
GREET 1.5 — Transportation Fuel-Cycle Model
Volume 1: Methodology, Development, Use, and Results



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GREET 1.5 — Transportation Fuel-Cycle Model

Volume 1: Methodology, Development, Use, and Results

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Contents

Volume 1: Methodology, Development, Use, and Results

Notation.....	xv
Foreword.....	xix
Acknowledgments.....	xx
Abstract.....	1
1 Introduction.....	3
2 Review of Previous Fuel-Cycle Studies.....	5
2.1 Delucchi 1991, 1993.....	5
2.2 National Renewable Energy Laboratory et al. 1991, 1992.....	6
2.3 Bentley et al. 1992.....	7
2.4 Brogan and Venkateswaran 1992.....	8
2.5 Ecotraffic, AB 1992.....	9
2.6 Wang and Santini 1993.....	10
2.7 Darrow 1994a, 1994b.....	10
2.8 Acurex 1996.....	12
2.9 Delucchi 1997.....	13
2.10 Argonne National Laboratory et al. 1998.....	13
2.11 Sheehan et al. 1998.....	14
2.12 Summary.....	15
3 Modeling Approach.....	16
3.1 Fuel Cycles and Their Stages.....	16
3.2 Vehicle Types.....	18
3.3 Calculation of Energy Use and Emissions of Upstream Stages.....	19
3.3.1 Calculation of Energy Use for an Upstream Stage.....	19
3.3.2 Calculation of Emissions for an Upstream Stage.....	21
3.3.3 Consideration of Energy Use and Emissions of Upstream Stages for a Fuel Cycle.....	26
3.3.4 Aggregation of Energy Use and Emissions of Individual Upstream Stages for a Fuel Cycle.....	27
3.3.5 Energy Use and Emissions of Vehicle Operations.....	28
3.3.6 Total Fuel-Cycle Energy Use and Emissions for a Combination of Fuel and Vehicle Type.....	30



Contents (Cont.)

3.3.7	Total and Urban Emissions for Five Criteria Pollutants	30
3.3.8	Summary: Results of Fuel-Cycle Energy Use and Emissions Calculated with GREET	32
4	Parametric Assumptions and Their Data Sources.....	34
4.1	Petroleum-Based Fuel Cycles	34
4.1.1	Petroleum Recovery	36
4.1.2	Crude Transportation and Storage	39
4.1.3	Crude Refining	40
4.1.4	Production of Oxygenates	41
4.1.5	Transportation, Storage, and Distribution of Petroleum Products.....	44
4.2	Natural-Gas-Based Fuel Cycles	44
4.2.1	Brief Description of the Natural Gas Industry	44
4.2.2	System Descriptions and Energy Efficiencies of Natural Gas-Based Fuel Cycles	46
4.2.3	Summary of Energy Efficiencies of Natural Gas-Based Cycles.....	55
4.2.4	CH ₄ Emissions during Natural Gas Production and Transportation.....	56
4.2.5	Noncombustion Emissions during Natural Gas Processing and Production of Natural Gas-Based Fuels.....	60
4.2.6	Potential Steam Co-Generation in Methanol, H ₂ , DME, and FTD Plants	62
4.3	Ethanol Production Cycles	63
4.3.1	Fuel and Chemicals Used for Corn and Biomass Production	63
4.3.2	Energy Use and Emissions of Transporting Corn and Biomass from Farms to Ethanol Plants.....	65
4.3.3	Energy Use of Manufacturing Fertilizers and Pesticides	66
4.3.4	Energy Use of Transporting Fertilizers and Pesticides from Manufacturing Plants to Farms	68
4.3.5	Ethanol Production	69
4.3.6	N ₂ O and NO _x Emissions from Nitrification and Denitrification of Nitrogen Fertilizer	76
4.3.7	CO ₂ Emissions or Sequestration from Potential Land Use Changes for Ethanol Production.....	78
4.3.8	Ethanol Transportation, Storage, and Distribution.....	80
4.4	Biodiesel Production	80
4.4.1	Soybean Farming	80
4.4.2	Soybean Oil Extraction	82
4.4.3	Soy Oil Transesterification.....	83
4.5	Coal to Electricity	85
4.5.1	Energy Efficiencies.....	86
4.5.2	Noncombustion Emissions	86
4.6	Uranium to Electricity	86



Contents (Cont.)

4.7	Landfill Gases to Methanol.....	87
4.7.1	Energy Efficiencies	87
4.7.2	Emission Credits for Methanol Production.....	87
4.8	Electricity Generation.....	87
4.8.1	Combustion Technologies.....	88
4.8.2	Power Plant Conversion Efficiencies	88
4.8.3	Natural Gas-Fired Combined-Cycle Gas Turbines.....	90
4.8.4	Electric Generation Mixes.....	91
4.9	Vehicle Operations	94
4.9.1	Alternative Fuels and Vehicle Technologies Included in GREET.....	94
4.9.2	Gasoline Vehicles Fueled with Reformulated Gasoline	97
4.9.3	Compressed Natural Gas Vehicles	100
4.9.4	Methanol Vehicles.....	103
4.9.5	Ethanol Vehicles	104
4.9.6	Liquefied Petroleum Gas Vehicles.....	105
4.9.7	Other Vehicle Types	105
4.9.8	Summary.....	108
5	Model Layout.....	115
6	Fuel-Cycle Energy Use and Emissions Results	123
6.1	Near- and Long-Term Alternative Fuels and Vehicle Technologies	123
6.2	Mobile 5b and Part 5 Runs	127
6.3	Contribution of Each Stage to Fuel-Cycle Energy Use and Emissions	132
6.3.1	Near-Term Technologies	132
6.3.2	Long-Term Technologies	138
6.4	Per-Mile Energy Use and Emissions Results.....	146
6.4.1	Near-Term Technologies	147
6.4.2	Long-Term Technologies	156
6.5	Summary.....	202
7	References	204

Volume 2: Appendices of Data and Results

Appendix A:	Emission Factors of Fuel Combustion.....	3
Appendix B:	Per-Mile Fuel-Cycle Energy Use and Emissions	7
Appendix C:	Graphic Presentation of Changes in Per-Mile Fuel-Cycle Energy Use and Emissions by Use of Alternative-Transportation Fuels and Advanced Vehicle Technologies: Light-Duty Trucks 1 and Light-Duty Trucks 2.....	71



Volume 2: Appendices of Data and Results (Cont.)

Appendix D: Changes in Per-Mile Fuel-Cycle Energy Use and Emissions.....	165
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Figures

3.1 Flowchart of a Total Energy-Cycle Analysis	17
3.2 Closed-Loop Calculations of Upstream Energy Use and Emissions in GREET: Diesel Fuel Use in the Petroleum-to-Diesel Fuel Cycle	27
4.1 Stages Included in Renewable Ethanol Cycles	64
4.2 Historical Corn Productivity: Bushels of Corn Produced per Pound of Fertilizer Applied.....	65
4.3 Historical Estimates of Energy Use in Ethanol Plants	71
5.1 GREET's Logistics for Upstream Energy Use and Emissions Calculations	117
6.1 Shares of Fuel-Cycle Energy Use and Emissions by Stage: Converted Gasoline Vehicles	133
6.2 Shares of Fuel-Cycle Energy Use and Emissions by Stage: CIDI Diesel Vehicles.....	133
6.3 Shares of Fuel-Cycle Energy Use and Emissions by Stage: Dedicated CNG Vehicles	134
6.4 Shares of Fuel-Cycle Energy Use and Emissions by Stage: Methanol FFVs Fueled with M85.....	135
6.5 Shares of Fuel-Cycle Energy Use and Emissions by Stage: LPG Vehicles	135
6.6 Shares of Fuel-Cycle Energy Use and Emissions by Stage: Ethanol FFVs Fueled with E85 Produced from Corn.....	136
6.7 Shares of Fuel-Cycle Energy Use and Emissions by Stage: Battery-Powered EVs.....	137
6.8 Shares of Fuel-Cycle Energy Use and Emissions by Stage: Grid-Connected HEVs, ICEs Fueled with RFG	137



Figures (Cont.)

6.9	Shares of Fuel-Cycle Energy Use and Emissions by Stage: Grid-Independent HEVs, ICEs Fueled with RFG.....	138
6.10	Shares of Fuel-Cycle Energy Use and Emissions by Stage: Grid-Independent HEVs, ICEs Fueled with CD	139
6.11	Shares of Fuel-Cycle Energy Use and Emissions by Stage: CIDI Vehicles Fueled with FT50	140
6.12	Shares of Fuel-Cycle Energy Use and Emissions by Stage: CIDI Vehicles Fueled with BD20	140
6.13	Shares of Fuel-Cycle Energy Use and Emissions by Stage: CIDI Vehicles Fueled with DME.....	141
6.14	Shares of Fuel-Cycle Energy Use and Emissions by Stage: Grid-Connected HEVs, ICEs Fueled with CNG.....	141
6.15	Shares of Fuel-Cycle Energy Use and Emissions by Stage: Grid-Independent HEVs, ICEs Fueled with NG	143
6.16	Shares of Fuel-Cycle Energy Use and Emissions by Stage: FCVs Fueled with H ₂ Produced from NG.....	143
6.17	Shares of Fuel-Cycle Energy Use and Emissions by Stage: FCVs Fueled with H ₂ from Solar Energy.....	144
6.18	Shares of Fuel-Cycle Energy Use and Emissions by Stage: FCVs Fueled with Methanol.....	144
6.19	Shares of Fuel-Cycle Energy Use and Emissions by Stage: FCVs Fueled with RFG.....	145
6.20	Shares of Fuel-Cycle Energy Use and Emissions by Stage: FCVs Fueled with Ethanol.....	145
6.21	Shares of Fuel-Cycle Energy Use and Emissions by Stage: FCVs Fueled with CNG.....	146
6.22	Changes in Fuel-Cycle Total Energy Use Relative to GVs Fueled with CG: Near-Term Technologies	148
6.23	Changes in Fuel-Cycle Fossil Energy Use Relative to GVs Fueled with CG: Near-Term Technologies	149



Figures (Cont.)

6.24	Changes in Fuel-Cycle Petroleum Use Relative to GVs Fueled with CG: Near-Term Technologies.....	150
6.25	Changes in Fuel-Cycle GHG Emissions Relative to GVs Fueled with CG: Near-Term Technologies.....	152
6.26	Changes in Fuel-Cycle VOC Emissions Relative to GVs Fueled with CG: Near-Term Technologies.....	153
6.27	Changes in Fuel-Cycle CO Emissions Relative to GVs Fueled with CG: Near-Term Technologies.....	154
6.28	Changes in Fuel-Cycle NO _x Emissions Relative to GVs Fueled with CG: Near-Term Technologies.....	155
6.29	Changes in Fuel-Cycle PM ₁₀ Emissions Relative to GVs Fueled with CG: Near-Term Technologies.....	157
6.30	Changes in Fuel-Cycle SO _x Emissions Relative to GVs Fueled with CG: Near-Term Technologies.....	158
6.31	Changes in Fuel-Cycle Total Energy Use Relative to GVs Fueled with RFG: Long-Term SI and SIDI Vehicles	160
6.32	Changes in Fuel-Cycle Total Energy Use Relative to GVs Fueled with RFG: Long-Term SI and SIDI HEVs.....	161
6.33	Changes in Fuel-Cycle Total Energy Use Relative to GVs Fueled with RFG: Long-Term CIDI Vehicles and CIDI HEVs	162
6.34	Changes in Fuel-Cycle Total Energy Use Relative to GVs Fueled with RFG: Long-Term EVs and FCVs	163
6.35	Changes in Fuel-Cycle Fossil Energy Use Relative to GVs Fueled with RFG: Long-Term SI and SIDI Vehicles	164
6.36	Changes in Fuel-Cycle Fossil Energy Use Relative to GVs Fueled with RFG: Long-Term SI and SIDI HEVs.....	165
6.37	Changes in Fuel-Cycle Fossil Energy Use Relative to GVs Fueled with RFG: Long-Term CIDI Vehicles and CIDI HEVs	166
6.38	Changes in Fuel-Cycle Fossil Energy Use Relative to GVs Fueled with RFG: Long-Term EVs and FCVs	167



Figures (Cont.)

6.39	Changes in Fuel-Cycle Petroleum Use Relative to GVs Fueled with RFG: Long-Term SI and SIDI Vehicles.....	169
6.40	Changes in Fuel-Cycle Petroleum Use Relative to GVs Fueled with RFG: Long-Term SI and SIDI HEVs	170
6.41	Changes in Fuel-Cycle Petroleum Use Relative to GVs Fueled with RFG: Long-Term CIDI Vehicles and CIDI HEVs.....	171
6.42	Changes in Fuel-Cycle Petroleum Use Relative to GVs Fueled with RFG: Long-Term EVs and FCVs.....	172
6.43	Changes in Fuel-Cycle CO ₂ -Equivalent GHG Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI Vehicles	174
6.44	Changes in Fuel-Cycle CO ₂ -Equivalent GHG Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI HEVs.....	175
6.45	Changes in Fuel-Cycle CO ₂ -Equivalent GHG Emissions Relative to GVs Fueled with RFG: Long-Term CIDI Vehicles and CIDI HEVs.....	176
6.46	Changes in Fuel-Cycle CO ₂ -Equivalent GHG Emissions Relative to GVs Fueled with RFG: Long-Term EVs and HEVs.....	177
6.47	Changes in Fuel-Cycle Total and Urban VOC Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI Vehicles	179
6.48	Changes in Fuel-Cycle Total and Urban VOC Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI HEVs.....	180
6.49	Changes in Fuel-Cycle Total and Urban VOC Emissions Relative to GVs Fueled with RFG: Long-Term CIDI Vehicles and CIDI HEVs.....	181
6.50	Changes in Fuel-Cycle Total and Urban VOC Emissions Relative to GVs Fueled with RFG: Long-Term EVs and FCVs	182
6.51	Changes in Fuel-Cycle Total and Urban CO Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI Vehicles	183
6.52	Changes in Fuel-Cycle Total and Urban CO Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI HEVs.....	184
6.53	Changes in Fuel-Cycle Total and Urban CO Emissions Relative to GVs Fueled with RFG: Long-Term CIDI Vehicles and CIDI HEVs.....	185



Figures (Cont.)

6.54	Changes in Fuel-Cycle Total and Urban CO Emissions Relative to GVs Fueled with RFG: Long-Term EVs and FCVs	186
6.55	Changes in Fuel-Cycle Total and Urban NO _x Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI Vehicles.....	188
6.56	Changes in Fuel-Cycle Total and Urban NO _x Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI HEVs	189
6.57	Changes in Fuel-Cycle Total and Urban NO _x Emissions Relative to GVs Fueled with RFG: Long-Term CIDI Vehicles and CIDI HEVs	190
6.58	Changes in Fuel-Cycle Total and Urban NO _x Emissions Relative to GVs Fueled with RFG: Long-Term EVs and FCVs.....	191
6.59	Changes in Fuel-Cycle Total and Urban PM ₁₀ Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI Vehicles.....	193
6.60	Changes in Fuel-Cycle Total and Urban PM ₁₀ Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI HEVs	194
6.61	Changes in Fuel-Cycle Total and Urban PM ₁₀ Emissions Relative to GVs Fueled with RFG: Long-Term CIDI Vehicles and CIDI HEVs	195
6.62	Changes in Fuel-Cycle Total and Urban PM ₁₀ Emissions Relative to GVs Fueled with RFG: Long-Term EVs and FCVs.....	196
6.63	Changes in Fuel-Cycle Total and Urban SO _x Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI Vehicles.....	198
6.64	Changes in Fuel-Cycle Total and Urban SO _x Emissions Relative to GVs Fueled with RFG: Long-Term SI and SIDI HEVs	199
6.65	Changes in Fuel-Cycle Total and Urban SO _x Emissions Relative to GVs Fueled with RFG: Long-Term CIDI Vehicles and CIDI HEVs	200
6.66	Changes in Fuel-Cycle Total and Urban SO _x Emissions Relative to GVs Fueled with RFG: Long-Term EVs and FCVs.....	201



Tables

3.1	Fuel Cycles Included in GREET 1.5.....	18
3.2	Vehicle Types Included in Series 1 and 3 GREET Models.....	19
3.3	Fuel Specifications.....	25
3.4	Global Warming Potentials of Greenhouse Gases.....	32
4.1	Specifications of Conventional and Reformulated Gasoline	35
4.2	1996 Domestic Production and Importation of Crude Oil and Its Products	36
4.3	Energy Efficiencies of Petroleum-Based Fuel-Cycle Stages	37
4.4	Shares of Process Fuels for Each Stage.....	38
4.5	1996 U.S. Refining Product Outputs	40
4.6	Properties of Four Oxygenates.....	42
4.7	Energy and Material Inputs for Production of MTBE, TAME, and ETBE	43
4.8	Natural Gas Production and Field Usage in the United States	45
4.9	Natural Gas Consumption in the United States.....	45
4.10	Worldwide Natural Gas Production and Flaring	55
4.11	Energy Efficiencies of Natural Gas Fuel-Cycle Stages.....	56
4.12	Process Fuel Shares of Natural Gas Fuel-Cycle Stages.....	57
4.13	CH ₄ Emissions from Natural Gas Fuel-Cycle Stages.....	58
4.14	CO ₂ Emissions from Production of Methanol, H ₂ , DME, and FTD.....	61
4.15	Net Conversion Efficiencies of and Steam Generation in Methanol, H ₂ , DME, and FTD Plants	62
4.16	Energy and Chemical Use for Corn Farming	64
4.17	Energy and Chemical Use for Biomass Farming.....	66
4.18	Energy Use and Fuel Shares for Fertilizer Manufacture	67



Tables (Cont.)

4.19	Energy Use and Fuel Shares for Pesticide Manufacture	68
4.20	Key Assumptions and Results of Energy Use for Transportation of Chemicals	69
4.21	Energy Use and Process Fuel Shares for Corn-to-Ethanol Production at Ethanol Plants.....	70
4.22	Comparison of Energy Use and Emissions Allocation between Ethanol and Coproducts in Corn Ethanol Plants.....	73
4.23	Coproduct Production Rates in Ethanol Plants.....	74
4.24	Coproduct Displacement Ratios	74
4.25	Feedstock Requirements, Energy Use, and Electricity Generation Credits in Cellulosic Ethanol Plants	75
4.26	U.S. Soybean Production and Deposition.....	81
4.27	Usage Intensity of Fertilizer, Energy, and Pesticide for Soybean Farming.....	82
4.28	Inputs and Outputs of Soybean Oil Extraction Plants	83
4.29	Split of Energy Use and Emissions between Soybean Oil and Soybean Meal.....	84
4.30	Inputs and Outputs of Biodiesel Plants with the Transesterification Process.....	84
4.31	Split of Energy Use and Emissions between Biodiesel and Glycerine	85
4.32	Emissions Rates of Three Types of Coal-Fired Power Plants.....	88
4.33	Energy Conversion Efficiencies of Electric Power Plants	89
4.34	Electric Generation Mixes of Various U.S. Regions in 2005 and 2015.....	92
4.35	Near- and Long-Term Vehicle Technology Options for Passenger Cars, Light-Duty Trucks 1, and Light-Duty Trucks 2.....	95
4.36	Specifications of California Phase 2 Reformulated Gasoline	97
4.37	Changes in Fuel Economy and Emissions by Use of Reformulated Gasoline: Test Results	99
4.38	Reductions in Emissions and Fuel Economy by Use of Reformulated Gasoline: Regulatory Specifications	100



Tables (Cont.)

4.39	Changes in Fuel Economy and Emissions by Use of Compressed Natural Gas Vehicles.....	101
4.40	Changes in Fuel Economy and Emissions by Use of M85 Flexible-Fuel Vehicles	104
4.41	Changes in Fuel Economy and Emissions by Use of E85 Flexible-Fuel Vehicles	105
4.42	Changes in Fuel Economy and Emissions by Use of Liquefied Petroleum Gas Vehicles.....	106
4.43	Changes in Fuel Economy and Emissions by Use of DME in Compression-Ignition Engines	108
4.44	Fuel Economy Changes of 1999 MY Alternative-Fuel Vehicle Models.....	110
4.45	Changes in Fuel Economy and Emissions by Various Vehicle Types: Passenger Cars and Light-Duty Trucks 1.....	111
4.46	Changes in Fuel Economy and Emissions by Various Vehicle Types: Light-Duty Trucks 2.....	113
6.1	Tier 1 and NLEV Emission Standards for Light-Duty Vehicles and Trucks	124
6.2	Key Parametric Assumptions for Near- and Long-Term Technologies.....	126
6.3	Proposed Tier 2 Vehicle Emissions Standards for Passenger Cars and Light-Duty Trucks.....	128
6.4	Fuel Economy and Emissions Rates of Baseline Gasoline and Diesel Vehicles.....	129
6.5	Reductions in Emissions Standards for Tier 2 Vehicles Relative to LEVs	130



Acronyms and Abbreviations

AEO98	1998 Annual Energy Outlook
AFV	alternative-fuel vehicle
AQIRP	Auto/Oil Air Quality Improvement Research Program
ATR	autothermal reforming
BD	biodiesel
BD20	mixture of 20% biodiesel and 80% conventional diesel by volume
CAAA	Clean Air Act Amendments
CAFE	corporate average fuel economy
CARB	California Air Resources Board
CARFG1	California Phase 1 reformulated gasoline
CARFG2	California Phase 2 reformulated gasoline
CD	conventional diesel
CG	conventional gasoline
CH ₄	methane
CI	compression ignition
CI-AFV	compression-ignition alternative fuel vehicles
CIDI	compression ignition, direct injection
CNG	compressed natural gas
CNGV	compressed natural gas vehicle
CO	carbon monoxide
CO ₂	carbon dioxide
DDGS	distillers' dried grains and solubles
DGS	distillers' grains and solubles
DI	direct injection
DME	dimethyl ether
DMM	dimethoxy methane
DOE	U.S. Department of Energy
DV	diesel vehicle
E10	mixture of 10% ethanol and 90% gasoline by volume
E85	mixture of 85% ethanol and 15% gasoline by volume
E90	mixture of 90% ethanol and 10% gasoline by volume
E95	mixture of 95% ethanol and 5% gasoline by volume
EF	emission factor
EIA	Energy Information Administration
EPA	U.S. Environmental Protection Agency
ETBE	ethyl tertiary butyl ether
EtOH	ethanol
EV	electric vehicle



EVTECA	Electric Vehicle Total Energy Cycle Analysis
FCV	fuel-cell vehicle
FFV	flexible-fuel vehicle
FG	flared gas
FRFG1	federal Phase 1 reformulated gasoline
FRFG2	federal Phase 2 reformulated gasoline
FTD	Fischer-Tropsch diesel
FT50	mixture of 50% Fischer-Tropsch diesel and 50% diesel by volume
FTP	federal test procedure
FUDS	federal urban driving schedule
GC	grid connected
GHG	greenhouse gas
GI	grid independent
GREET	Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation
GRI	Gas Research Institute
GV	gasoline vehicle
GVW	gross vehicle weight
GVWR	gross vehicle weight rating
GWP	global warming potential
H ₂	hydrogen
H ₂ S	hydrogen sulfide
HC	hydrocarbon
HCHO	formaldehyde
HDT	heavy-duty truck
HEV	hybrid electric vehicle
HHV	high heating value
HLDT	heavy light-duty truck
IGCC	integrated gasification with combined cycle
ICE	internal combustion engine
ICEV	internal combustion engine vehicle
I/M	inspection and maintenance
INEEL	Idaho National Engineering and Environmental Laboratory
IPCC	Intergovernment Panel on Climate Change
K ₂ O	potassium oxide (potash)
LCA	life-cycle analysis
LDGT1	light-duty gasoline truck 1 with a gross vehicle weight of up to 6,000 lb
LDGT2	light-duty gasoline truck 2 with a gross vehicle weight of 6,001–8,500 lb
LDT	light-duty truck with gross vehicle weight of 0–8,500 lb
LDT1	light-duty truck 1 with gross vehicle weight of 0–6,000 lb
LDT2	light-duty truck 2 with gross vehicle weight of 6,001–8,500 lb
LEBS	low emission boiler systems
LEV	low-emissions vehicle
LHV	low heating value
LLDT	light light-duty truck
LNG	liquefied natural gas
LPG	liquefied petroleum gas



LPGV	liquefied petroleum gas vehicle
M85	mixture of 85% methanol and 15% gasoline by volume
M90	mixture of 90% methanol and 10% gasoline by volume
M95	mixture of 95% methanol and 5% gasoline by volume
M100	100% methanol by volume (pure methanol)
MeOH	methanol
MSW	municipal solid waste
MTBE	methyl tertiary butyl ether
MY	model year
N	elemental nitrogen
N ₂ O	nitrous oxide
N ₂ O-N	nitrogen in N ₂ O
Na/S	sodium/sulfur
NaOH	sodium hydroxide
NG	natural gas
NH ₃	ammonia
NLEV	National Low-Emission Vehicle
NMHC	nonmethane hydrocarbon
NMOG	nonmethane organic gas
NO	nitrogen oxide
NO ₃ ⁻	nitrate
NO ₃ ⁻ -N	nitrogen in nitrate
NO _x	nitrogen oxides
NREL	National Renewable Energy Laboratory
NSPS	New Source Performance Standards
OBDII	stage 2 on-board diagnosis system
OEM	original equipment manufacturer
PFB/CC	pressurized fluidized-bed combustion with combined cycle
PM	particulate matter
PM ₁₀	particulate matter with diameters of 10 micrometers or less
POX	partial oxidation
P ₂ O ₅	phosphate
REP05	representative cycle No. 5
RFD	reformulated diesel
RFG	reformulated gasoline
ROG	reactive organic gas
RVP	Reid vapor pressure
SCAQMD	South Coast Air Quality Management District
SI	spark ignition
SI-AFV	spark-ignition alternative fuel vehicle
SIDI	spark-ignition, direct-injection
SMR	steam methane reforming
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SULEV	super ultra-low emission vehicle
T50	temperature at which 50% of gasoline is vaporized



T90	temperature at which 90% of gasoline is vaporized
T&S	transportation and storage
T&S&D	transportation, storage, and distribution
TAME	tertiary amyl methyl ether
TECA	total energy-cycle analysis
THC	total hydrocarbon
ULEV	ultra-low emission vehicle
USDA	U.S. Department of Agriculture
VFV	variable-fuel vehicle
VMT	vehicle miles traveled
VOC	volatile organic compound
ZnO	zinc oxide
ZnS	zinc sulfide

Units of Measure

bbbl	barrel
Btu	British thermal unit
bu	bushel
d	day
ft ³	cubic foot
g	gram
gal	gallon
GJ	giga joule
ha	hectare
kcal	kilocalorie
kg	kilogram
kWh	kilowatt-hour
L	liter
lb	pound
mi	mile
mpg	miles per gallon
mpgeg	miles per gasoline-equivalent gallon
nm ³	normal cubic meter
ppm	parts per million
ppmw	parts per million weight
psi	pounds per square inch
scf	standard cubic foot
yr	year

Foreword

This report is a revision to a previous Argonne National Laboratory report entitled *GREET 1.0 — Transportation Fuel Cycles Model: Methodology and Use* (dated June 1996). The 1996 report documented the methodologies, key assumptions, and results of the development and use of the first version of the **Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (GREET)** fuel-cycle model developed at Argonne National Laboratory. Since then, the GREET 1.0 model has been significantly expanded and improved. The model has evolved into three modules (each comprising a series of versions): the first module covers fuel-cycle energy and emissions of passenger cars and light-duty trucks (GREET 1.1, GREET 1.2, etc.); the second covers vehicle-cycle energy and emissions of passenger cars and light-duty trucks (GREET 2.1, GREET 2.2, etc.); and the third module covers fuel-cycle energy and emissions of heavy-duty trucks (gross vehicle weight over 8,500 pounds) (GREET 3.1, GREET 3.2, etc.).

In September 1998, GREET 1.4 was released with a draft report documenting its development. The model was posted at Argonne's transportation website at www.transportation.anl.gov/ttrdc/publications/papers_reports/techassess/ta_papers.html, and the draft report was sent to reviewers for comment. Since then, significant revisions and expansions have been made to both the report and the model. The current version of the 1-series model is GREET 1.5. This report documents the development and use of GREET 1.5. It includes portions of the 1996 report that have few changes (e.g., the introduction and review of previous fuel-cycle studies) to eliminate the need for readers to refer to the previous report. It also reflects reviewers' comments on the August 1998 draft report.

This report is separated into two volumes. Volume 1 presents GREET 1.5 development and use and discussions of fuel-cycle energy and emission results for passenger cars. Volume 2, comprising four appendices, presents detailed fuel-cycle results for passenger cars, light-duty trucks 1, and light-duty trucks 2.

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Abstract

This report documents the development and use of the most recent version (Version 1.5) of the **Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (GREET)** model. The model, developed in a spreadsheet format, estimates the full fuel-cycle emissions and energy use associated with various transportation fuels and advanced vehicle technologies for light-duty vehicles. The model calculates fuel-cycle emissions of five criteria pollutants (volatile organic compounds, carbon monoxide, nitrogen oxides, particulate matter with diameters of 10 micrometers or less, and sulfur oxides) and three greenhouse gases (carbon dioxide, methane, and nitrous oxide). The model also calculates total energy consumption, fossil fuel consumption, and petroleum consumption when various transportation fuels are used. The GREET model includes the following cycles: petroleum to conventional gasoline, reformulated gasoline, conventional diesel, reformulated diesel, liquefied petroleum gas, and electricity via residual oil; natural gas to compressed natural gas, liquefied natural gas, liquefied petroleum gas, methanol, Fischer-Tropsch diesel, dimethyl ether, hydrogen, and electricity; coal to electricity; uranium to electricity; renewable energy (hydropower, solar energy, and wind) to electricity; corn, woody biomass, and herbaceous biomass to ethanol; soybeans to biodiesel; flared gas to methanol, dimethyl ether, and Fischer-Tropsch diesel; and landfill gases to methanol. This report also presents the results of our analysis of fuel-cycle energy use and emissions associated with alternative transportation fuels and advanced vehicle technologies to be applied to passenger cars and light-duty trucks.



Section 1

Introduction

Alternative transportation fuels and advanced vehicle technologies are being promoted to help solve urban air pollution problems, reduce greenhouse gas (GHG) emissions, and relieve U.S. dependence on imported oil. To accurately and adequately evaluate the energy and emission effects of alternative fuels and vehicle technologies, researchers must consider emissions and energy use from upstream fuel production processes as well as from vehicle operations. This research area is especially important for technologies that employ fuels with distinctly different primary energy sources and fuel production processes, for which upstream emissions and energy use can be significantly different.

Studies were conducted to estimate fuel-cycle emissions and energy use associated with various transportation fuels and vehicle technologies. The results of those studies were influenced by the assumptions made by individual researchers regarding technology development, emission controls, primary fuel sources, fuel production processes, and many other factors. Because different methodologies and parametric assumptions were used by different researchers, it is difficult to compare and reconcile the results of different studies and to conduct a comprehensive evaluation of fuel-cycle emissions and energy use. Computer models for calculating emissions and energy use are needed to allow analysts and researchers to test their own methodologies and assumptions and make accurate comparisons of different technologies.

The Center for Transportation Research at Argonne National Laboratory has been conducting fuel-cycle analyses for various transportation fuels and vehicle technologies for the past 15 years. In 1996, with funding from the U.S. Department of Energy's (DOE's) Office of Transportation Technologies, Argonne developed a spreadsheet-based fuel-cycle model. The goal was to provide a simple computer tool that would allow researchers to evaluate fuel-cycle energy and emission impacts of various transportation technologies. Since its creation, the model has been used extensively by researchers at Argonne and other institutions to calculate the fuel-cycle energy requirements of and emissions from various alternative transportation fuels and advanced vehicle technologies. The model has evolved significantly since its introduction.

This report describes the development and use of the latest version of the **Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (GREET) model (Version 1.5)**. The GREET 1.5 model calculates, for a given fuel/transportation technology combination, the fuel-cycle emissions of five criteria pollutants: volatile organic compounds (VOCs), carbon monoxide (CO), nitrogen oxides (NO_x), sulfur oxides (SO_x), and particulate matter with diameters of 10 micrometers or less (PM₁₀). The model also calculates the fuel-cycle emissions of greenhouse gases — primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) — and the fuel-cycle consumption of total energy, fossil fuel, and petroleum. The model is designed to allow researchers to readily input their own assumptions and generate fuel-cycle energy and emission results for specific fuel/technology combinations.



This report comprises two volumes. Volume 1 addresses three areas of GREET development and use: (1) review of past and ongoing fuel-cycle studies; (2) methodologies, parametric assumptions, and data sources for the assumptions used in the GREET model; and (3) fuel-cycle energy and emission results for various fuel/technology combinations for passenger cars, as calculated by using the GREET model. Volume 2 contains four appendices that provide detailed fuel-cycle energy and emission results for passenger cars, light-duty trucks 1, and light-duty trucks 2.