



ADDRESSING AIR QUALITY CO-BENEFITS OF PLANNED MITIGATION ACTIONS IN THE FRAME OF THE COVENANT OF MAYORS INITIATIVE

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European Commission – Joint Research Centre

22nd HARMO Conference

Parnu, 10-13 June 2024

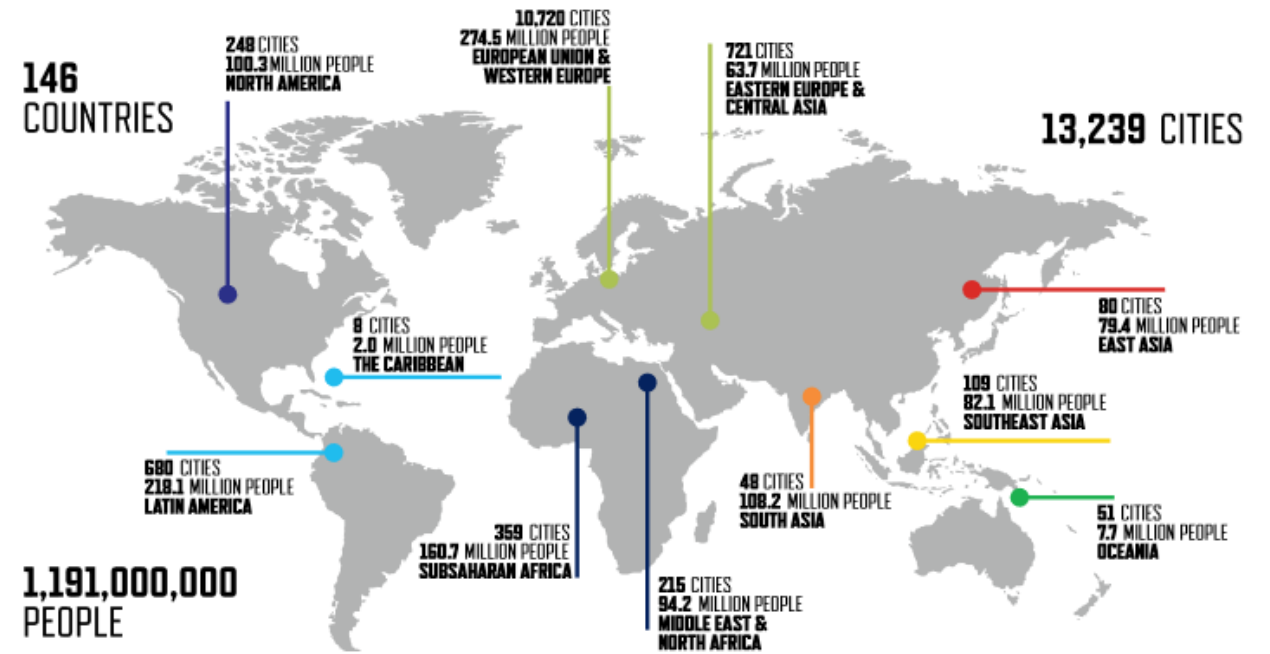
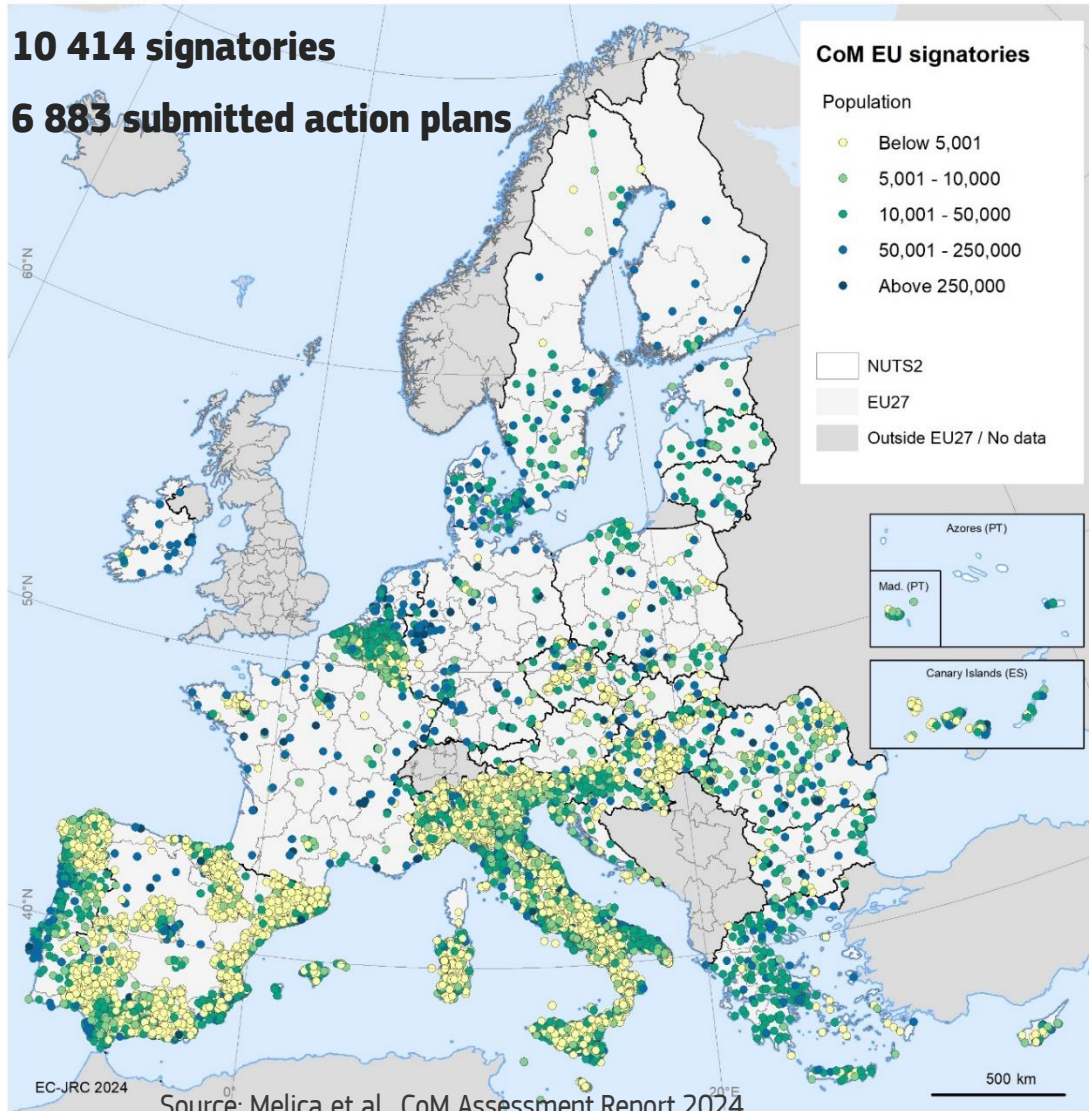
The Global Covenant of Mayors

The Covenant of Mayors was launched in 2008 in Europe with the ambition to gather local governments **voluntarily committed to achieving and exceeding the EU climate and energy targets.**



The initiative expanded to other areas of the world and since 2016 the **Global Covenant of Mayors for Climate and Energy** is a worldwide initiative that invites cities and local governments to play a direct role in climate actions now involving more than **13 000 signatories**, representing **more than 1 billion people.**

CoM – From EU to Global



Pillars and Commitments

Mitigation

Mitigation:

Reducing Greenhouse Gas (GHG) emissions and accelerating the decarbonisation of the territories.



Adaptation

Adaptation:

Increasing resilience and strengthening the capacity to adapt to unavoidable climate change impacts.



Access to Energy

Access to Energy:

Allowing the citizens to access secure, sustainable and affordable energy.



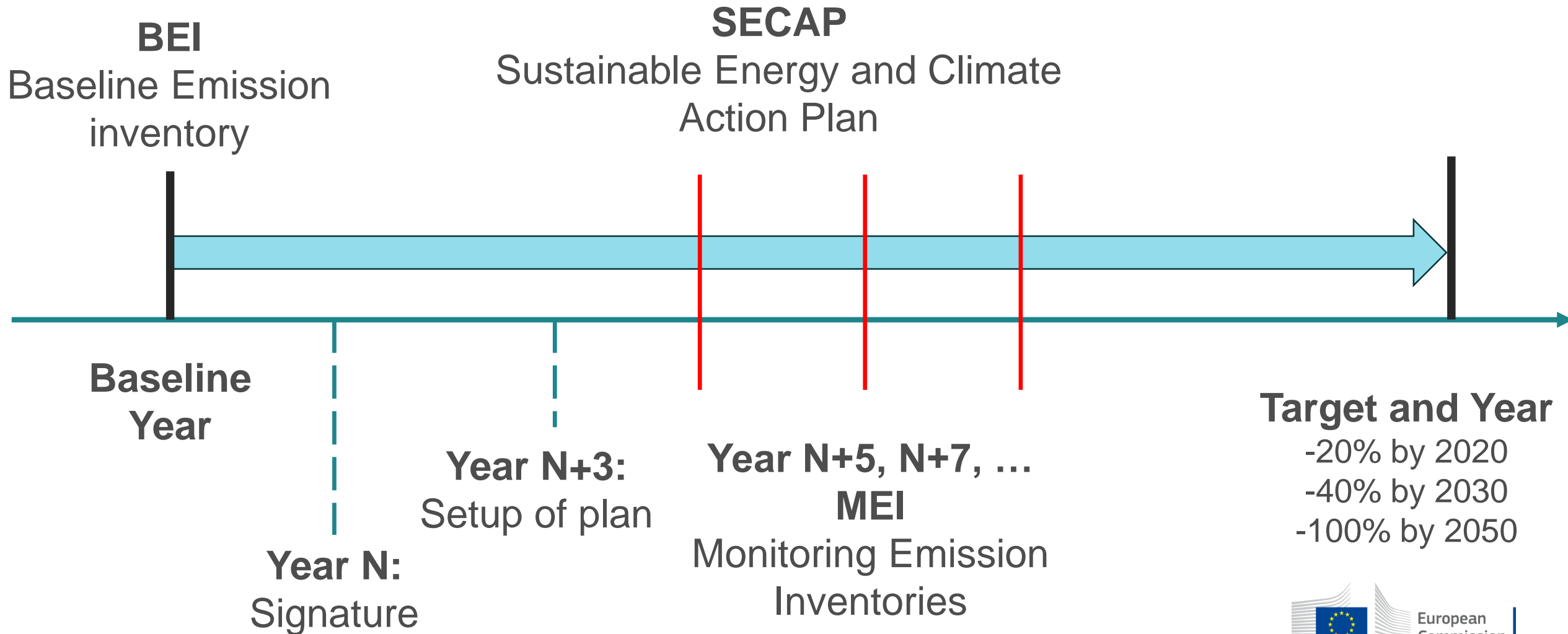
What about air quality?

To what extent measures taken by cities in the GCoM also impact the air quality?

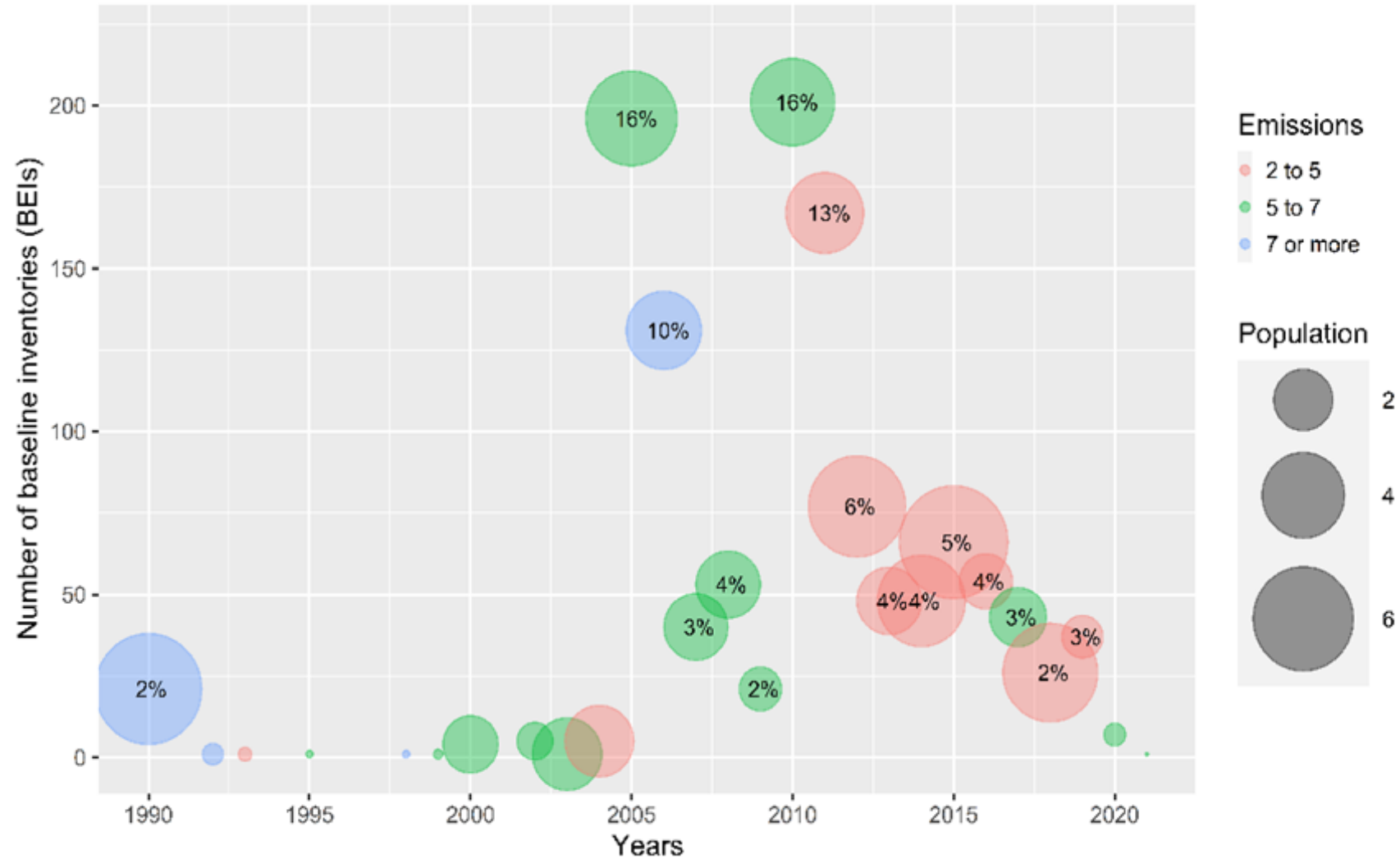
Are cities aware of co-benefits and trade-offs?

Is it possible to exploit the GCoM momentum to increase such an awareness to the benefit of a more integrated air pollution and climate mitigation management?

The Signatories timetable



Baseline years



How to calculate emissions - GHG

Local governments can estimate their GHG emissions by multiplying activity data by an appropriate emission factor.

Activity Data



GHG Emission factors



GHG Emissions

Activity data (AD) quantifies the human activity occurring in the territory of the local authority

Examples of AD are :

- Charcoal for cooking;
- Electricity consumed;
- Diesel used in transportation;
- Amount of waste sent to landfill

It is strongly recommended to use **data relevant to the local territory**

Emission factors (EF) quantifies the emissions of CO₂ emitted per unit of activity (IPCC, LCA, national/regional)

Examples of EF are :

- CO₂ emitted per unit of charcoal;
- CO₂ emitted per unit of electricity;
- CO₂ emitted per unit of diesel;
- amount of CH₄ emitted per tonne of waste sent to landfill

converted into CO₂ equivalents by multiplying GWP

total amount of GHG emitted [tCO₂]

Total amount of GHG emissions:

- GHG emissions due to charcoal;
- GHG emissions due to electricity;
- GHG emissions due to diesel;
- GHG emissions due to waste production

The Activity Data

A. FINAL ENERGY CONSUMPTION (MWh)																
CATEGORY	ELEC-TRICITY	HEAT/ COLD	FOSSIL FUELS								RENEWABLE ENERGIES					TOTAL
			Natural gas	Liquid gas	Heating oil	Diesel	Gasoline	Lignite	Coal	Other fossil fuels	Plant oil	Biofuel	Other biomass	Solar thermal	Geo-thermal	
BUILDINGS, EQUIPMENT/FACILITIES AND INDUSTRIES																
Municipal buildings, equipment/facilities																
Tertiary (non municipal) buildings, equipment/facilities																
Residential buildings																
Municipal public lighting																
Industries (excluding industries involved in the EU Emission trading scheme - ETS)																
Subtotal buildings, equipments/facilities and industries																
TRANSPORT																
Municipal fleet																
Public transport																
Private commercial transport																
Subtotal transport																
TOTAL																
MUNICIPAL PURCHASES OF CERTIFIED GREEN ELECTRICITY (IF ANY) (MWh)																

The GHG Emission Factors

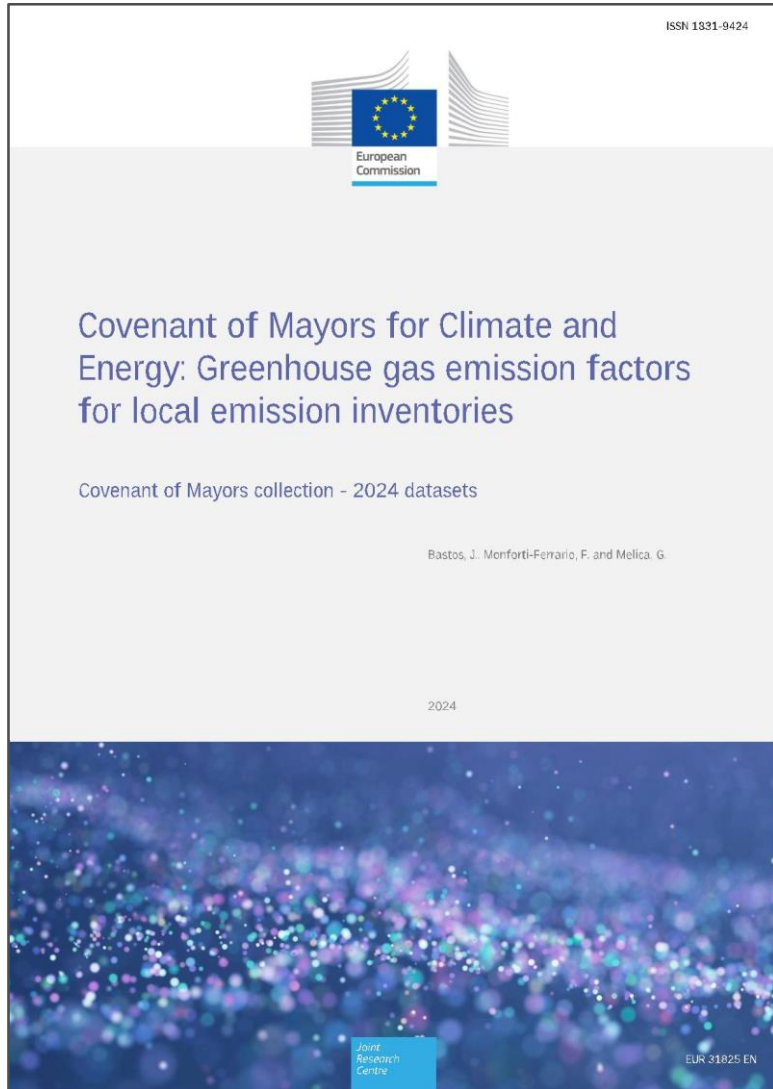
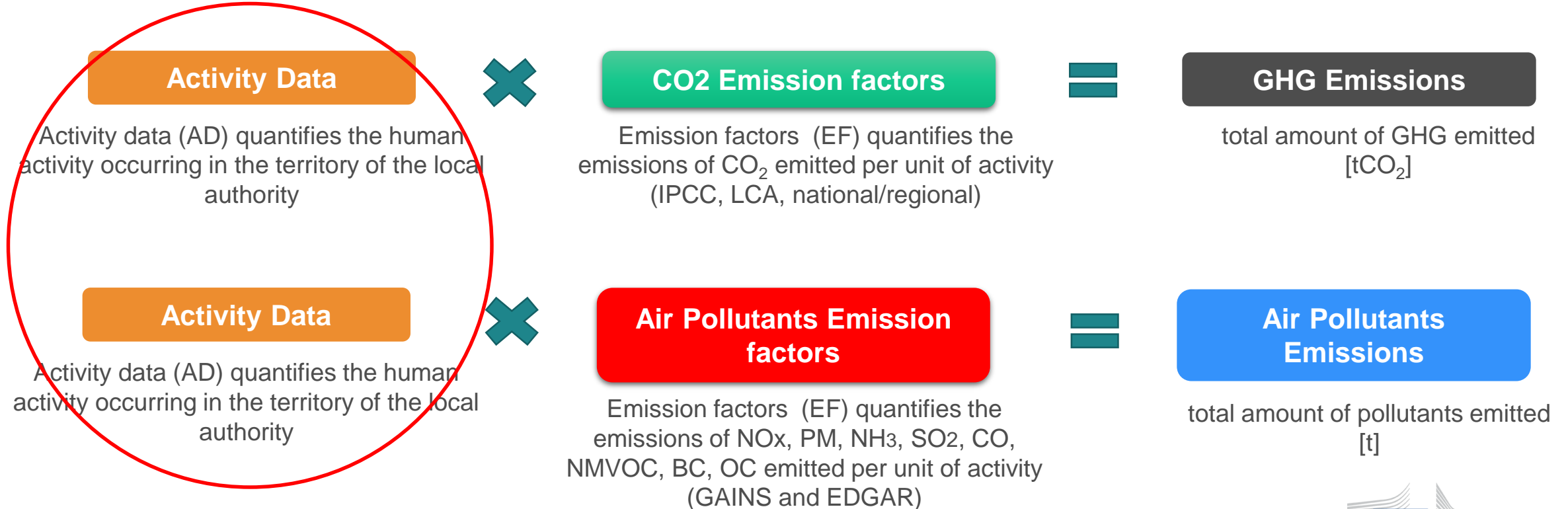


Table 4. Updated CoM EFs for local energy use of non-renewable energy sources (NRES)

Energy source SECAP category	IPCC category	Activity-based approach		LC approach ⁽¹⁾
		CO ₂ (t CO ₂ /MWh)	GHG (t CO ₂ -eq/MWh)	GHG (t CO ₂ -eq/MWh)
Natural gas	Natural gas	0.202	0.202	0.261
Liquid gas	Liquefied petroleum gases	0.227	0.227	0.311
	Natural gas liquids	0.231	0.232	0.339
Heating oil	Gas/diesel oil	0.267	0.268	0.340
Diesel	Gas/diesel oil	0.267	0.268	0.349
Gasoline	Motor gasoline	0.249	0.250	0.333
Lignite	Lignite	0.364	0.365	0.373
	Anthracite	0.354	0.355	0.404
	Other bituminous coal	0.341	0.342	0.392
Coal	Sub-bituminous coal	0.346	0.348	0.416
	Peat	0.382	0.383	0.388
Other	Municipal waste (non-biomass fraction)	0.330	0.337	0.346

How to calculate emissions – pollutants

Local governments can estimate their GHG and air pollutants emissions by multiplying activity data by an appropriate emission factor.



No additional reporting!

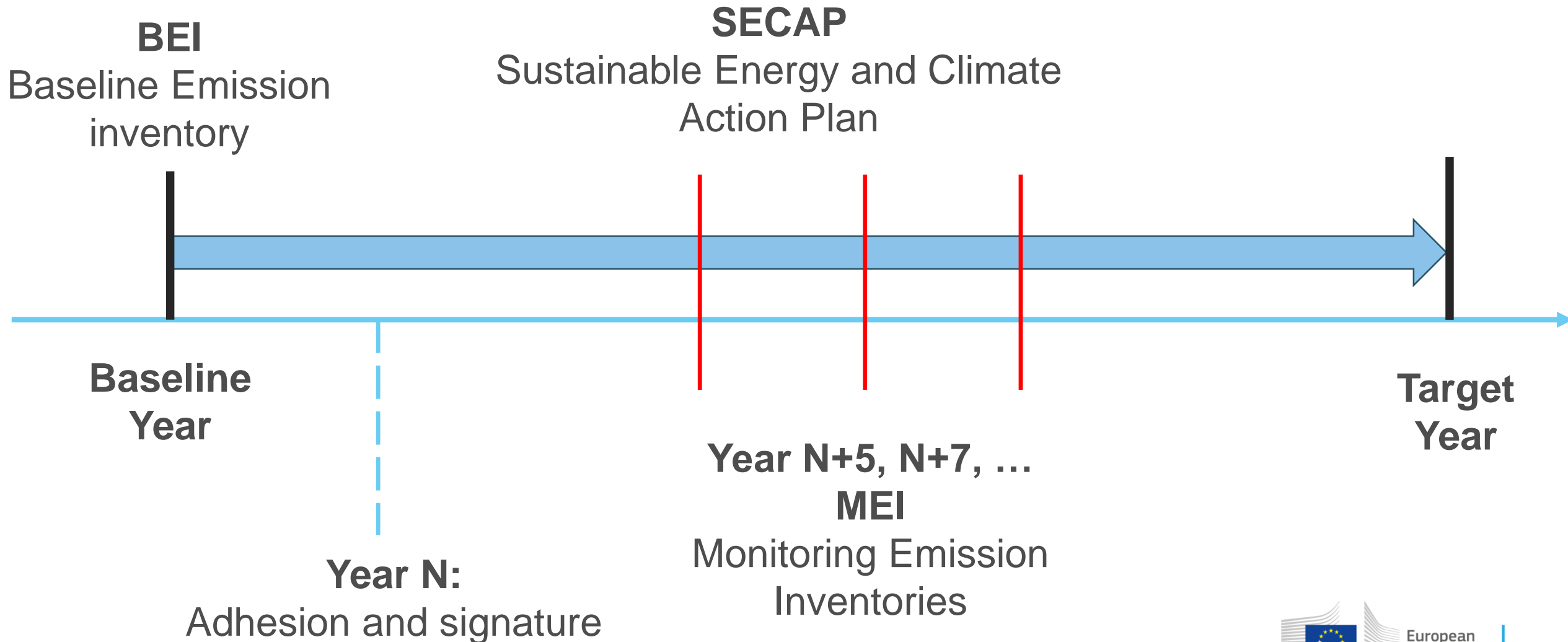
Co-Benefits and tradeoffs



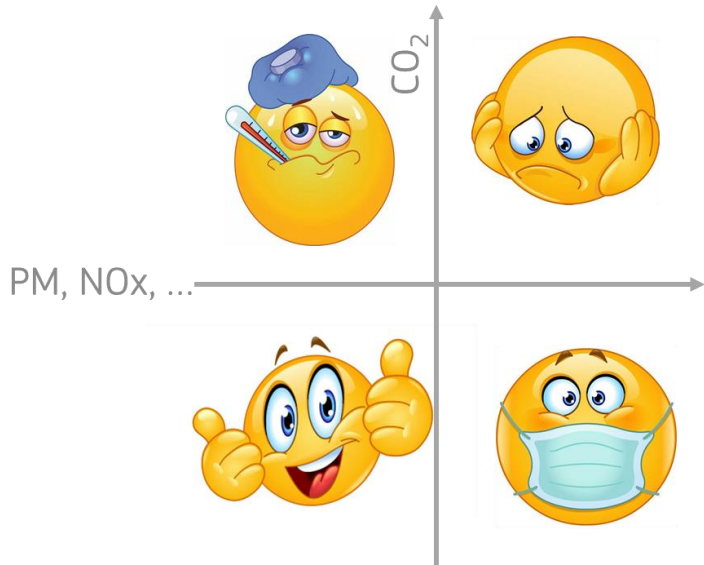
Are CO₂ and air pollutants emissions both decreasing?

Are cities taking maximum possible advantage of synergies between CO₂ and pollution policies?

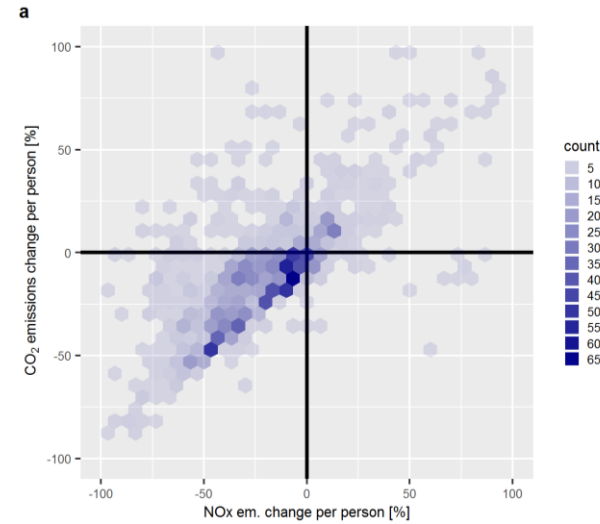
The Signatories timetable



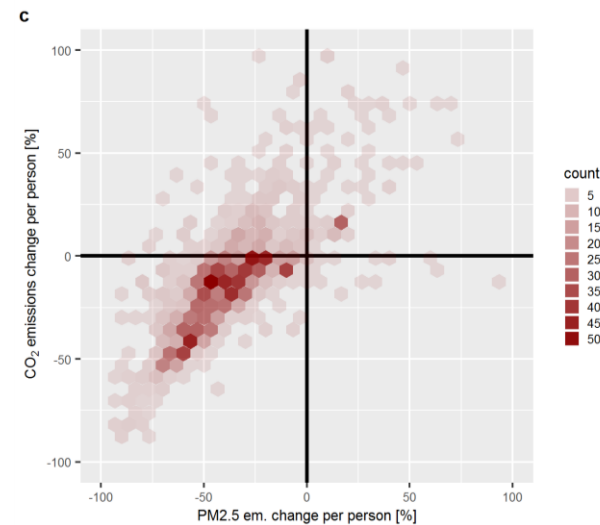
A retrospective view: BEI → MEI(s)



CO2 vs NOx
Density Plot



CO2 vs PM2.5
Density Plot



1653 cities

BEI + at least a MEI
both complete and
of good quality





88 millions people

Avg. size: 50k inh.
(53 to 3millions)

Two sectors:




Transport and Residential

What about MY city?



Joint Research Centre

English ▾

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Air Quality Tool - BETA VERSION

Tool for analysing air quality consequences associated with energy and GHG emission reported by signatories.


Available BEI:


Available MEI:

Select at least a pollutant:


- PM2.5 - Particulate Matter below 2.5 micron size**
- NOx - Nitrogen Dioxides**
- BC - Black Carbon**
- CO - Carbon Monoxide**
- NH3 - Ammonia**
- NMVOC - Non Methane Volatile Organic Compounds**
- OC - Organic Carbon**
- PM10 - Particulate Matter below 10 micron size**
- SO2 - Sulphur Dioxide**


Submit


 EDIT PROFILE


 MY COVENANT COMMUNITY

REPORTING CORNER

 MY STRATEGY

 MY INVENTORIES

 MY ACTIONS

 MY OVERVIEW

A perspective view: BEI → SECAP → Target year

The SECAP provides a view on the future emissions.

Problem: The SECAP does not provide the same level of details than BEI (and MEIs) in terms of fuels.

Unknown: how is the fuel mix going to evolve in the future?

Two (extreme?) scenarios:

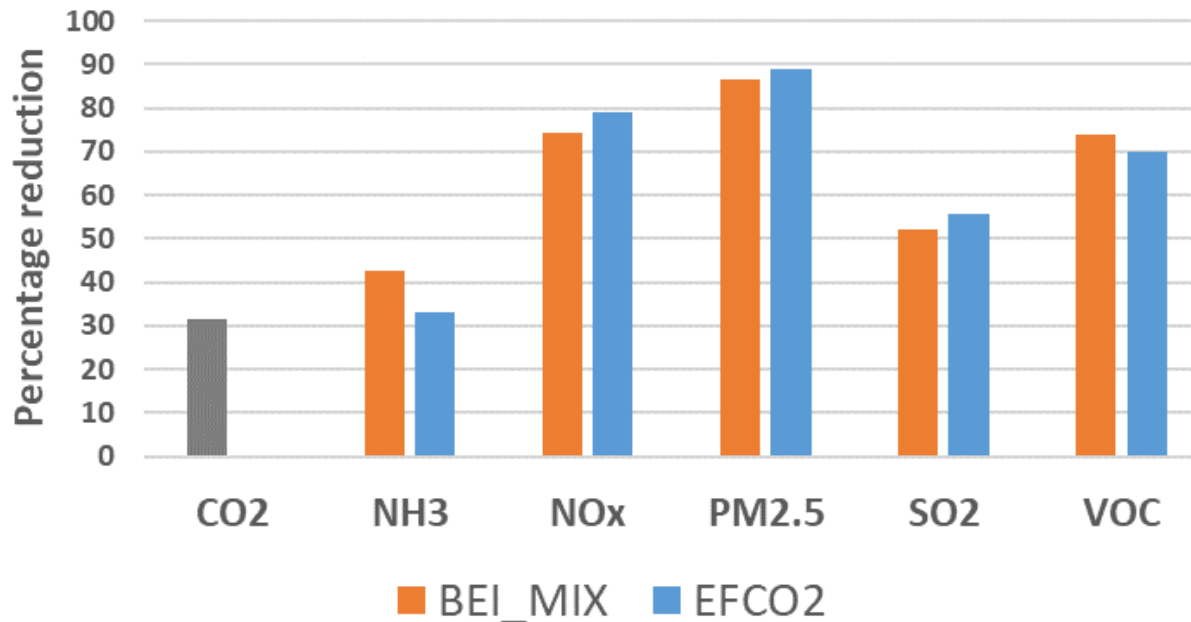
- a) The fuel mix of the BEI is not going to change.
- b) The highest **CO₂** intensive fuels will be phase out first

Preliminary results

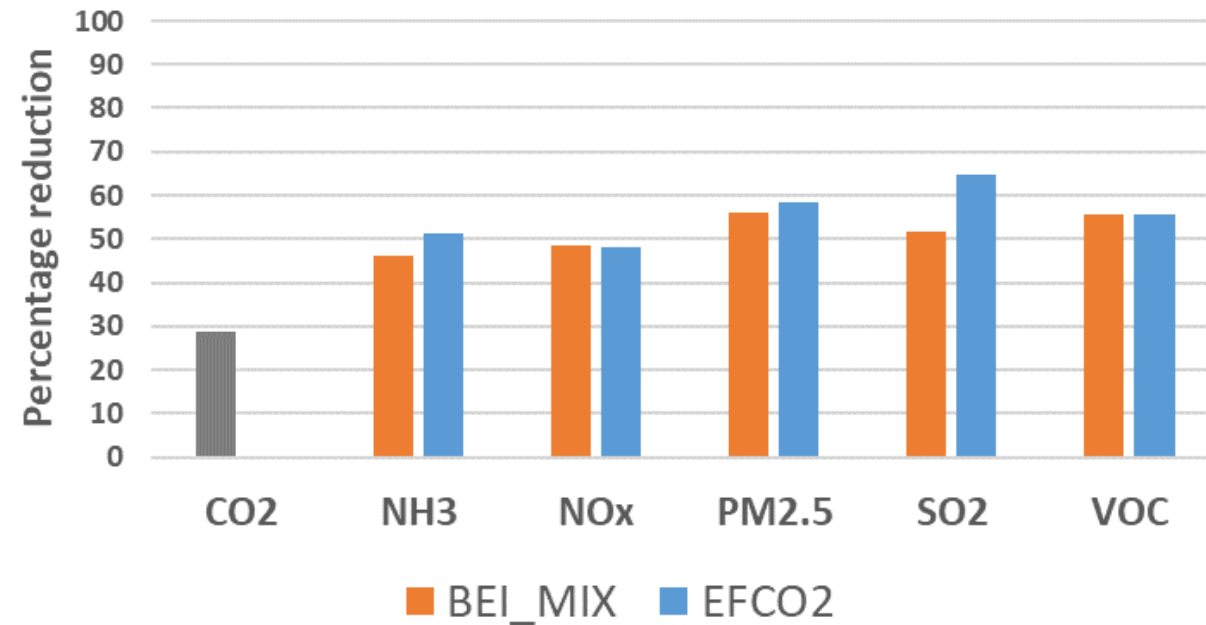
167 cities, targeting 2030, inhabitants > 50 000

Emission factors from GAINS (2005 – 2050)

Transport



Residential



Conclusions

- Air quality and climate mitigation policies **can** be tuned in order to maximize co-benefits and minimize trade-offs
- We are providing GCoM signatories tools to evaluate these aspects for their cities
- A “retrospective” tool has been already made available
- A further tool for “perspective” evaluations is being implemented

What's next?

- Creating a community of users
- Collecting feedback for improving the tools
- Disseminating interplay awareness and the use of the tools beyond the CoM (e.g. Climate Neutral and Smart Cities)

Help yourself!



<https://data.jrc.ec.europa.eu/collection/id-00354>

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COLLECTION

Global Covenant of Mayors - A complete collection of action plans and monitoring reports from MyCovenant reporting platform 

Acronym: GCoM-MyCovenant

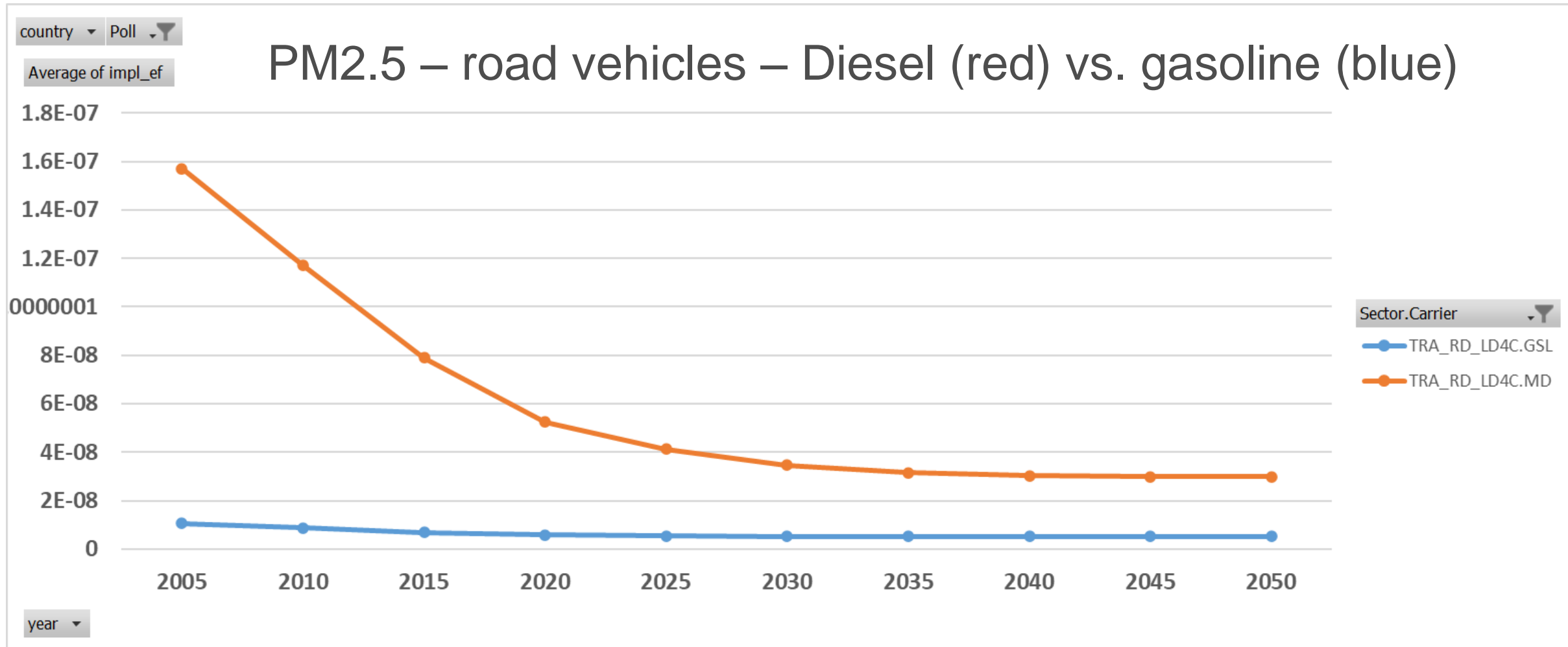


Thank you.

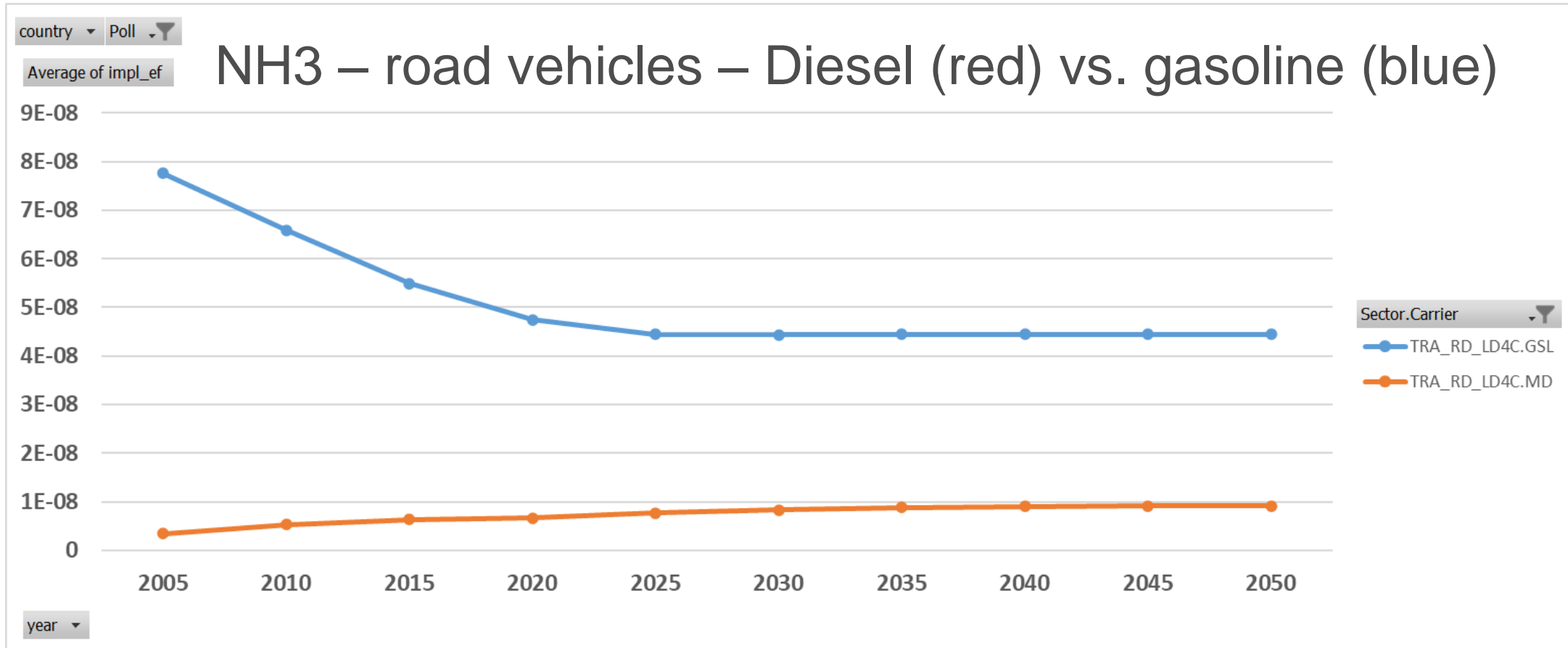
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Some Emission factors (averages)



Some Emission factors (averages)



Some Emission factors (averages)

PM2.5 – Residential– Gas (blue) vs. Diesel (red) vs. Wood (blue)

