

E.2.3 PROJECTED EMISSIONS - MOBILE SOURCES

Assuming normal growth rates in both numbers of cars (3%) and annual miles travelled by each car (3%) and in the absence of further control action at either the design or in-use levels, total NO_x emissions from motor vehicles can be projected to increase by 30 to 50% between 1980 and 1990.

If more stringent new vehicle emission standards become effective with the 1985 models, (which will result in catalytic control of NO_x with a corresponding reduction in the number of vehicles fitted with EGR valves) conceivably the actual emissions could be reduced (as a weighted average of the whole fleet) to the neighborhood of about 1.3 grams per mile in 1990. Total emissions would then be reduced about 20% from 1980 levels in spite of the assumed increases in car numbers and mobility.

In the absence of more stringent new vehicle standards it is conceivable that the tampering rate (with EGR valves - discussed elsewhere) might be beneficially affected by an inspection program on in-use vehicles. At the present time, however, we know of no effective test procedure let alone the actual quantitative benefits on NO_x emissions that might result from such an inspection program.