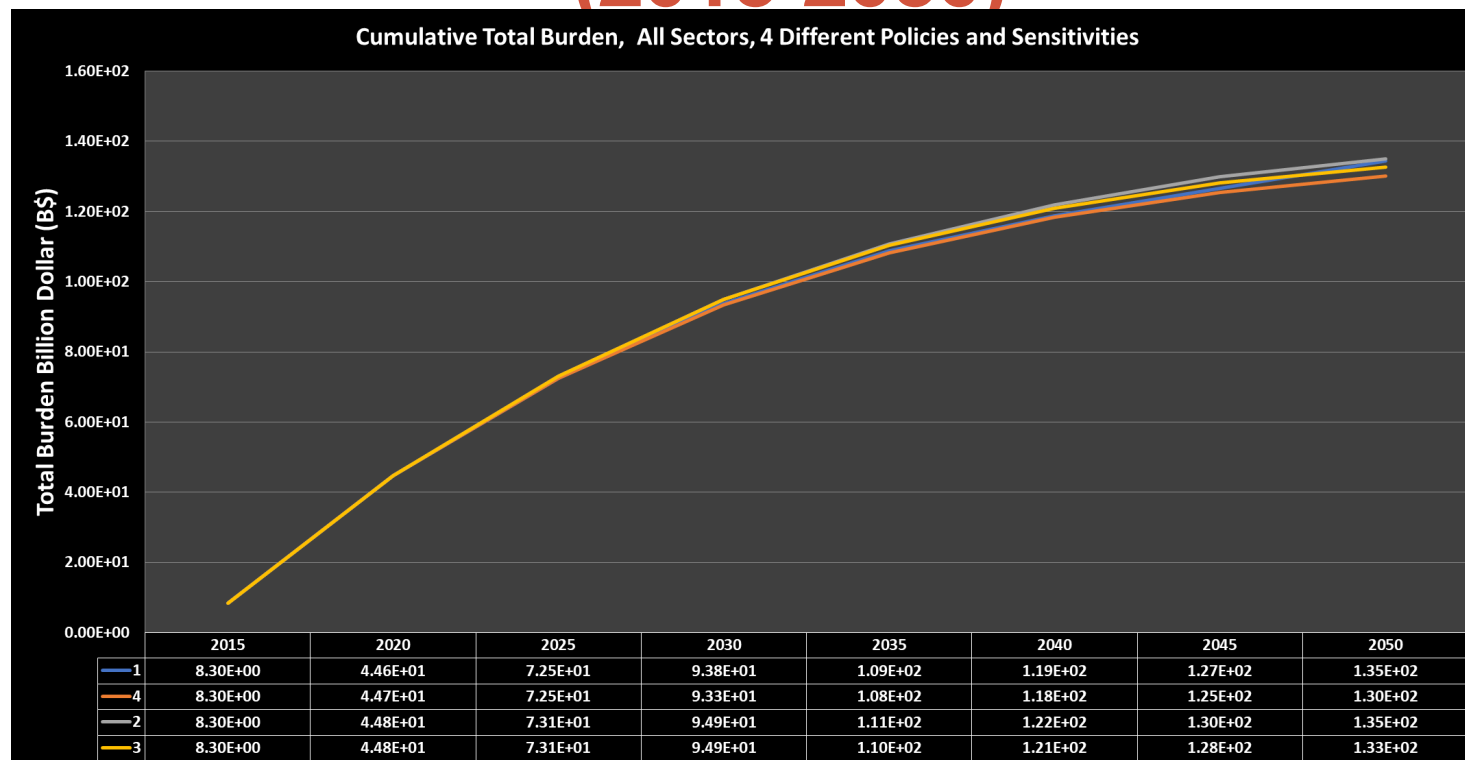


# National Total Burden (\$B) (2015-2050)



ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast

# Cumulative National Total Burden (\$B) (2015-2050)



ID	Policy	Sensitivity
1	low ev cost	p04-cap+row+fast
2	ccs/dac unavail; new nuclear avail	p04-cap+row+fast
3	ccs/dac unavail; new nuclear avail;low ev cost	p04-cap+row+fast
4	ccs/dac unavail; new nuclear avail;low ev cost	p03-cap+fast

# EXTRA

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# EXTRA

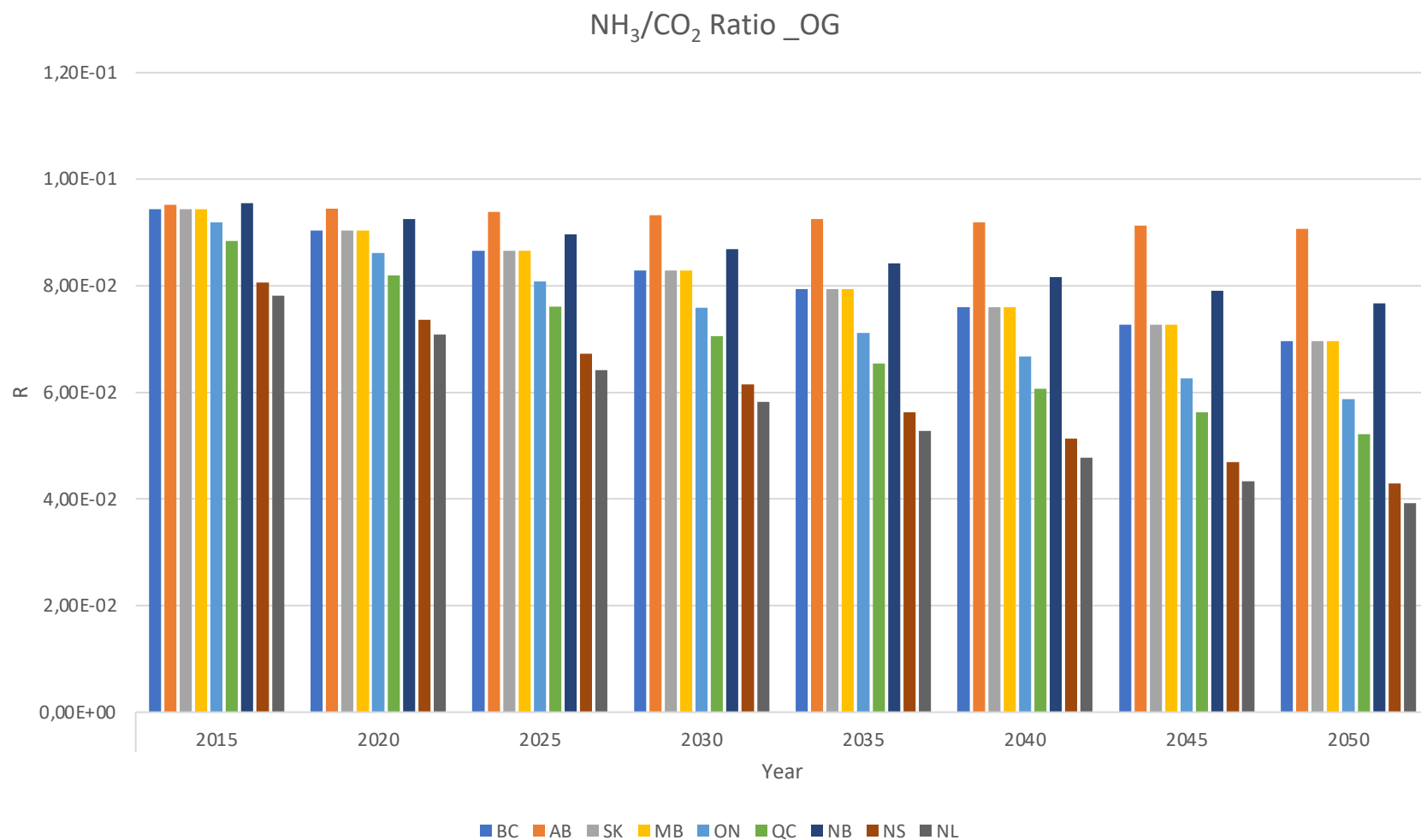
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Intensity Ratios

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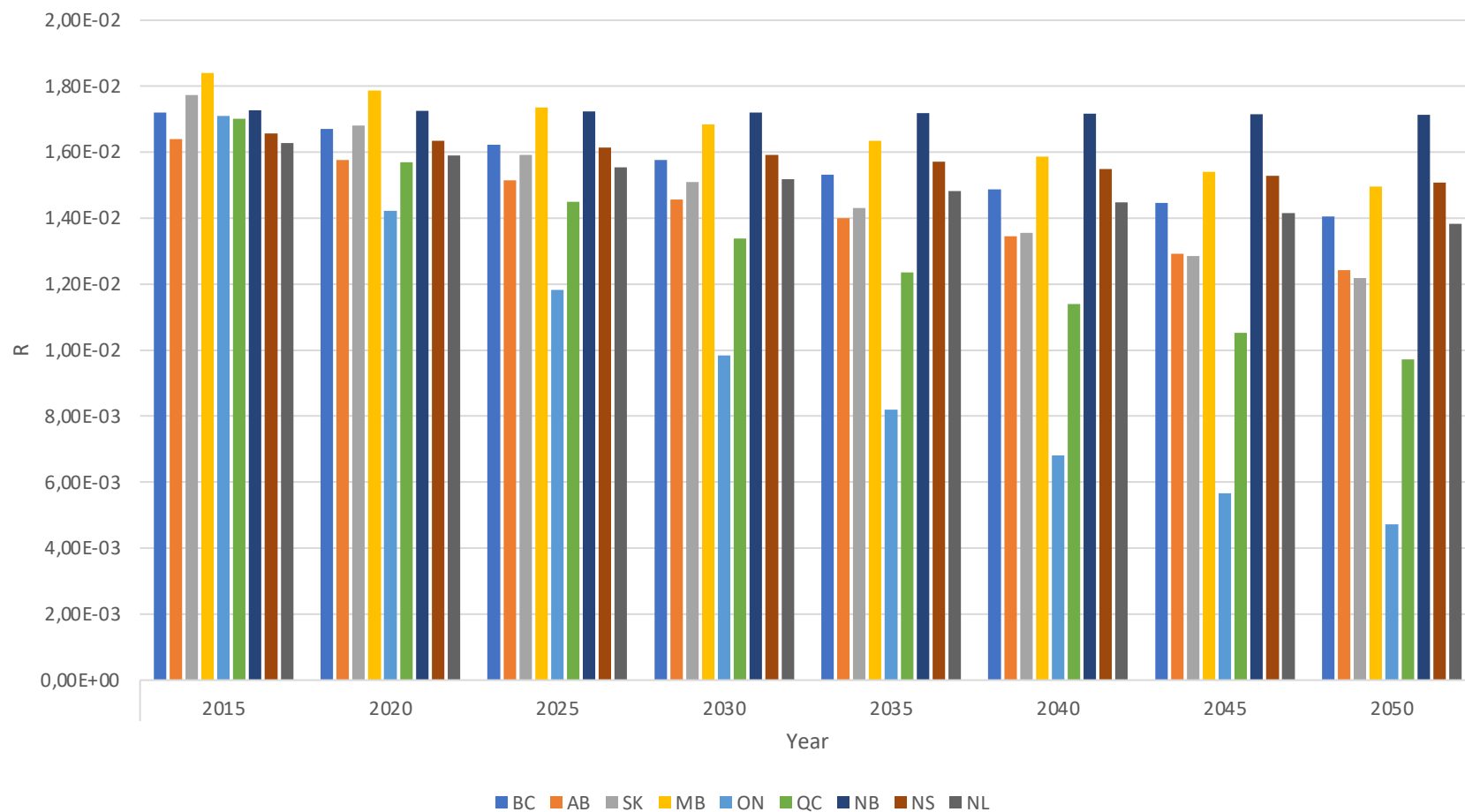
$\text{NH}_3$

# NH<sub>3</sub>/CO<sub>2</sub> Ratio \_OG



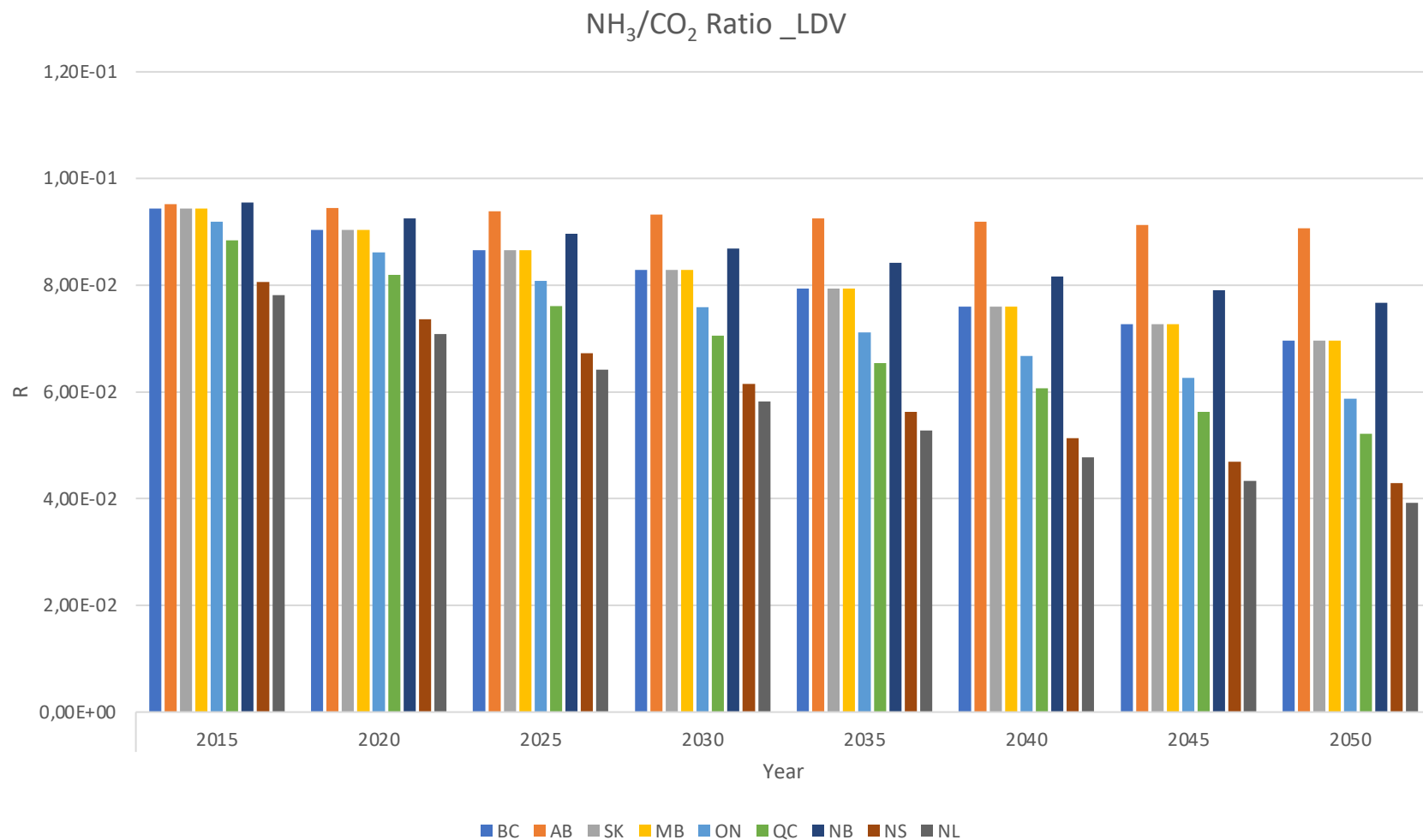
# NH<sub>3</sub>/CO<sub>2</sub> Ratio \_HDV

NH<sub>3</sub>/CO<sub>2</sub> Ratio \_HDV





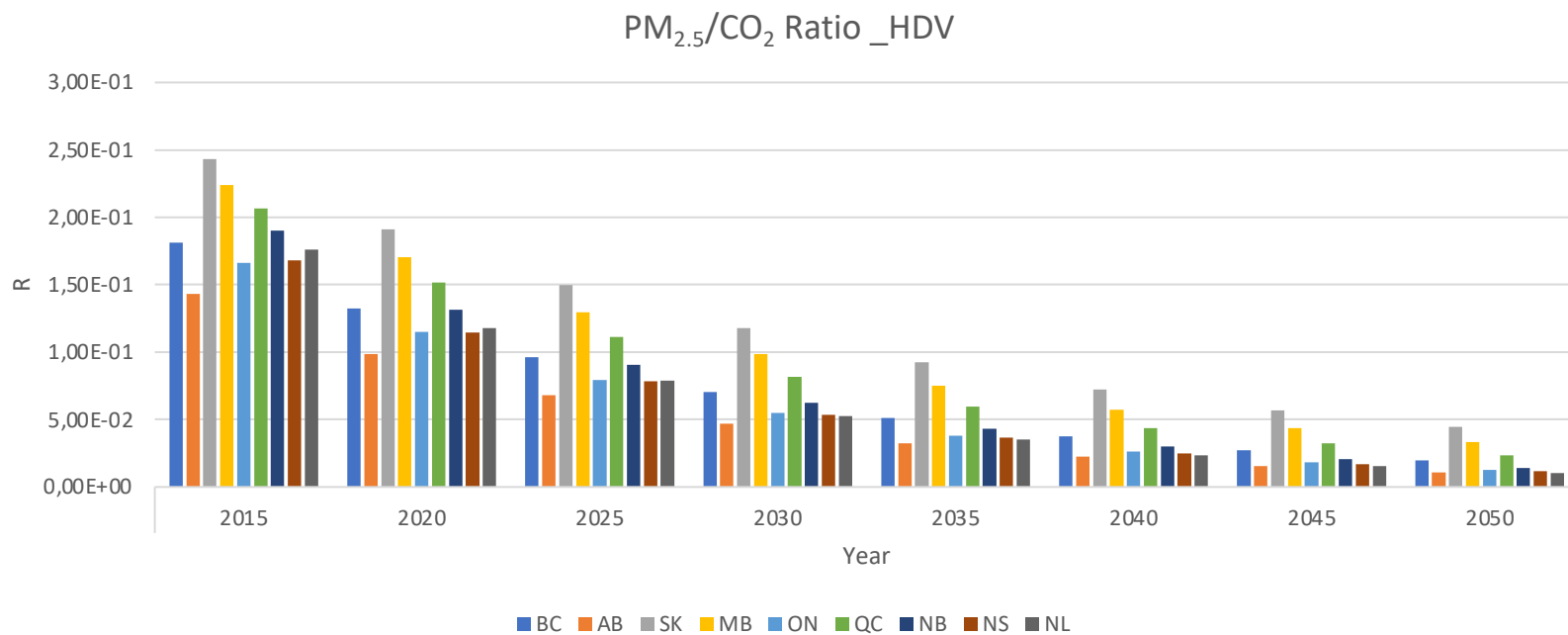
# NH<sub>3</sub>/CO<sub>2</sub> Ratio \_LDV



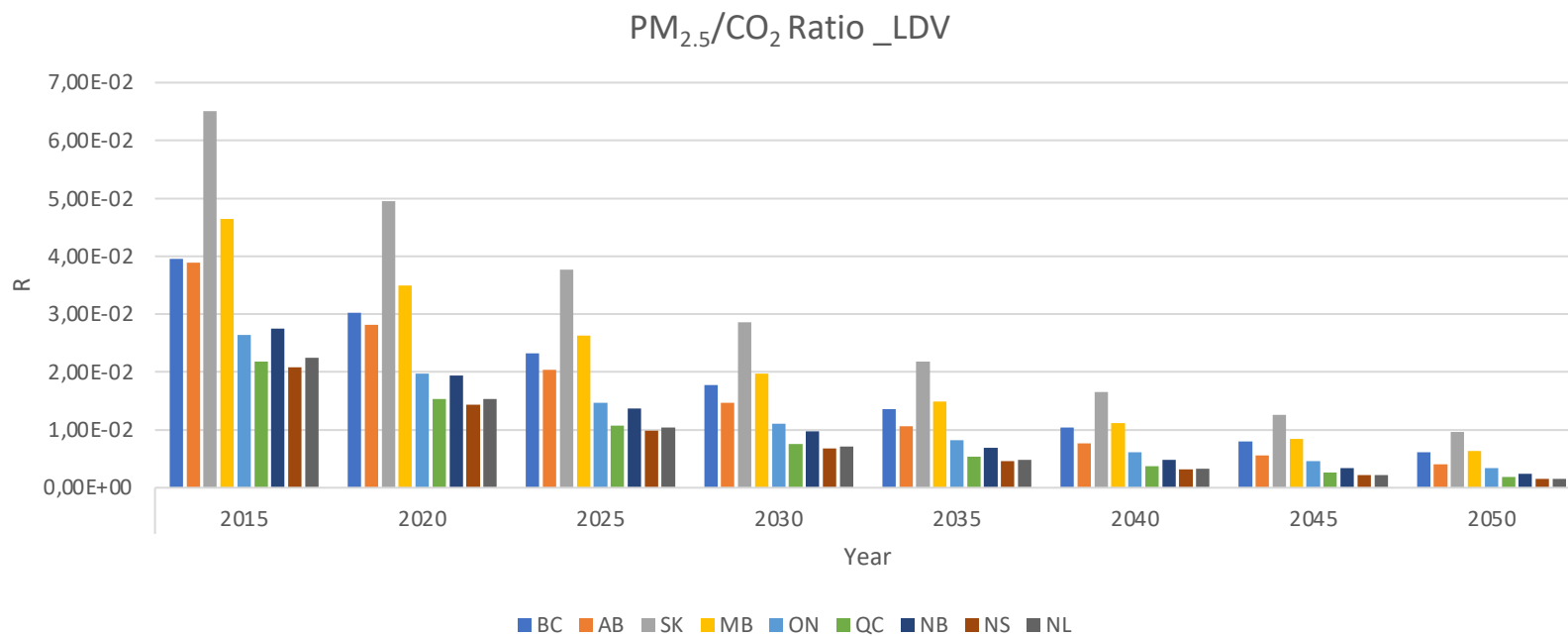
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PM<sub>2.5</sub>

# PM<sub>2.5</sub>/CO<sub>2</sub> Ratio \_HDV



# PM<sub>2.5</sub>/CO<sub>2</sub> Ratio \_LDV

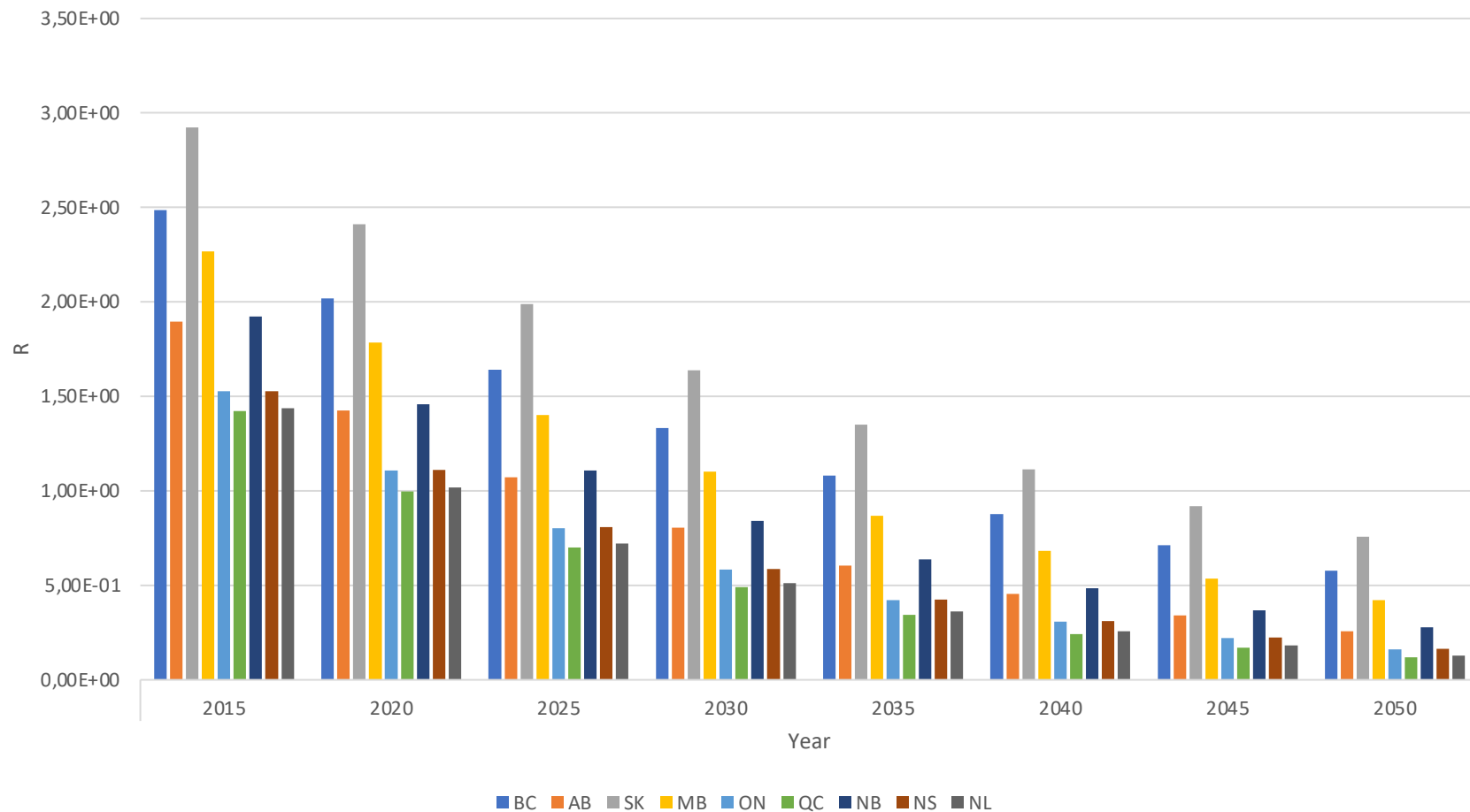


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NO<sub>x</sub>

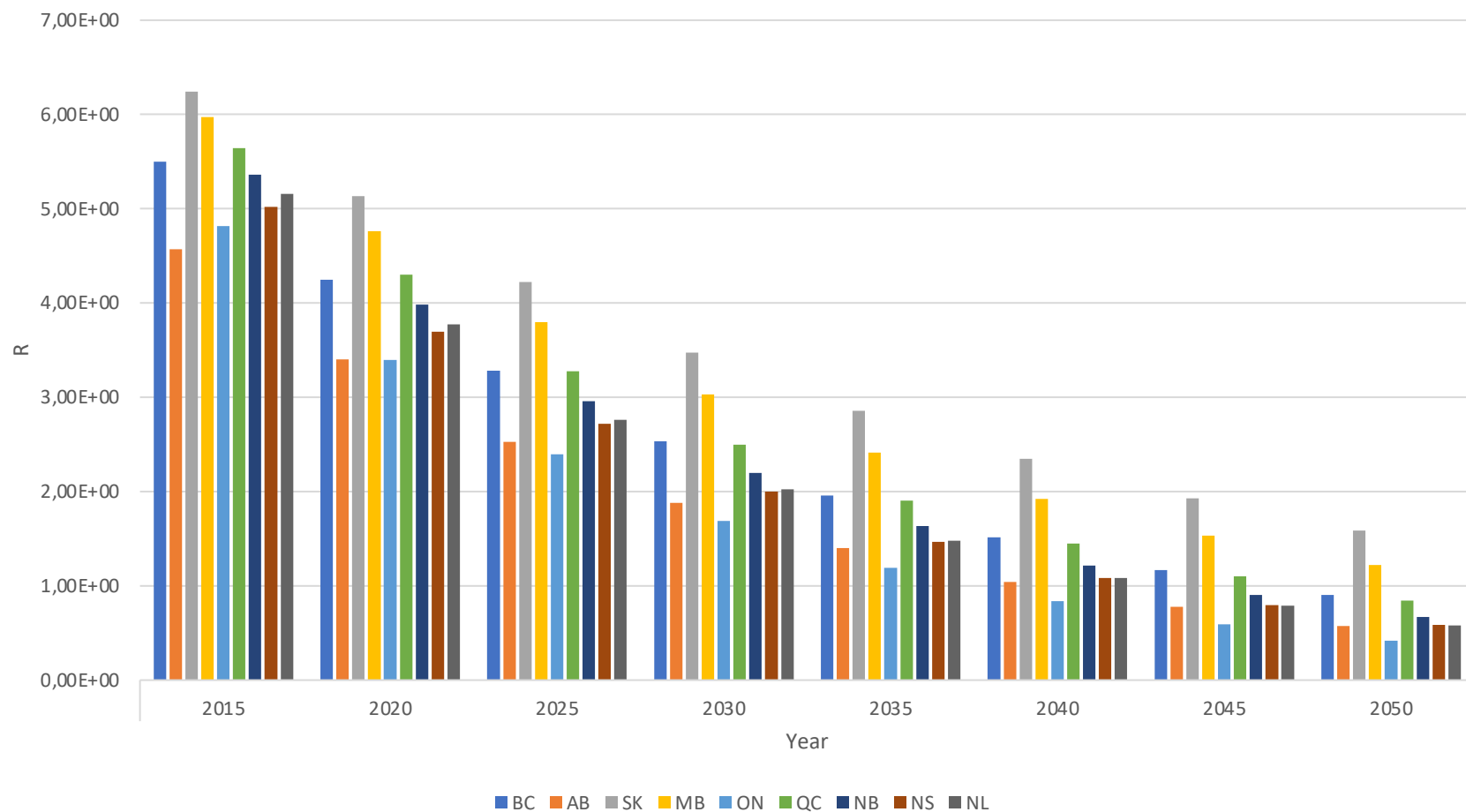
# NOX/CO<sub>2</sub> Ratio \_LDV

NOX/CO<sub>2</sub> Ratio \_LDV



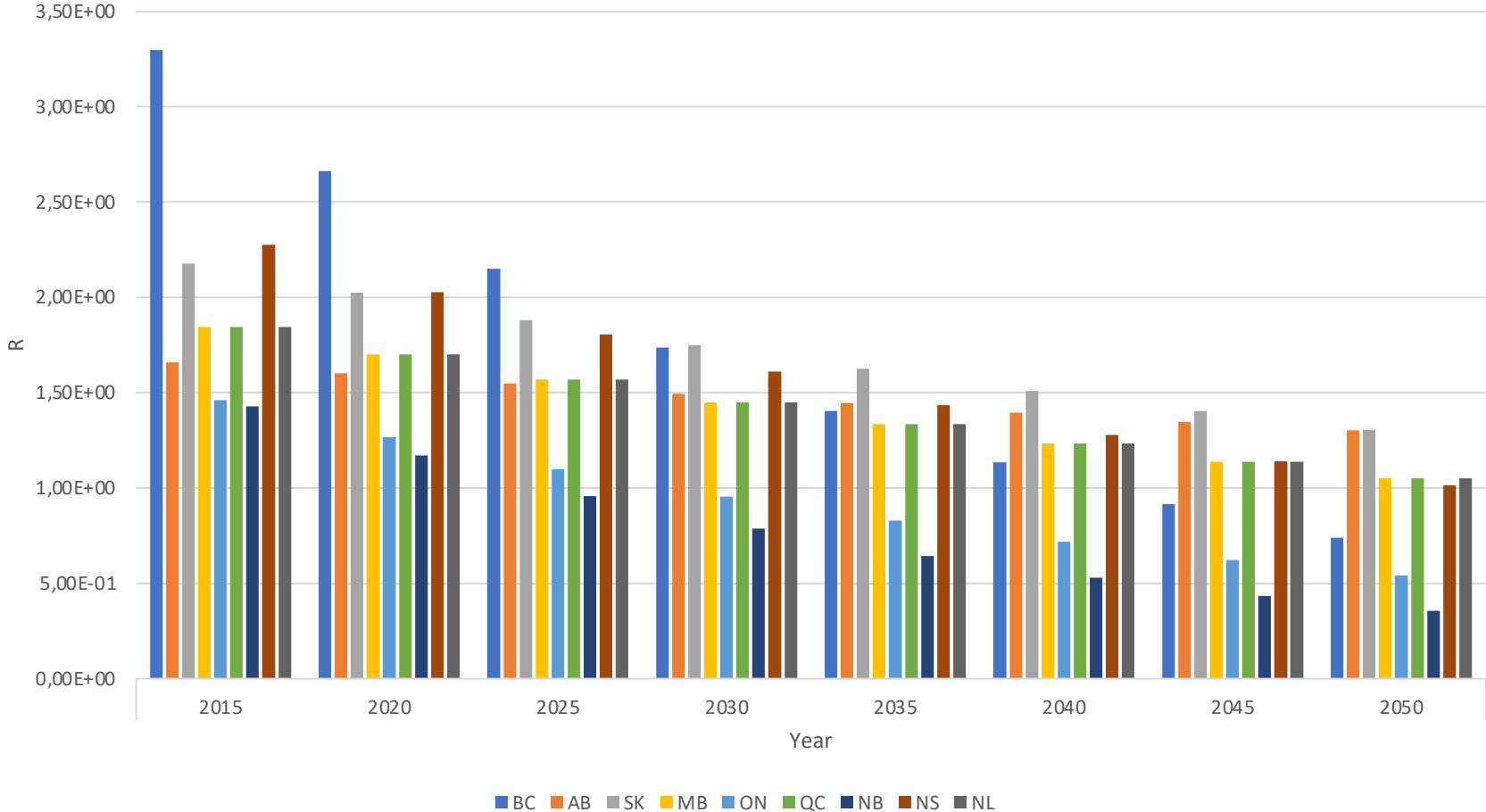
# NOX/CO<sub>2</sub> Ratio \_HDV

NOX/CO<sub>2</sub> Ratio \_HDV



# NOX/CO<sub>2</sub> Ratio \_EGU

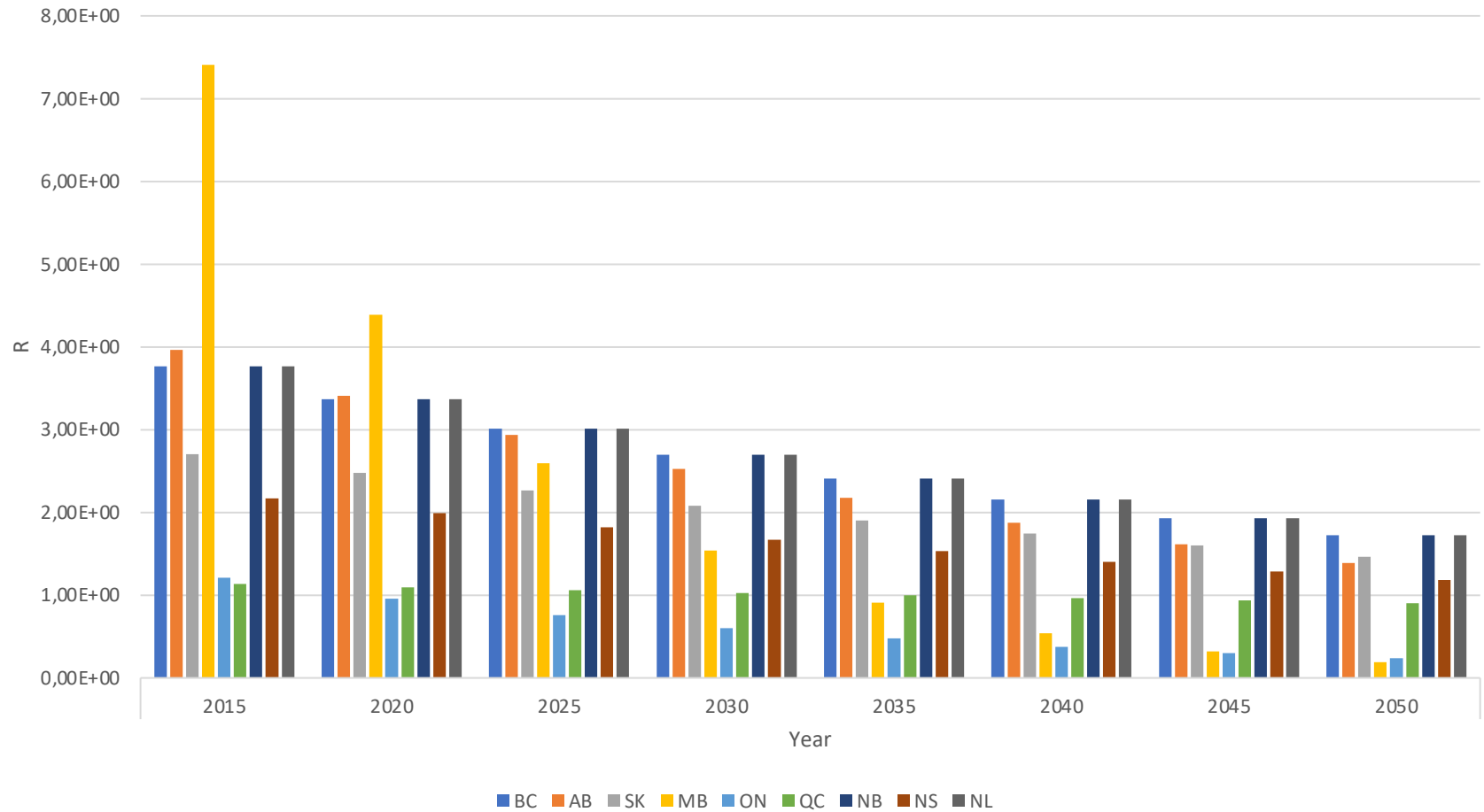
NOX/CO<sub>2</sub> Ratio \_EGU





# NOX/CO<sub>2</sub> Ratio \_OG

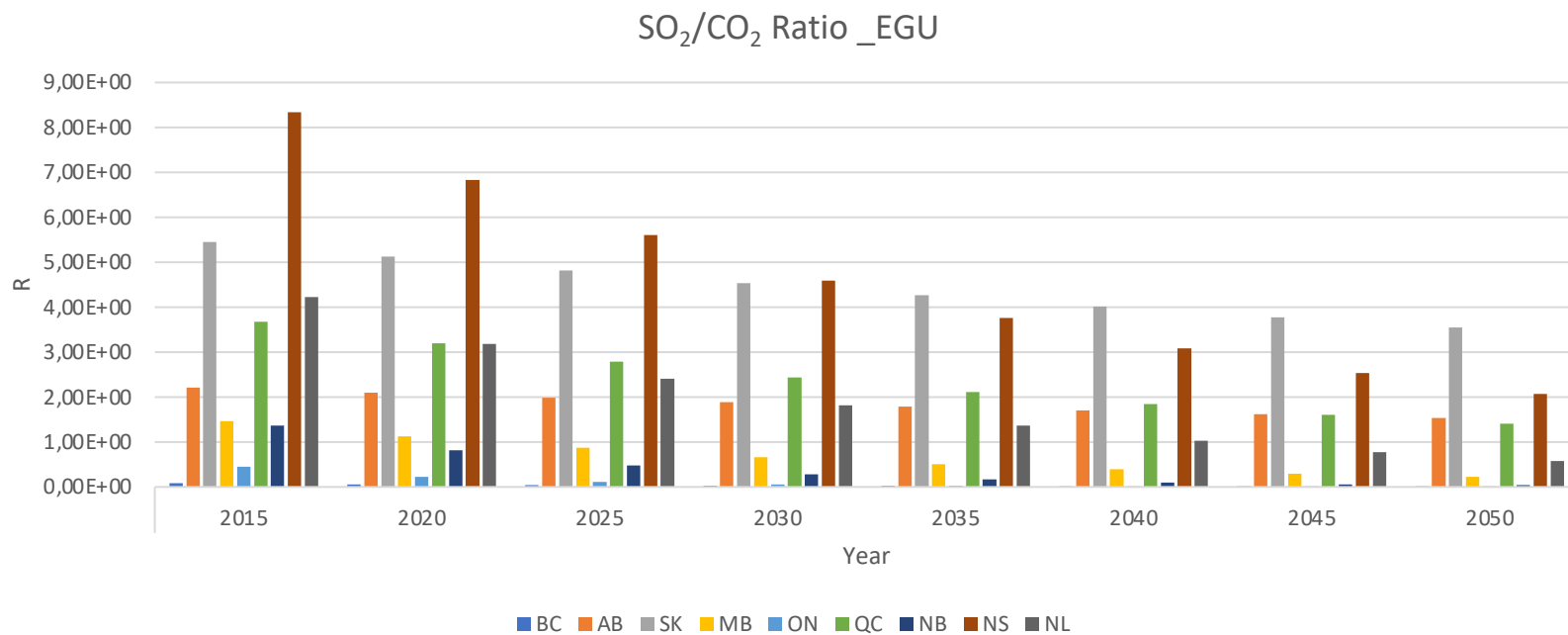
NOX/CO<sub>2</sub> Ratio \_OG



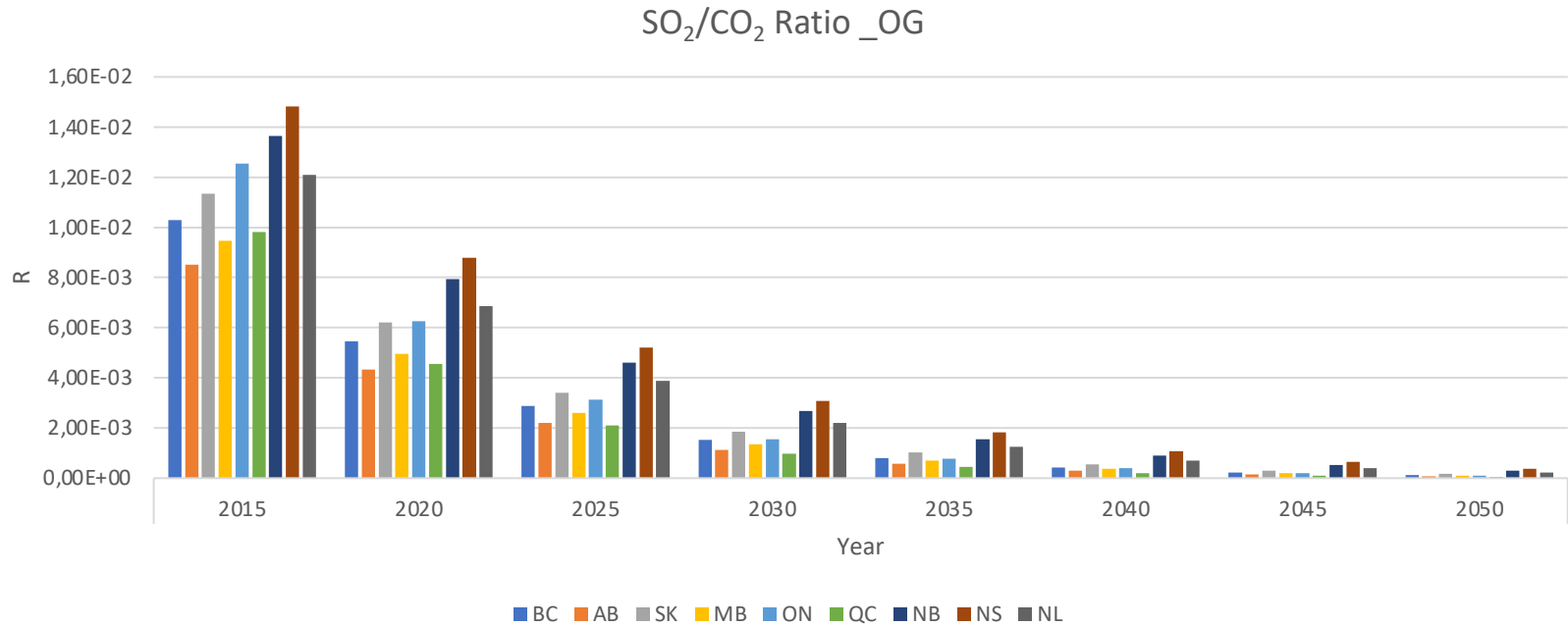
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SO<sub>2</sub>

# SO<sub>2</sub>/CO<sub>2</sub> Ratio \_EGU



# SO<sub>2</sub>/CO<sub>2</sub> Ratio \_OG



# EXTRA

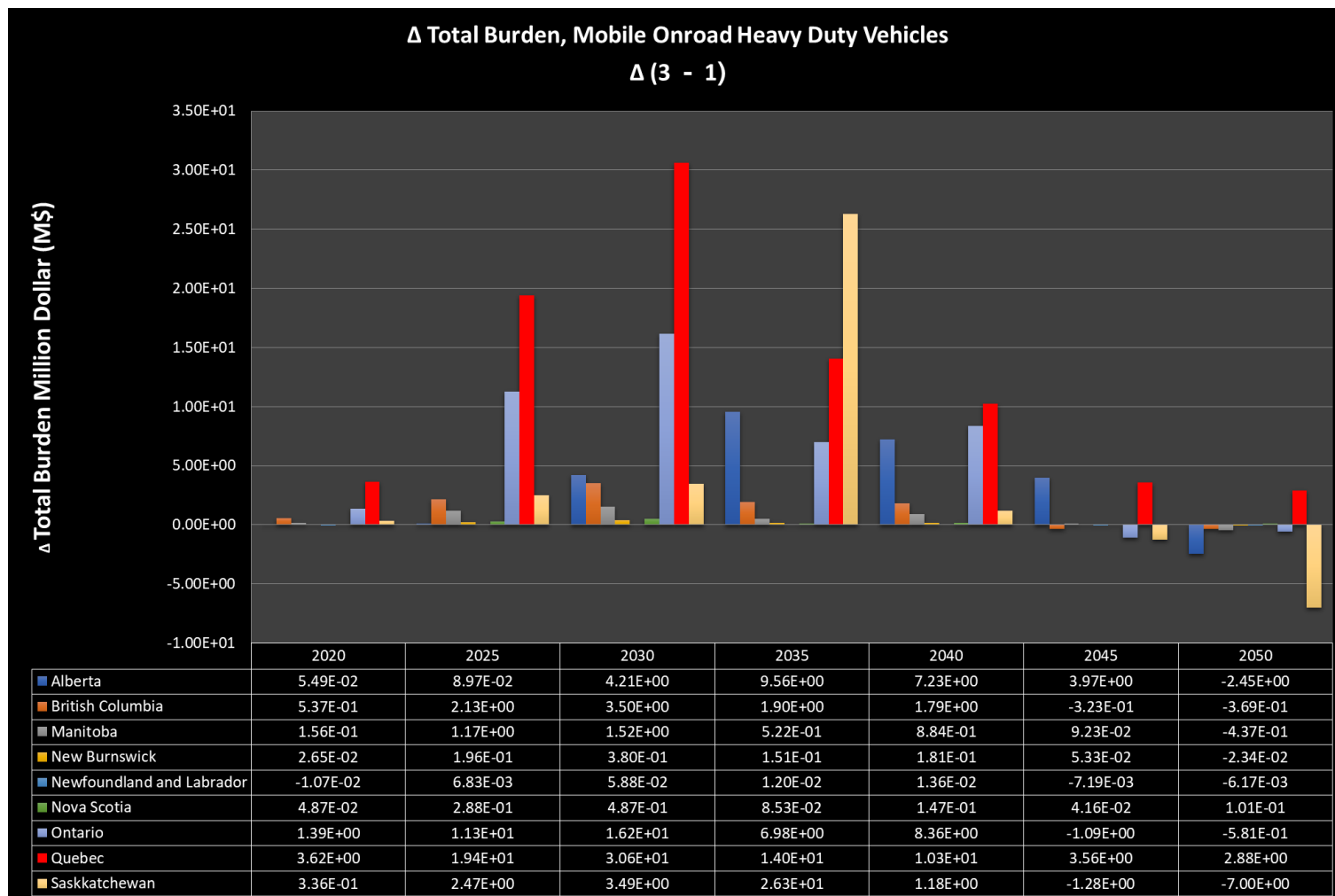
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Burdens – inter-scenario comparisons

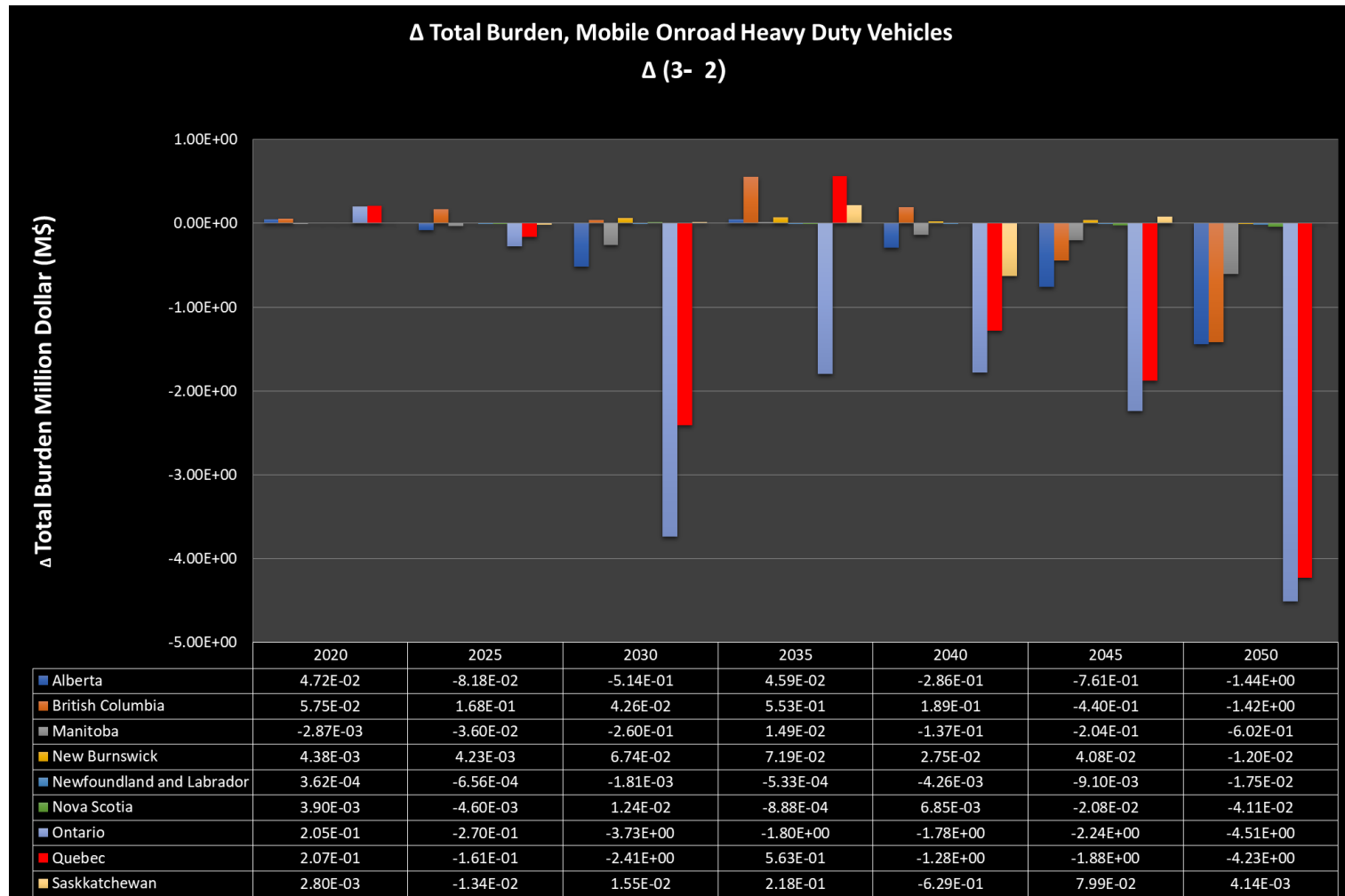
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## Heavy Duty Vehicles (HDVs)

# Provincial Total Burden (M\$) Difference Between 3 & 1 (2015-2050)

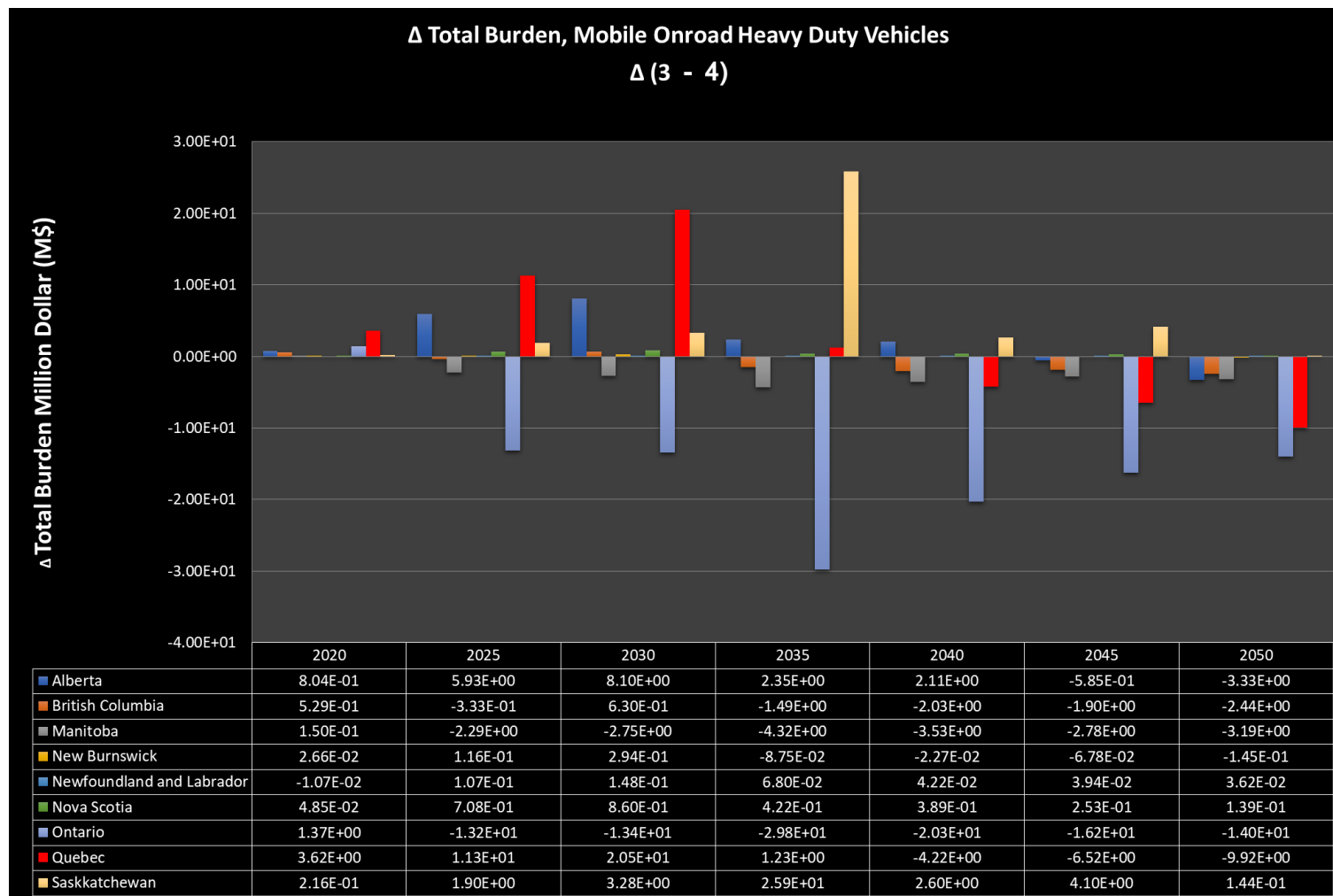


# Provincial Total Burden (M\$) Difference Between 3 & 2 (2015-2050)

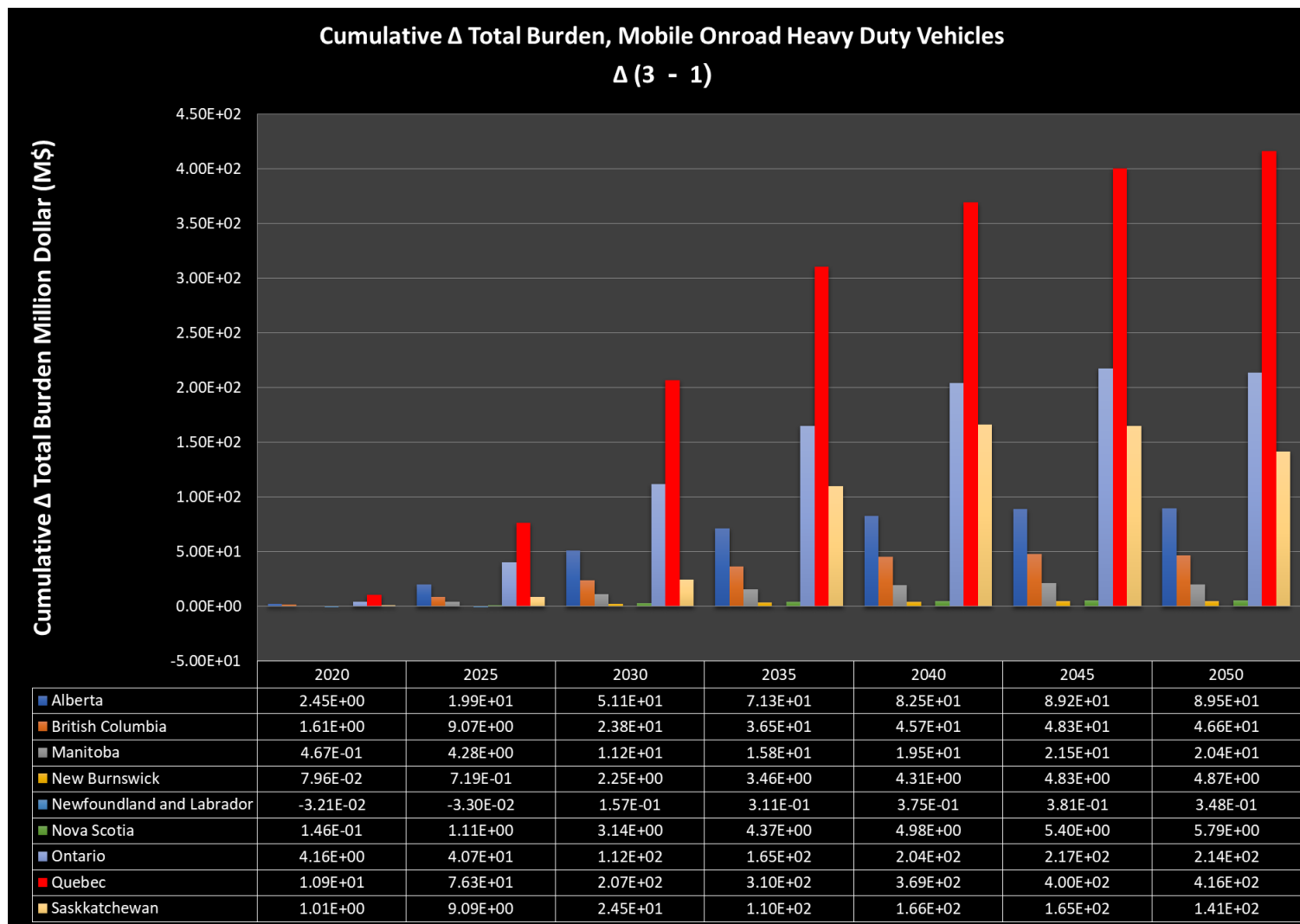




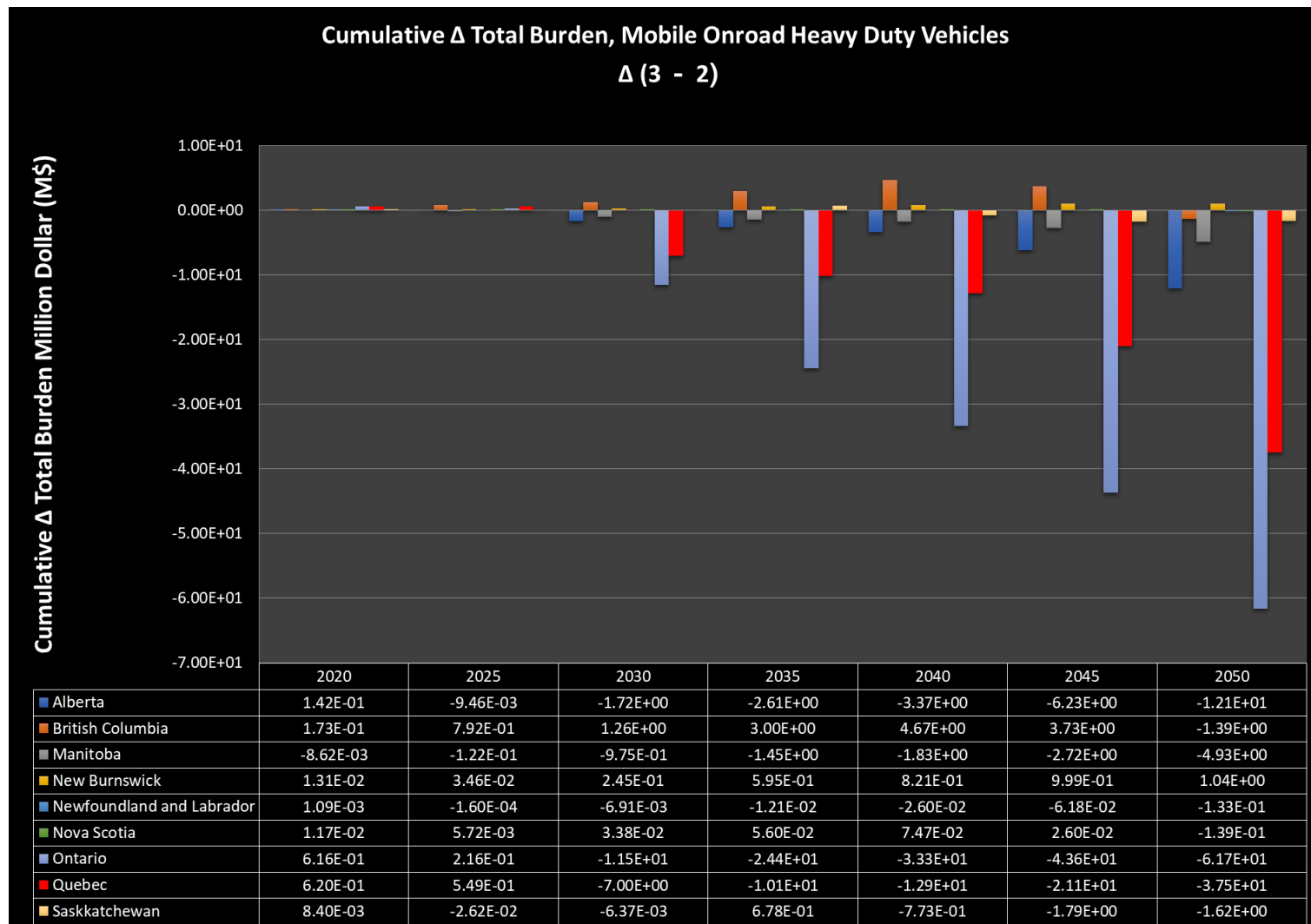
# Provincial Total Burden (M\$) Difference Between 3 & 4 (2015-2050)



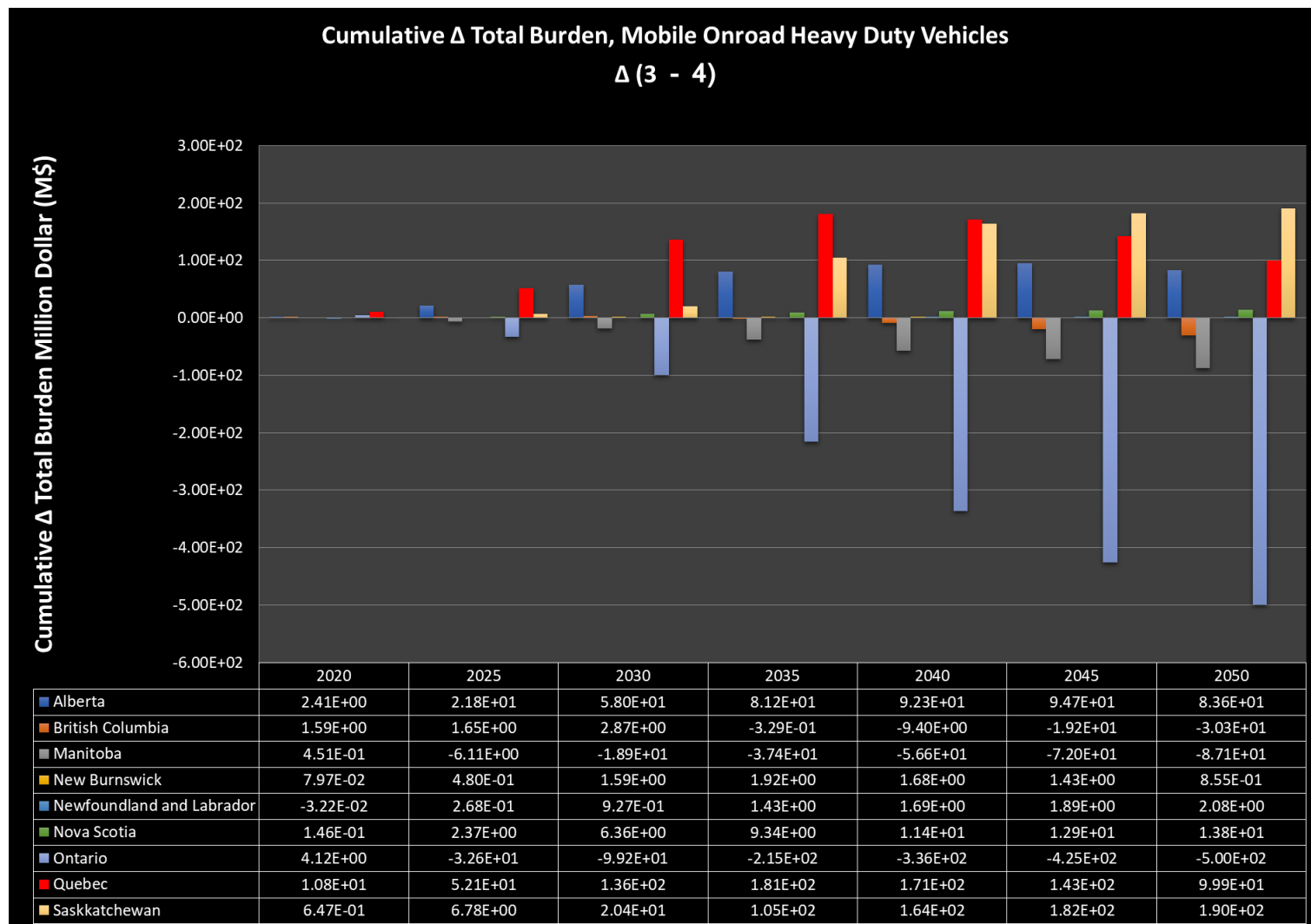
# Provincial Cumulative Total Burden (M\$) Difference Between 3 & 1 (2015-2050)



# Provincial Cumulative Total Burden (M\$) Difference Between 3 & 2 (2015-2050)



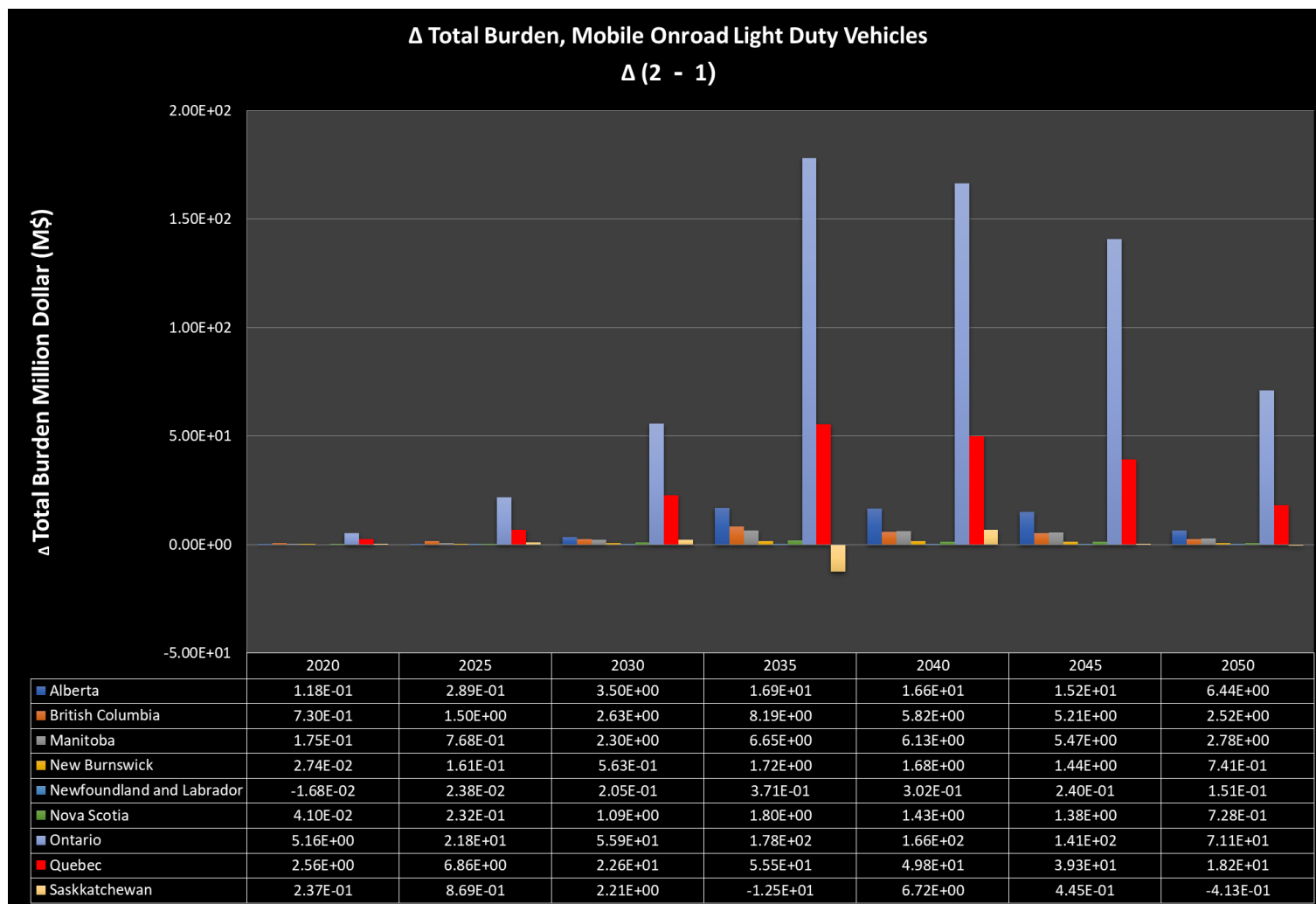
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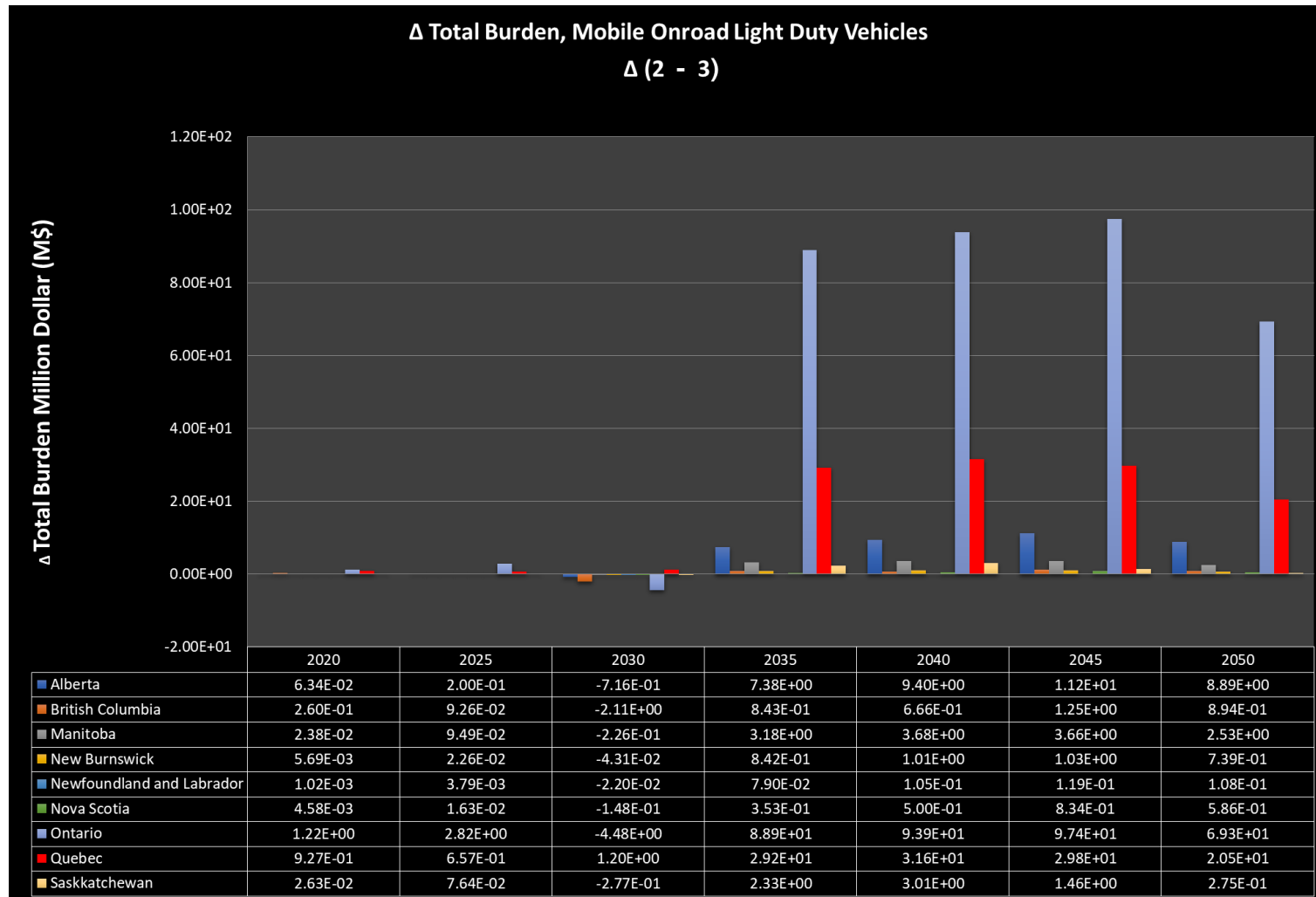
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## Light Duty Vehicles (LDVs)

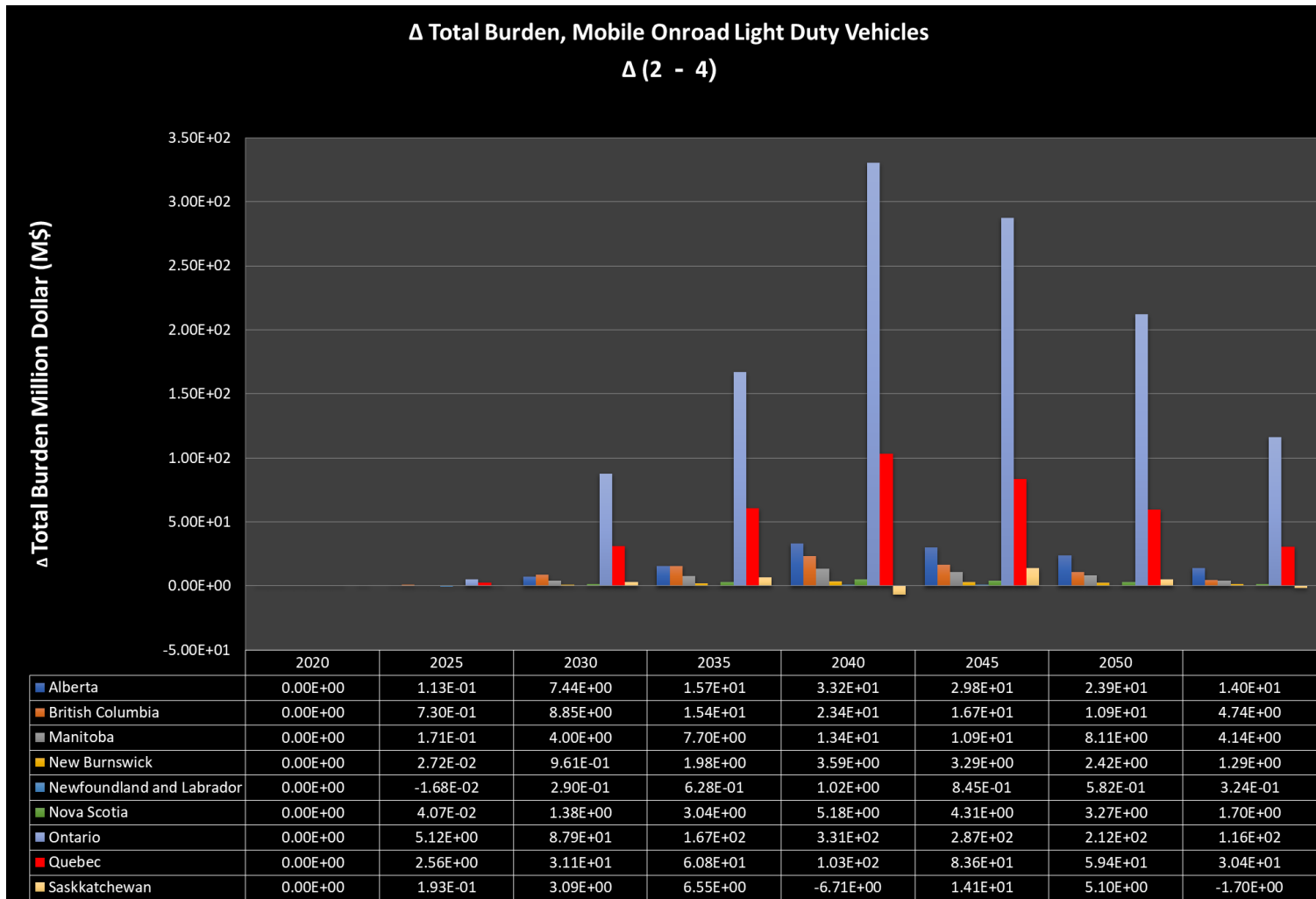
# Provincial Total Burden (M\$) Difference Between 2 & 1 (2015-2050)



# Provincial Total Burden (M\$) Difference Between 2 & 3 (2015-2050)

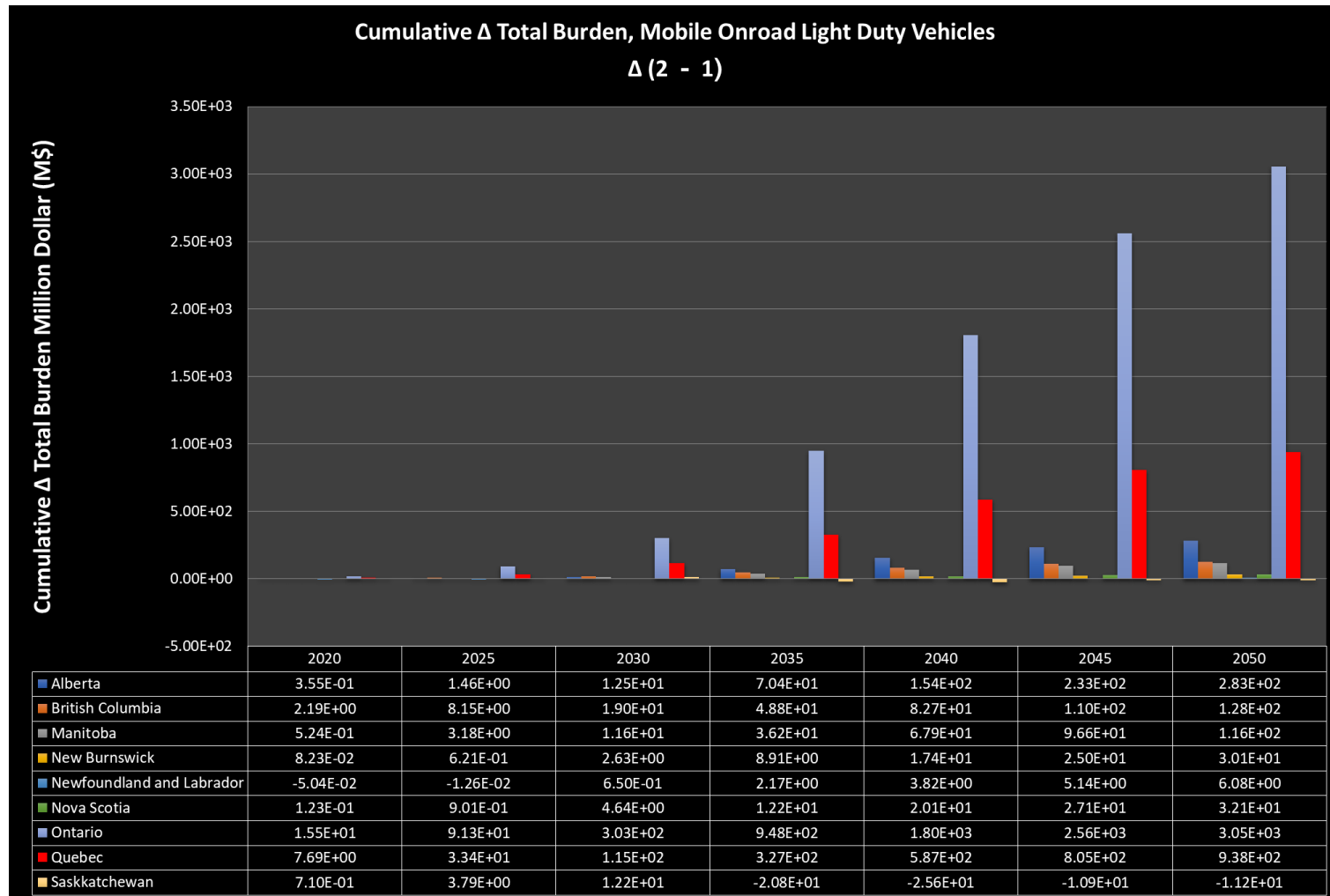


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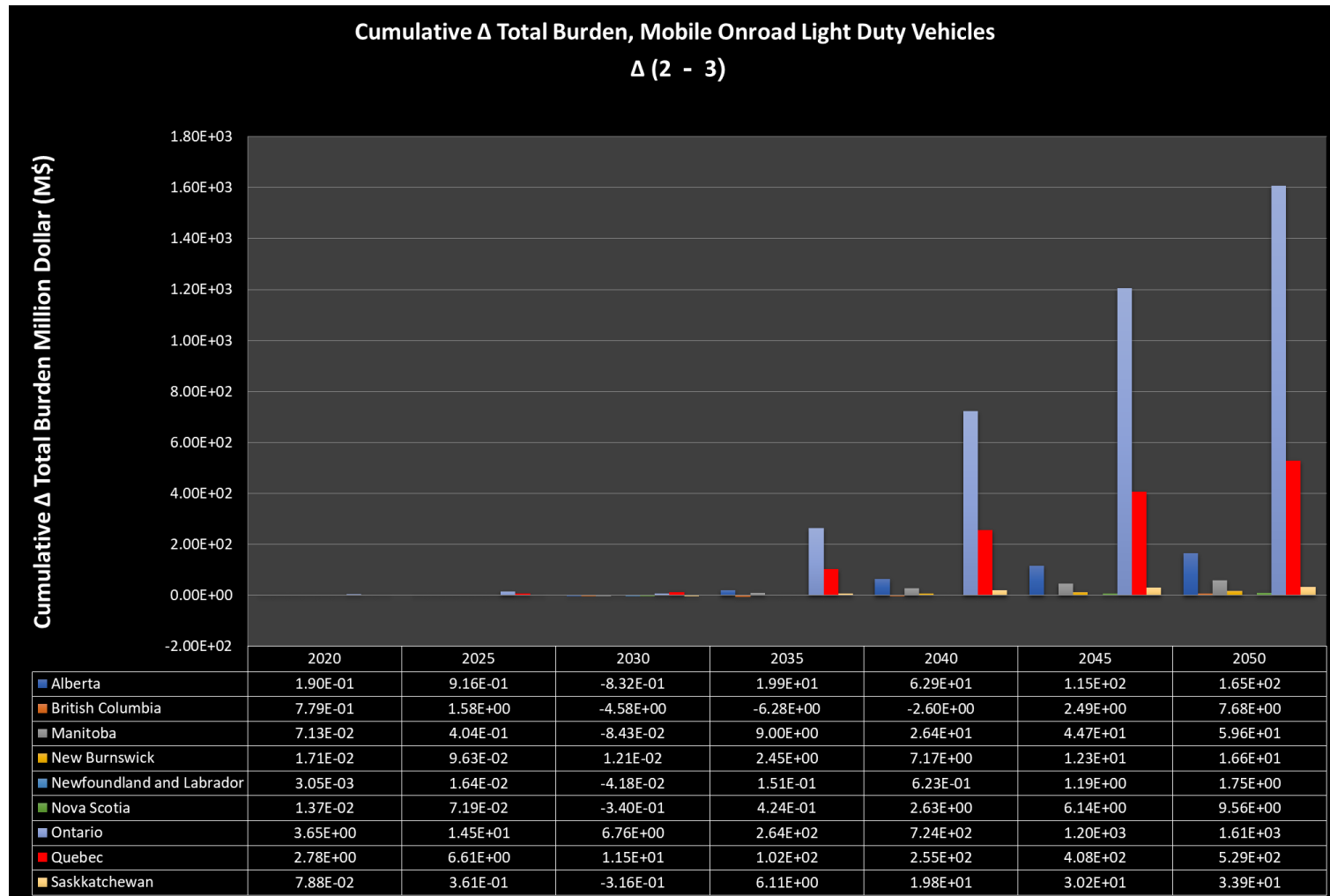




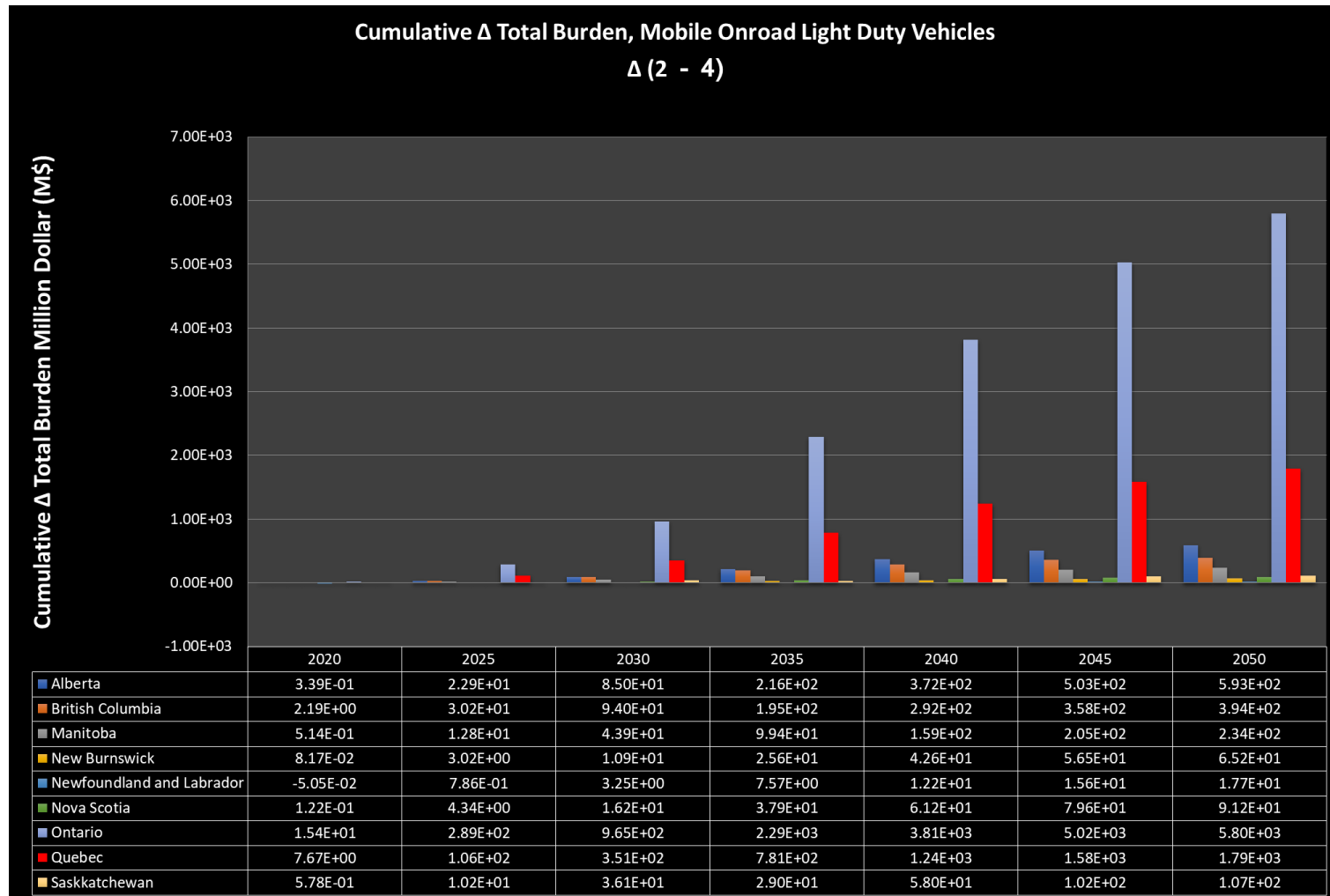
# Provincial Cumulative Total Burden (M\$) Difference Between 2 & 1 (2015-2050)



# Provincial Cumulative Total Burden (M\$) Difference Between 2 & 3 (2015-2050)



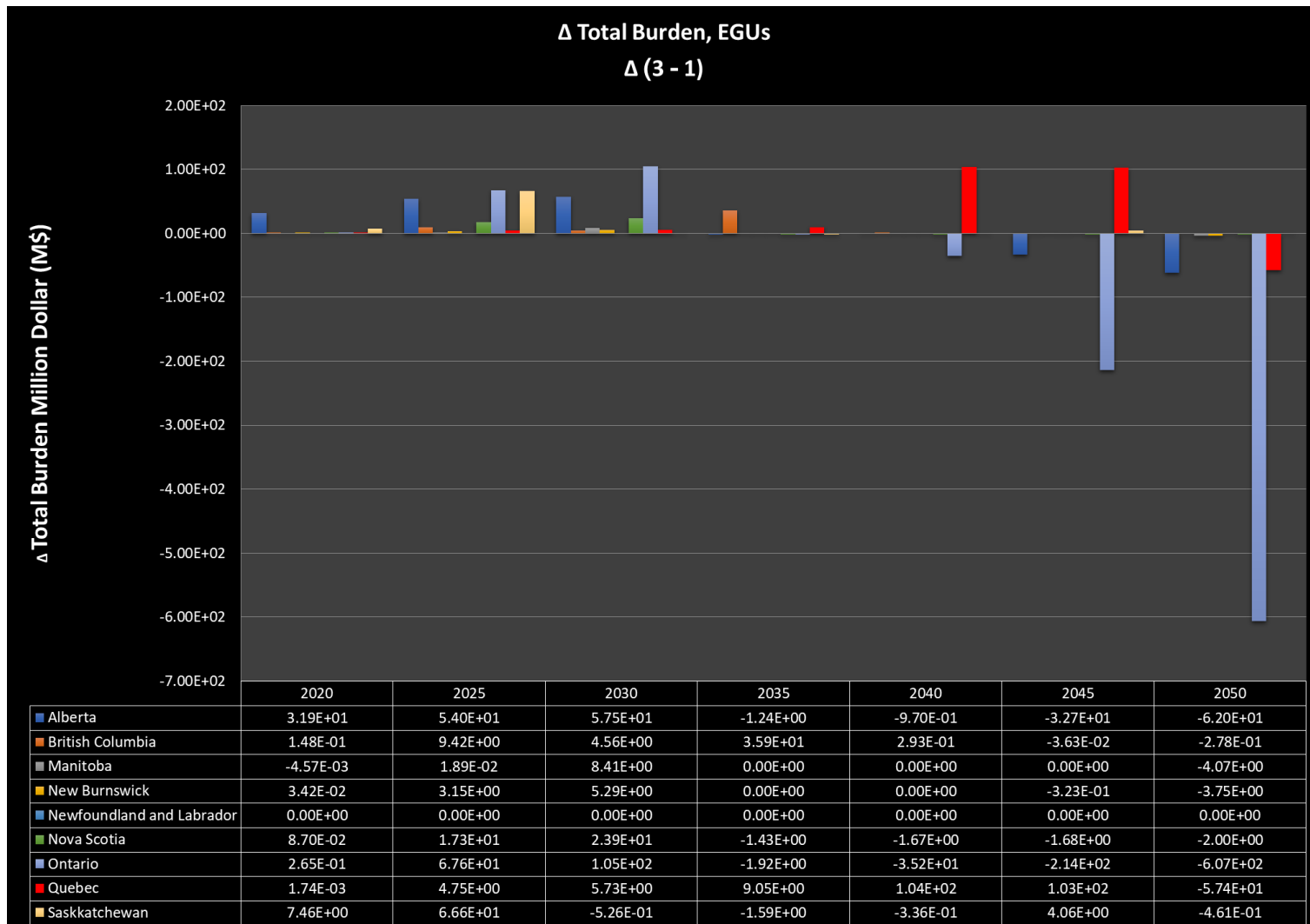
# Provincial Cumulative Total Burden (M\$) Difference Between 2 & 4 (2015-2050)



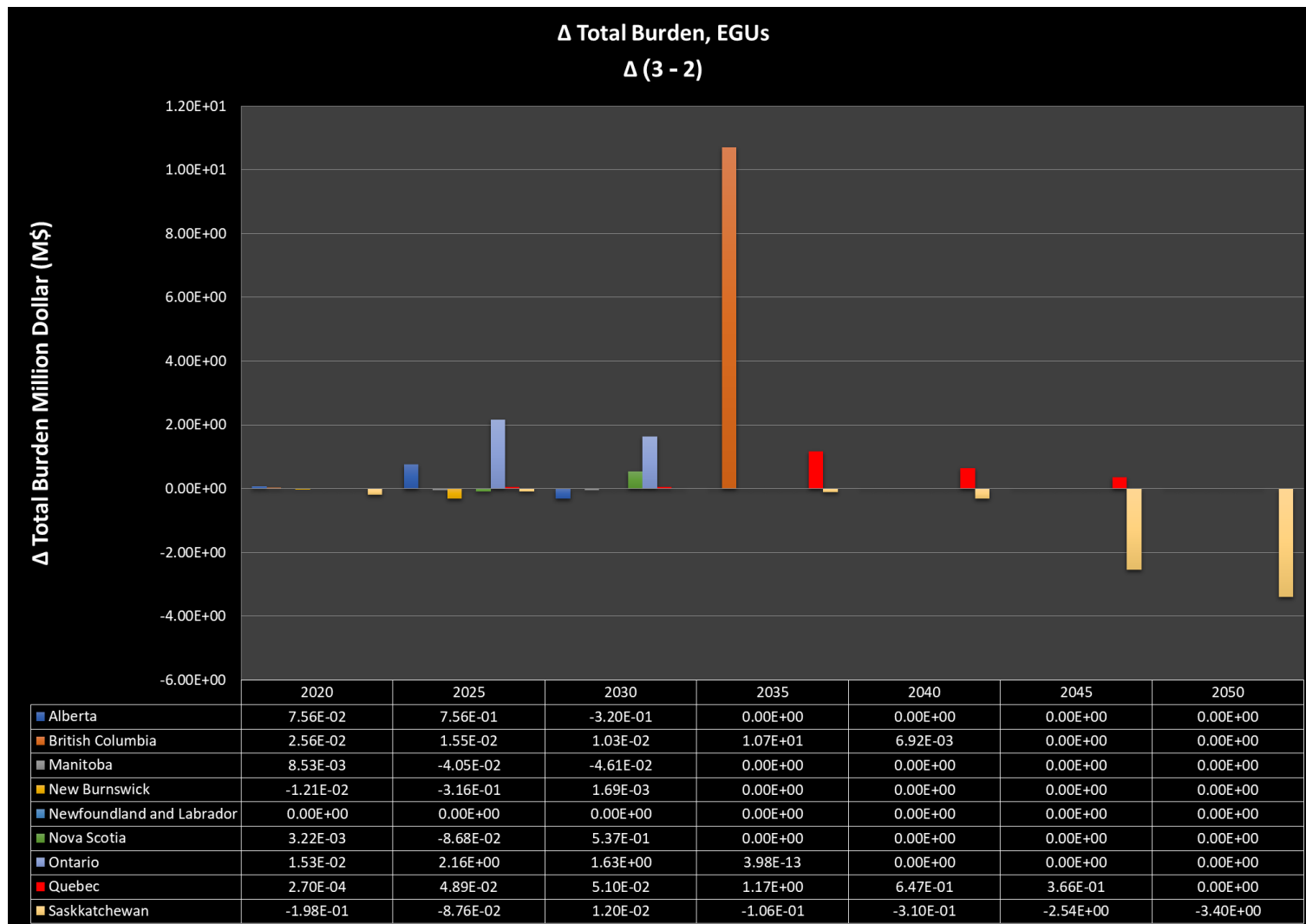
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## Electricity Generating Units (EGUs)

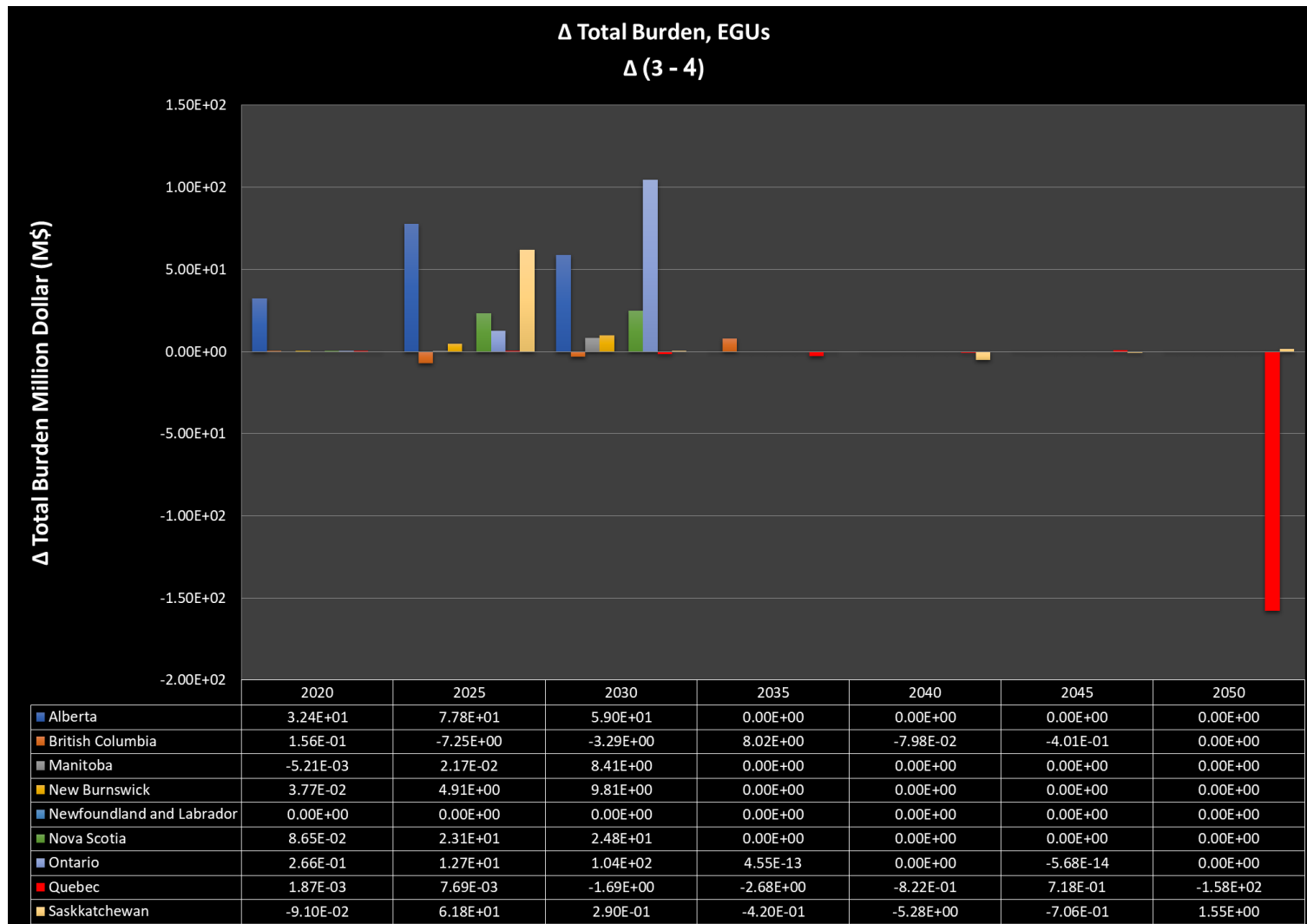
# Provincial Total Burden (M\$) Difference Between 3 & 1 (2015-2050)



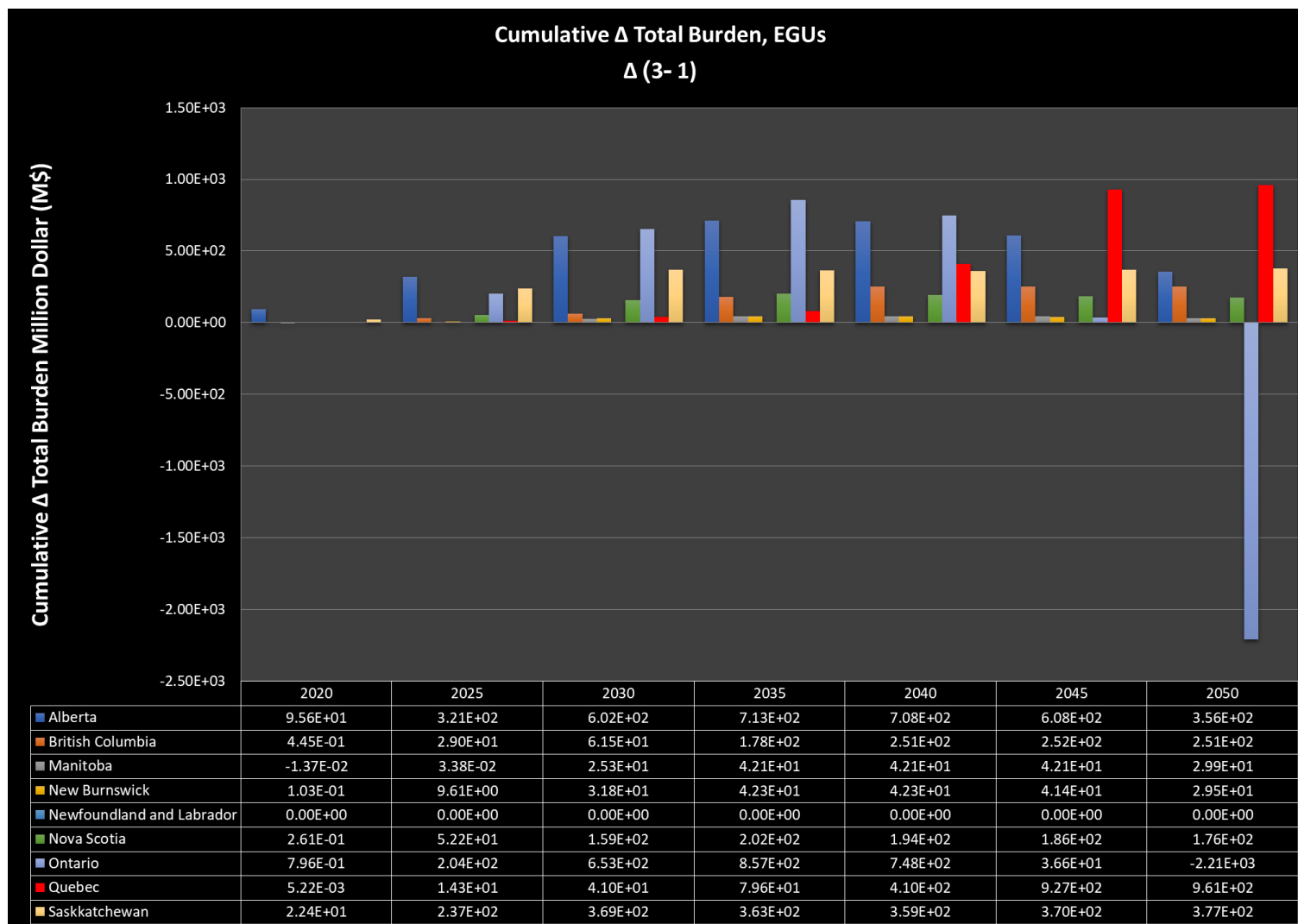
# Provincial Total Burden (M\$) Difference Between 3 & 2 (2015-2050)



# Provincial Total Burden (M\$) Difference Between 3 & 4 (2015-2050)

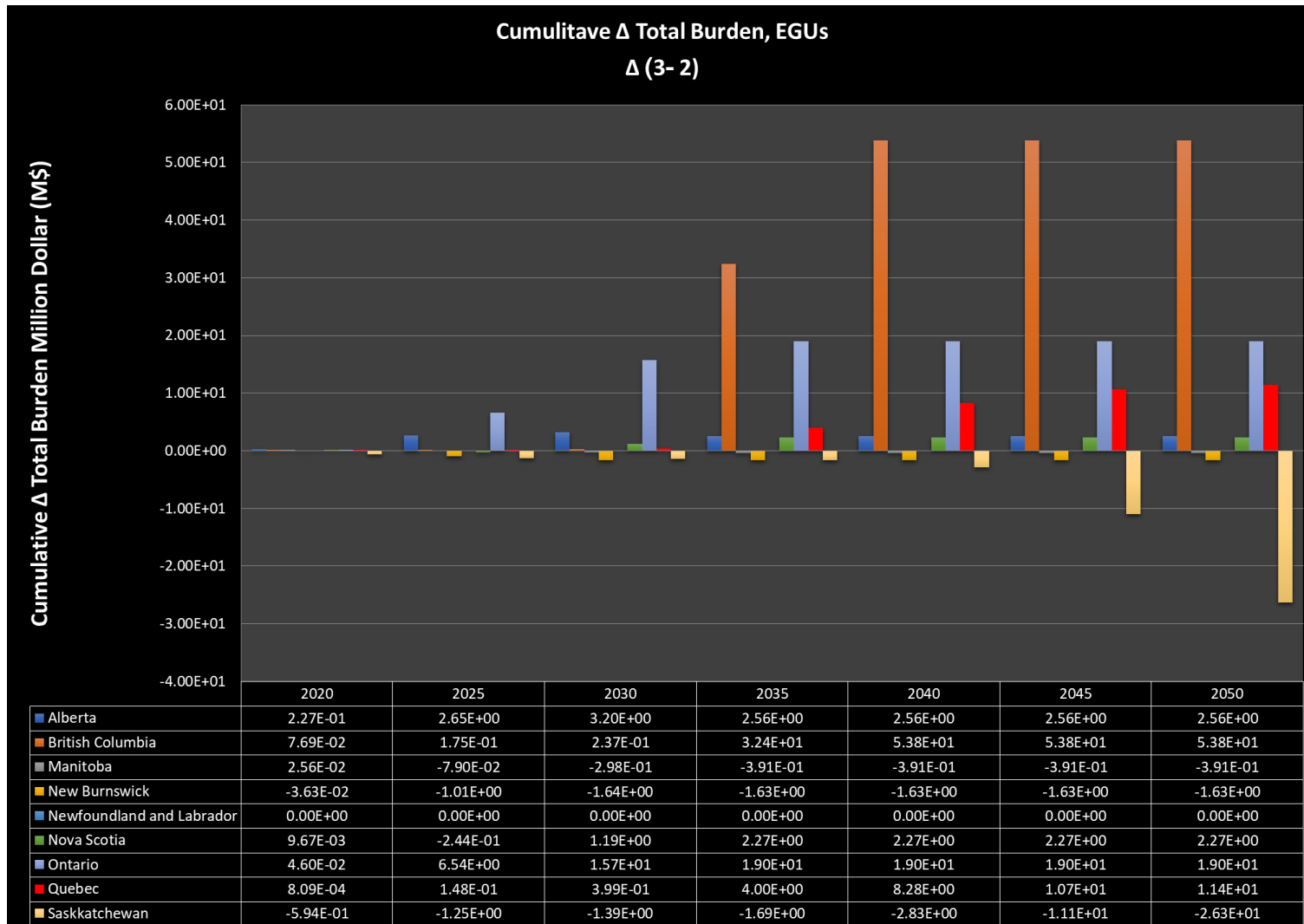


# Provincial Cumulative Total Burden (M\$) Difference Between 3 & 1 (2015-2050)

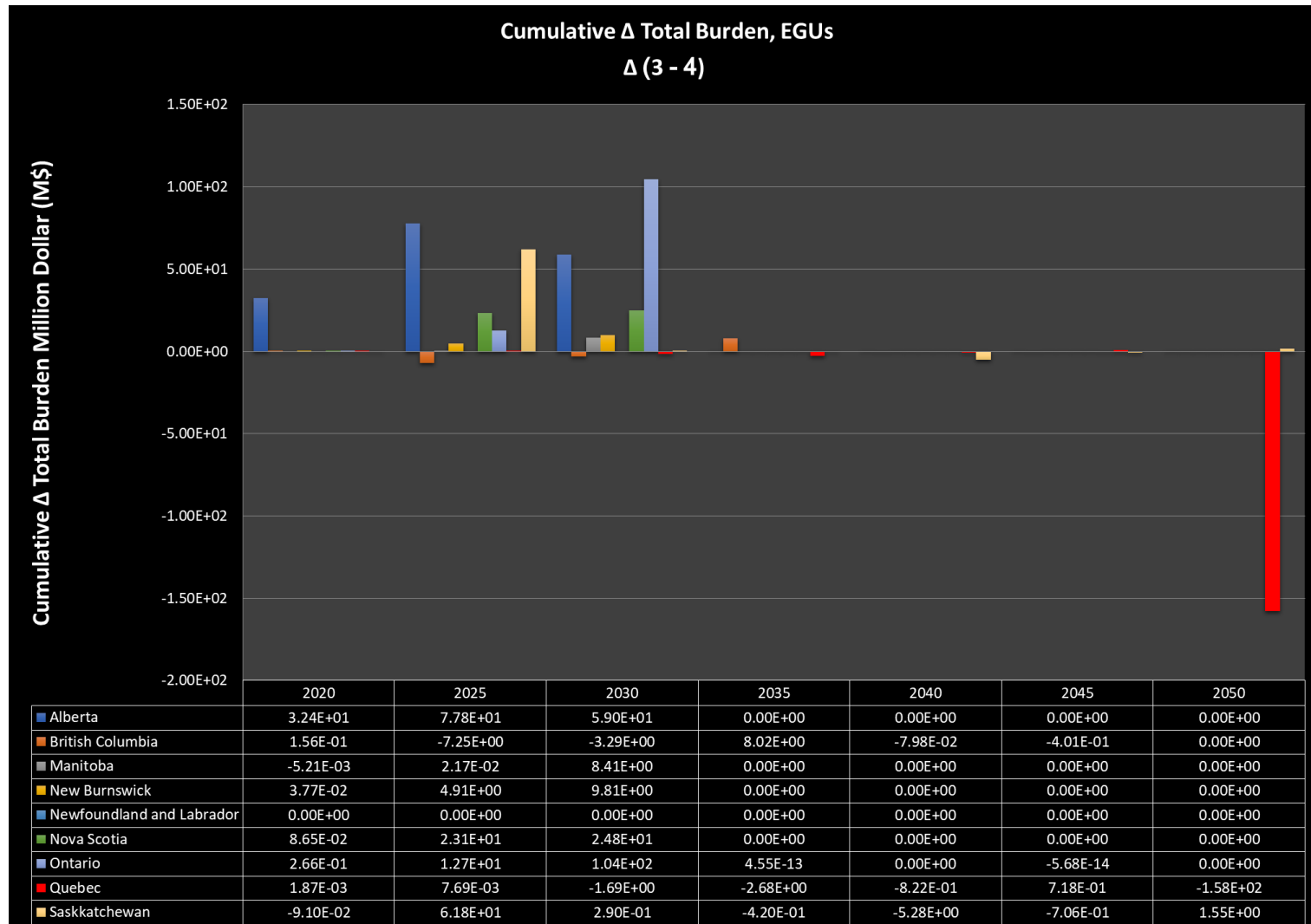




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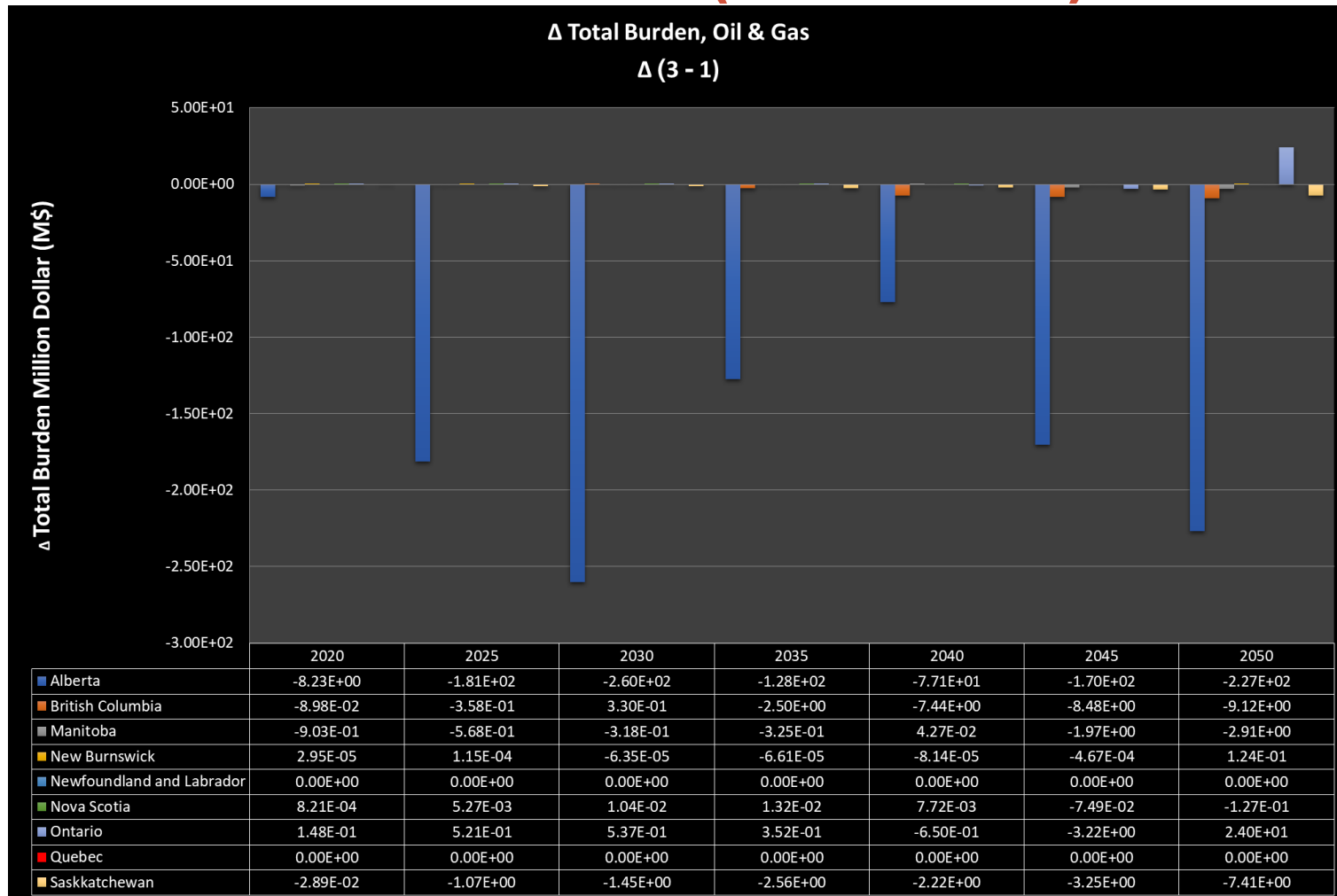
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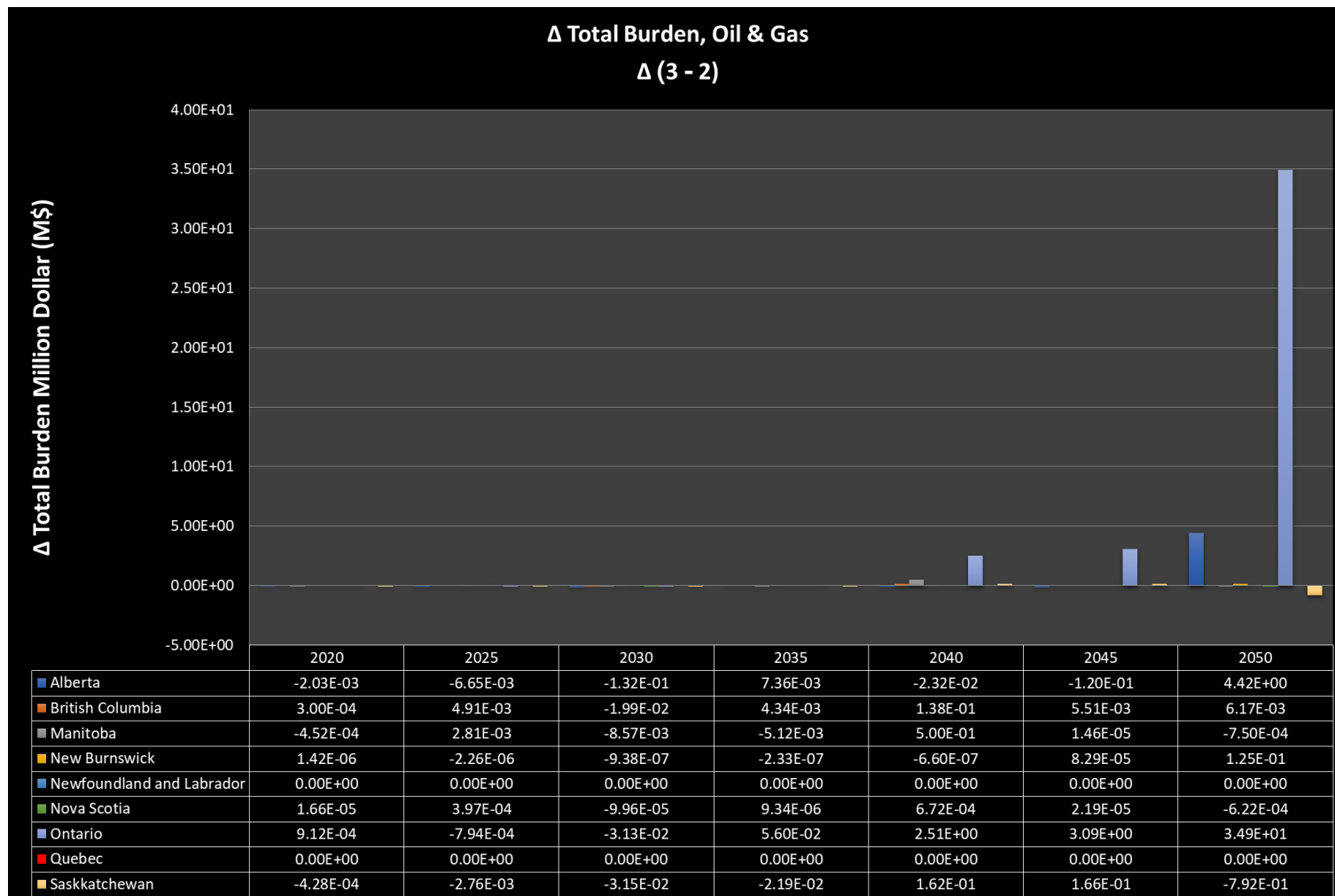
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Oil & Gas (OGs)

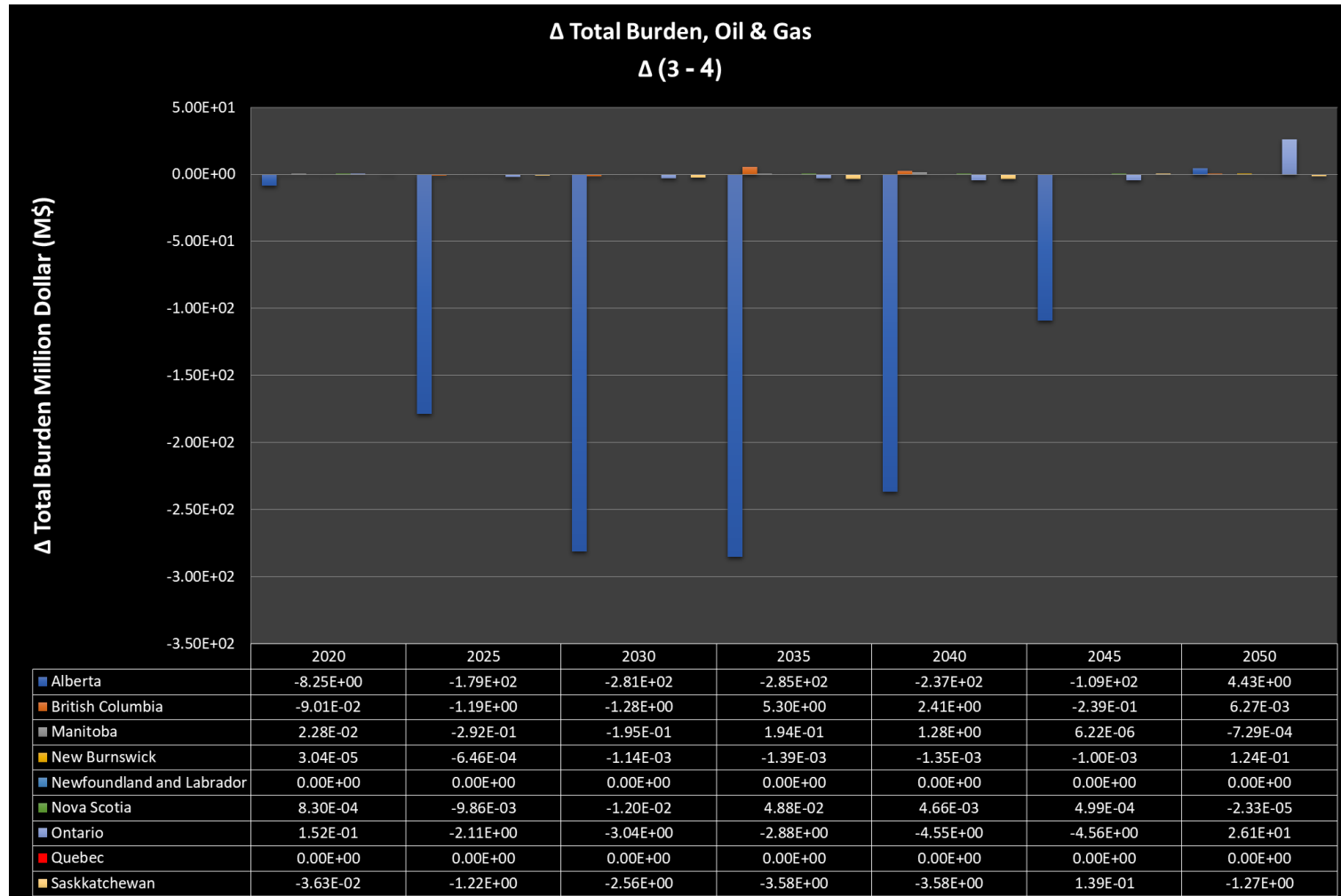
# Provincial Total Burden (M\$) Difference Between 3 & 1 (2015-2050)



# Provincial Total Burden (M\$) Difference Between 3 & 2 (2015-2050)



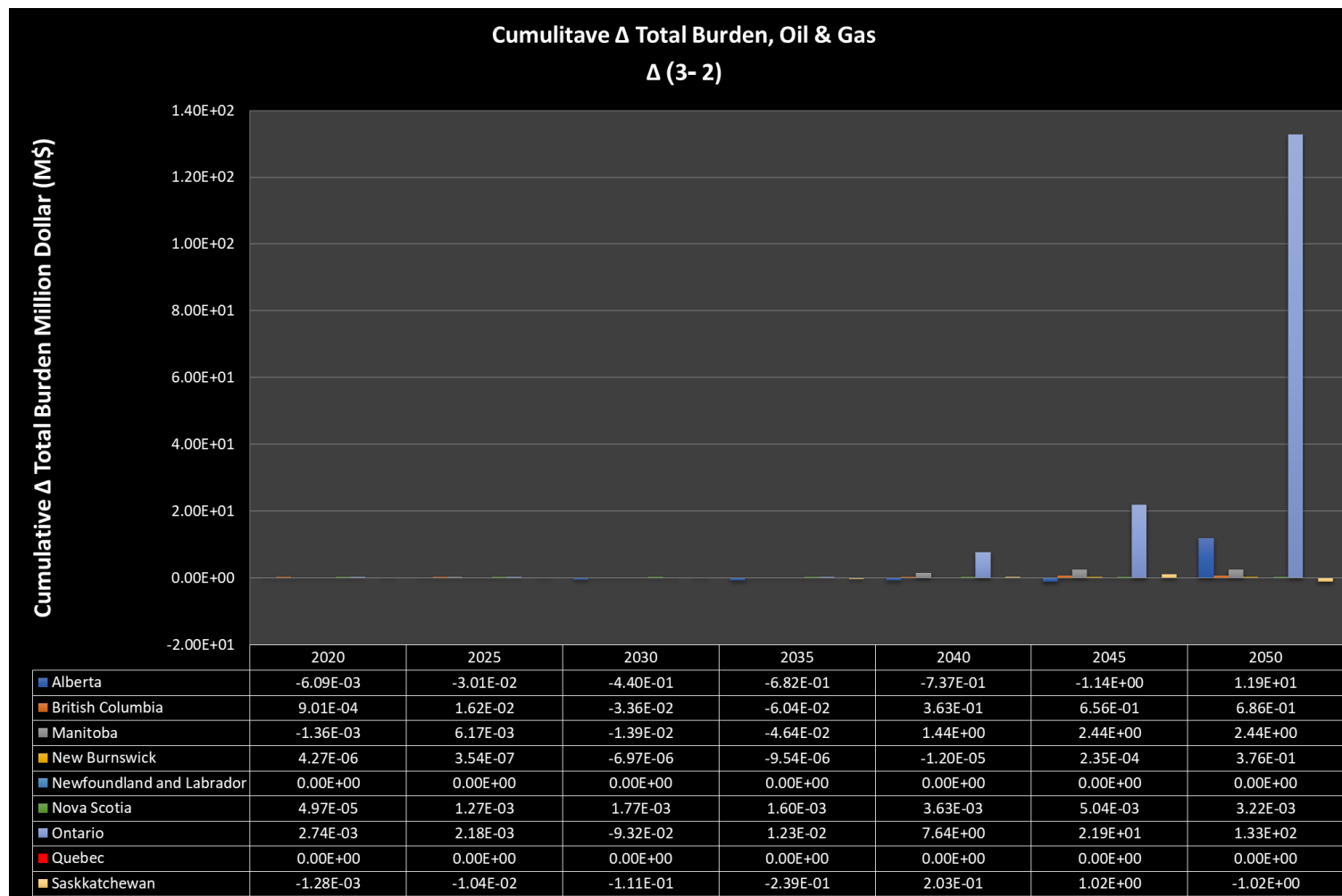
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# Provincial Cumulative Total Burden (M\$) Difference Between 3 & 1 (2015-2050)

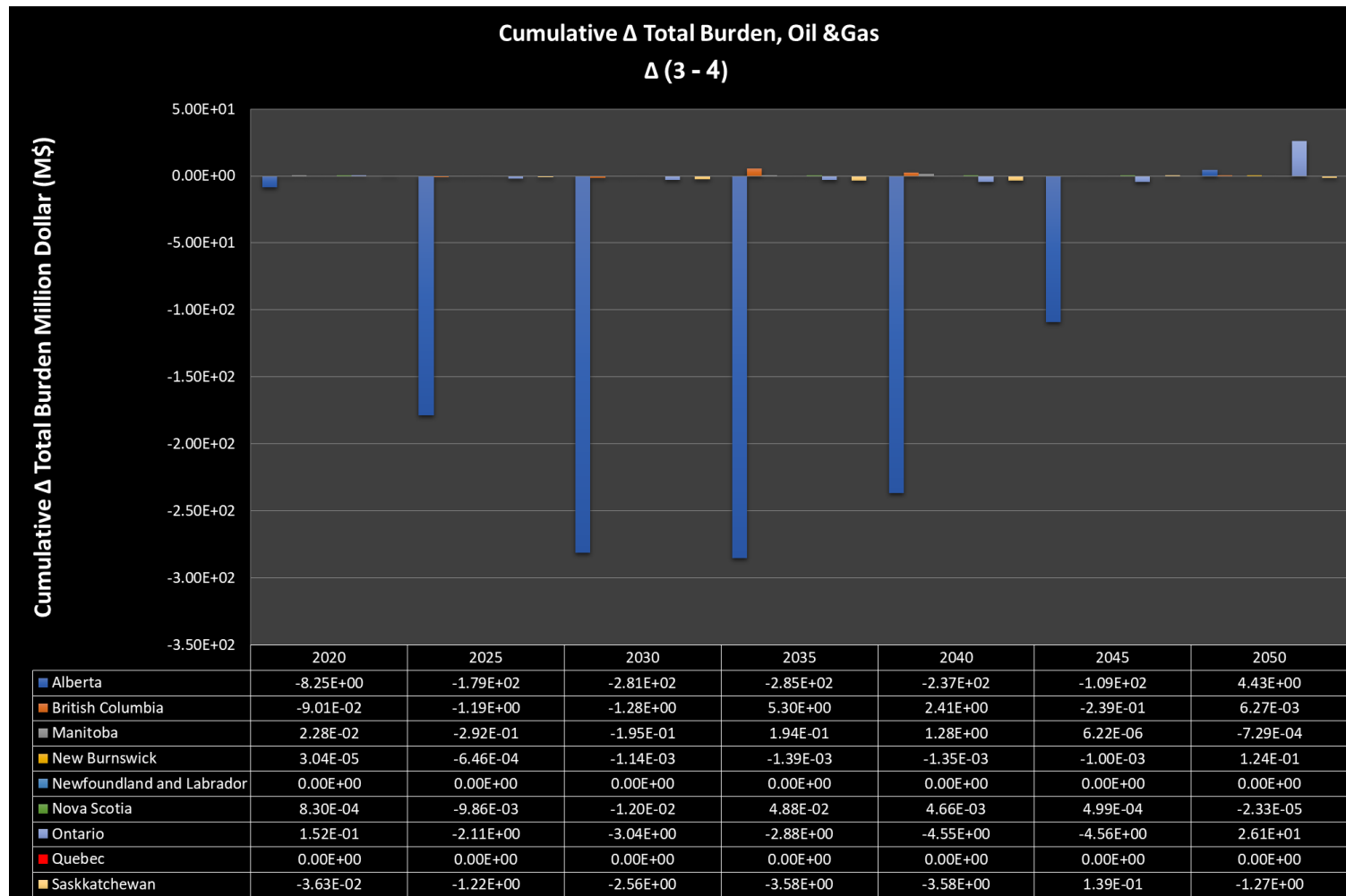


# Provincial Cumulative Total Burden (M\$) Difference Between 3 & 2 (2015-2050)





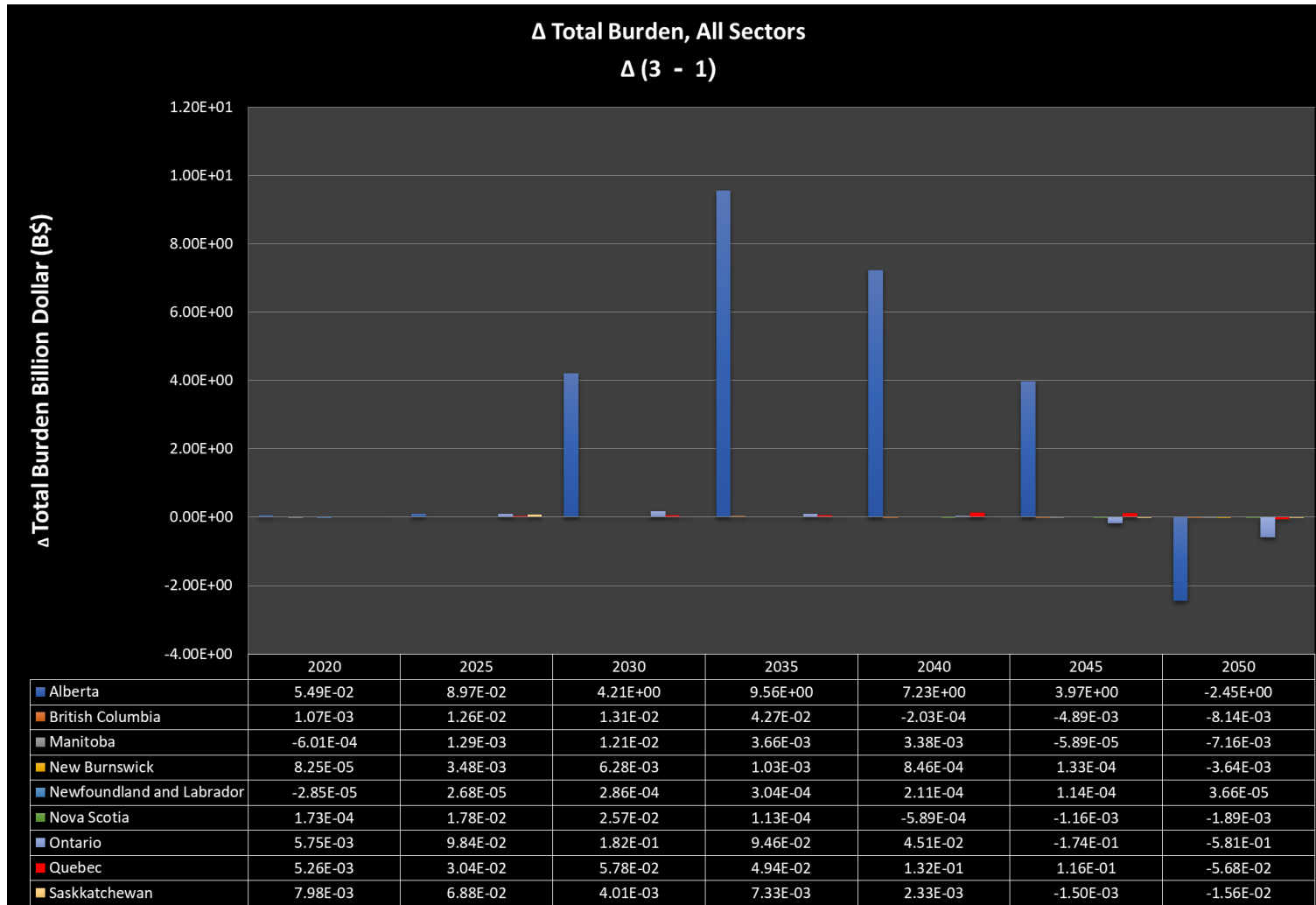
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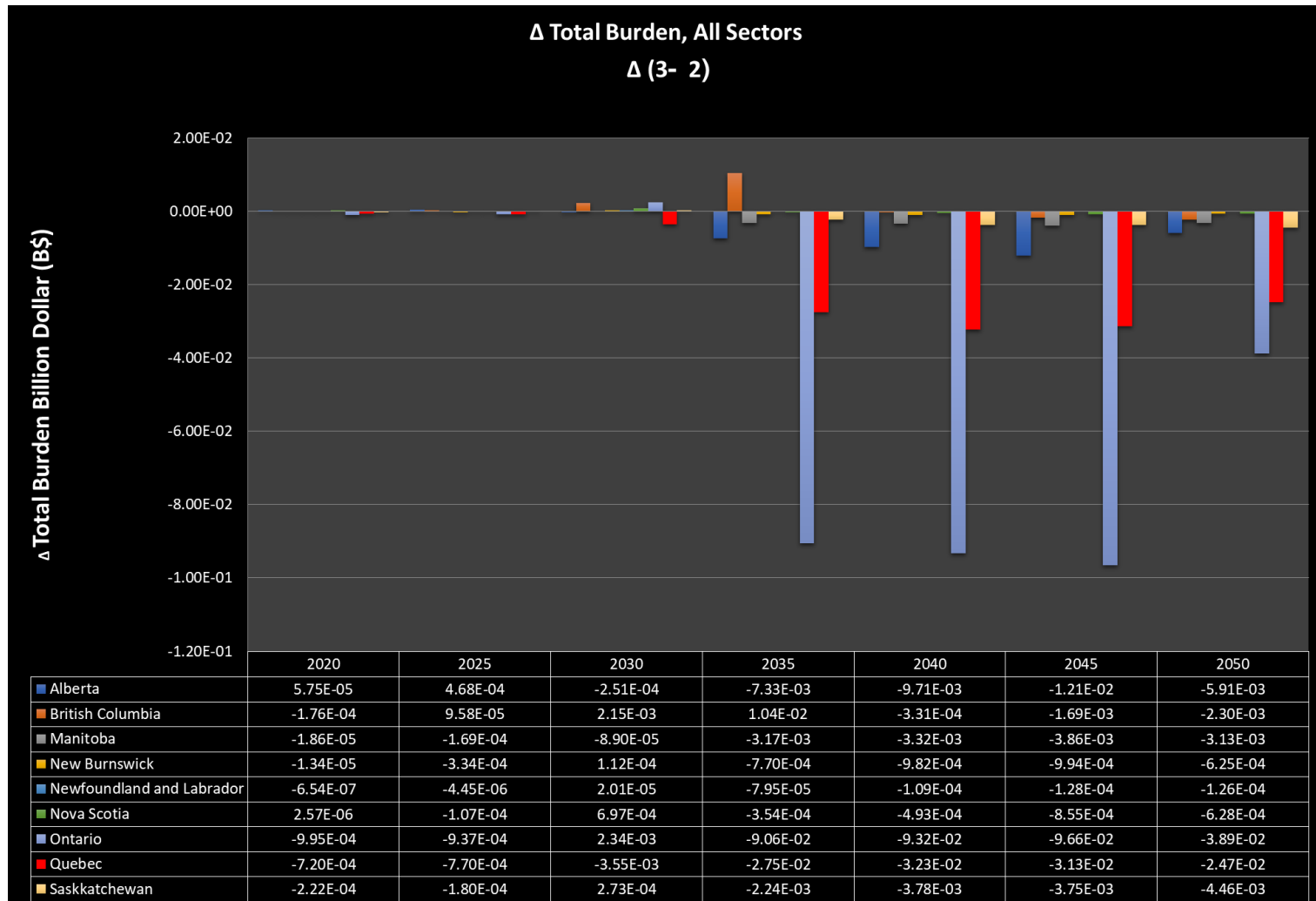
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All Sectors

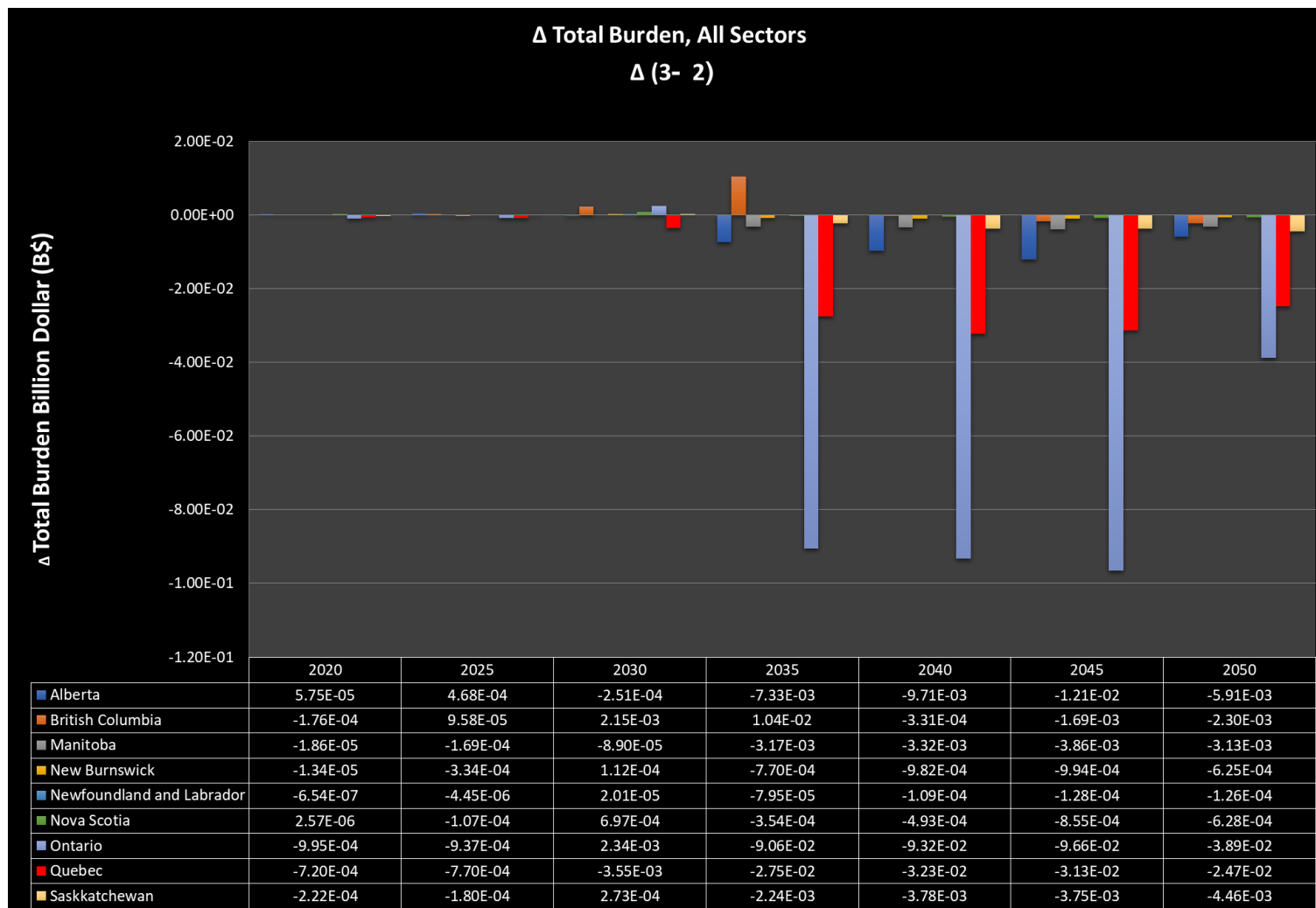
# Provincial Total Burden (M\$) Difference Between 3 & 1 (2015-2050)



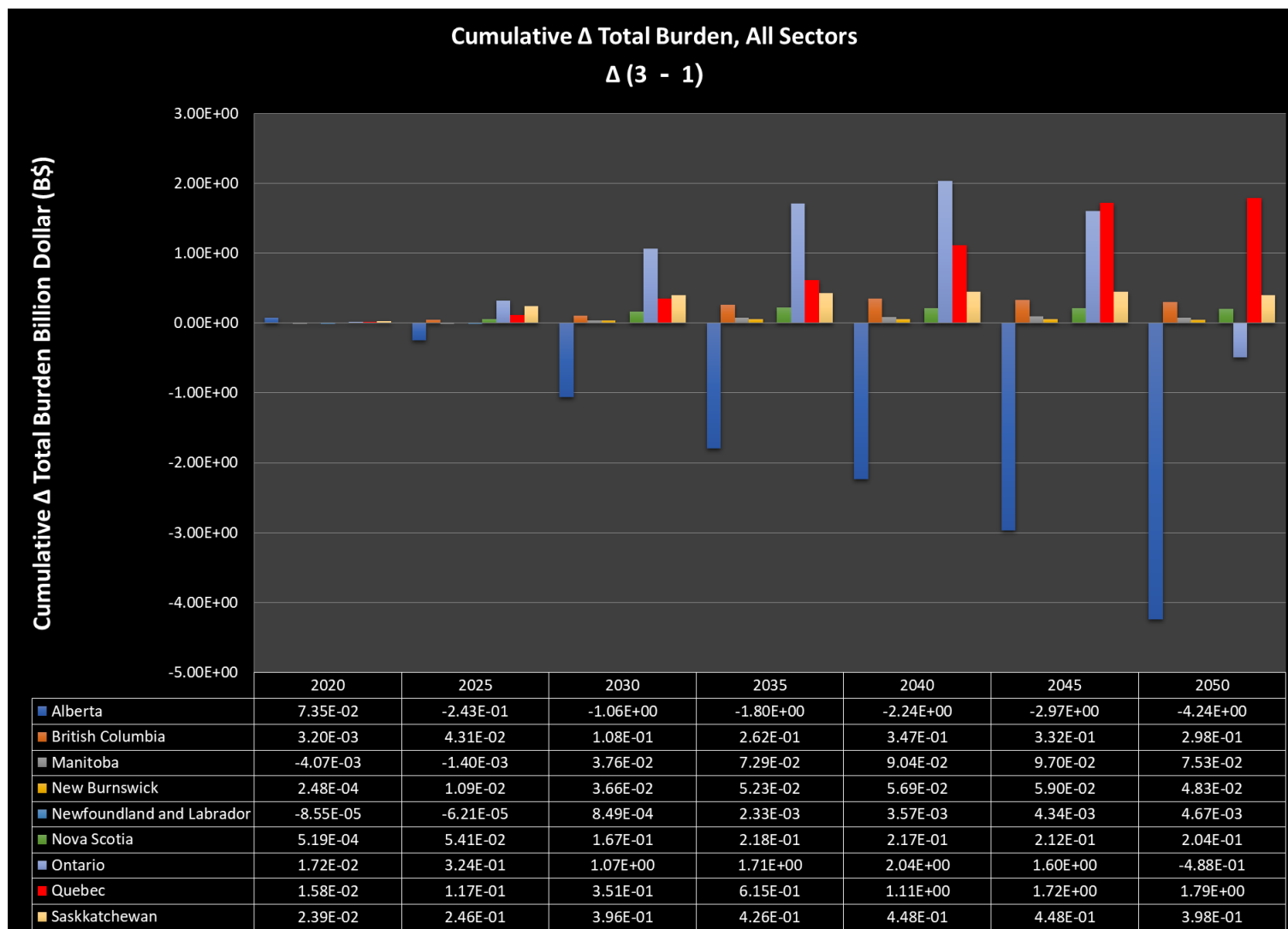
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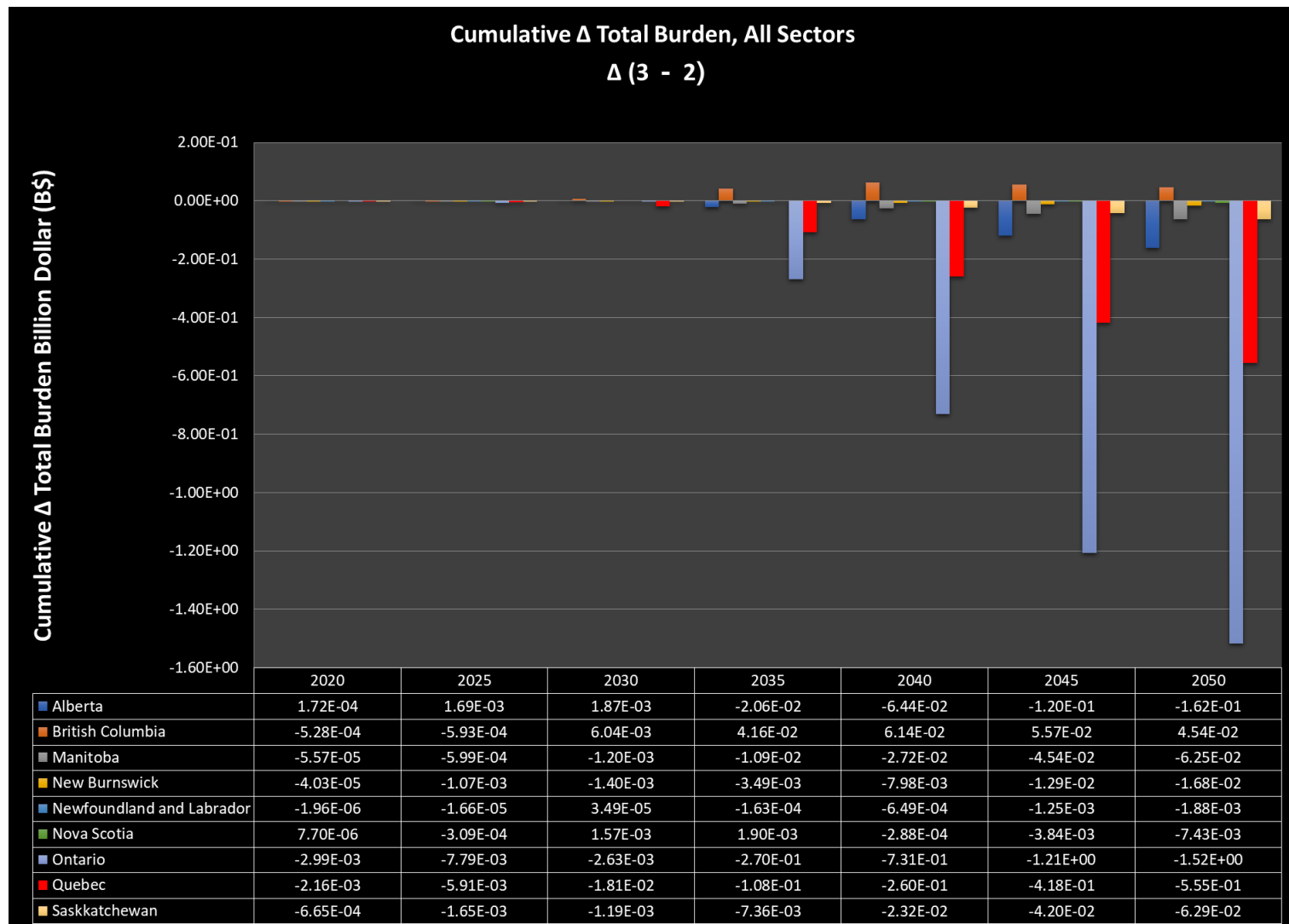
# Provincial Total Burden (M\$) Difference Between 3 & 4 (2015-2050)



# Provincial Cumulative Total Burden (M\$) Difference Between 3 & 1 (2015-2050)



# Provincial Cumulative Total Burden (M\$) Difference Between 3 & 2 (2015-2050)



# Provincial Cumulative Total Burden (M\$) Difference Between 3 & 4 (2015-2050)

