

1 Supporting Information for:

2 **An updated emission inventory of vehicular VOCs/IVOCs**
3 **in China**

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9 **5 Tables (S1, S2, S3, S4, S5)**

10 **Table S1. Previous studies on emission inventory of VOCs from vehicles in China.**

| Study | Target year | Target region | Target emission sources | Target pollutants | China's Transport source NMVOCs emission amount in the target year (Gg/year) |
|------------------------------|-------------|---------------|-------------------------|--|--|
| <i>Bo et al. (2008)</i> | 1980 | China | Anthropogenic sources | NMVOCs | 217 |
| <i>Bo et al. (2008)</i> | 1985 | China | Anthropogenic sources | NMVOCs | 435 |
| <i>Bo et al. (2008)</i> | 1990 | China | Anthropogenic sources | NMVOCs | 807 |
| <i>Klimont et al. (2001)</i> | 1990 | China | Anthropogenic sources | NMVOCs | 2317 |
| <i>Tonooka et al. (2001)</i> | 1994-1995 | East Asia | Anthropogenic sources | NMVOCs, CO | 1477 |
| <i>Klimont et al. (2001)</i> | 1995 | China | Anthropogenic sources | NMVOCs | 3567 |
| <i>Li et al. (2003)</i> | 1995 | China | On-road transportation | THC, NMVOCs, CH ₄ , CO, NO _x , CO ₂ , SO ₂ , Pb, PM ₁₀ , N ₂ O | 3264 |
| <i>Klimont et al. (2001)</i> | 2000 | China | Anthropogenic sources | NMVOCs | 5071 |
| <i>Streets et al. (2003)</i> | 2000 | Asia | Anthropogenic sources | SO ₂ , NO _x , CO ₂ , CO, CH ₄ , NMVOCs, BC, OC, NH ₃ | 394.2 |
| <i>Liu et al. (2008)</i> | 2000 | China | Anthropogenic sources | VOCs | 2710 |
| <i>Bo et al. (2008)</i> | 2000 | China | Anthropogenic sources | NMVOCs | 3081 |
| <i>Wei et al. (2008)</i> | 2005 | China | Anthropogenic sources | NMVOCs | 4700 |
| <i>Cai et al. (2007)</i> | 2005 | China | On-road transportation | CH ₄ , CO, CO ₂ , NMVOCs, NO _x , PM ₁₀ , SO ₂ | 5911 |
| <i>Bo et al. (2008)</i> | 2005 | China | Anthropogenic sources | NMVOCs | 5490 |
| <i>Cai et al. (2009)</i> | 2005 | China | On-road transportation | NMVOCs | 5959 |

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|------------------------------|------|-------|-----------------------|---|------|
| <i>Zhang et al. (2009)</i> | 2006 | Asia | Anthropogenic sources | SO ₂ , NO _x , CO, NMVOCs, PM ₁₀ , PM _{2.5} , BC, OC | 6630 |
| <i>Li et al. (2014)</i> | 2006 | Asia | Anthropogenic sources | NMVOCs | 5475 |
| <i>Cao et al. (2011)</i> | 2007 | China | Anthropogenic sources | PM _{2.5} , BC, OC, SO ₂ , NO _x , CO, NH ₃ , VOCs | 4099 |
| <i>Klimont et al. (2001)</i> | 2010 | China | Anthropogenic sources | NMVOCs | 4495 |
| <i>Wei et al. (2011)</i> | 2010 | China | Anthropogenic sources | NMVOCs | 5630 |
| <i>Wei et al. (2011)</i> | 2015 | China | Anthropogenic sources | NMVOCs | 3570 |
| <i>Klimont et al. (2001)</i> | 2020 | China | Anthropogenic sources | NMVOCs | 3559 |
| <i>Wei et al. (2011)</i> | 2020 | China | Anthropogenic sources | NMVOCs | 2960 |

12 **Table S2. Mapping from vehicles in US to China certification level (Gasoline).**

| Vehicle name | Model year | Vehicle class* | Engine size (L) | Emission Certification Standard | Test cycle | Mapping to China Emission Certification Standard | Total IVOC Emission factors (mg/kg-fuel) |
|--------------|------------|----------------|-----------------|---------------------------------|------------|--|--|
| PreLEV-1 | 1987 | PC | 4 | Tier I | Cold UC | China1 | 259.11 |
| PreLEV-2 | 1988 | PC | 2 | Tier I | Cold UC | China1 | 1677.21 |
| PreLEV-2 | 1988 | PC | 2 | Tier I | Cold UC | China1 | 888.79 |
| PreLEV-4 | 1989 | PC | 1 | Tier I | Cold UC | China1 | 248.43 |
| PreLEV-3 | 1990 | M3 | 5 | Tier I | Cold UC | China1 | 99.04 |
| PreLEV-3 | 1990 | PC | 5 | Tier I | Hot UC | China1 | 105.66 |
| PreLEV-5 | 1991 | PC | 4 | LEV | Cold UC | China1 | 61.72 |
| PreLEV-8 | 1991 | PC | 4 | Tier I | Cold UC | China1 | 147.41 |
| PreLEV-9 | 1991 | PC | 4 | Tier I | Cold UC | China1 | 147.81 |
| PreLEV-10 | 1992 | PC | 3 | Tier I | Cold UC | China1 | 166.11 |
| PreLEV-11 | 1992 | PC | 4 | Tier I | Cold UC | China1 | 180.84 |
| PreLEV-14 | 1993 | PC | 5 | Tier I | Cold UC | China1 | 150.91 |
| PreLEV-15 | 1993 | T2 | 4 | Tier I | Cold UC | China1 | 613.58 |
| LEV1-8 | 1994 | PC | 2 | LEV1; Tier I | Cold UC | China2 | 235.33 |
| LEV1-1 | 1996 | PC | 2.7 | Tier I | Cold UC | China2 | 61.48 |
| LEV1-1 | 1996 | PC | 2.7 | Tier I | Cold UC | China2 | 50.11 |
| LEV1-2 | 1997 | PC | 3 | LEV | Cold UC | China2 | 25.08 |
| LEV1-2 | 1997 | PC | 3 | LEV | Cold UC | China2 | 20.05 |
| LEV1-2 | 1997 | PC | 3 | LEV | Hot UC | China2 | 30.46 |
| LEV1-16 | 1998 | PC | 1.8 | LEV1, TLEV | Cold UC | China3 | 127.22 |
| LEV1-3 | 1998 | PC | 3 | LEV | Cold UC | China2 | 93.10 |
| LEV1-3 | 1998 | PC | 3 | LEV | Arterial | China2 | 4.09 |
| LEV1-3 | 1998 | PC | 3 | LEV | Freeway | China2 | 26.28 |
| LEV1-17 | 1999 | T2 | 4 | LEV1, NLEV | Cold UC | China3 | 24.92 |
| LEV1-4 | 1999 | PC | 2 | TLEV | Cold UC | China2 | 9.18 |
| LEV1-19 | 2000 | PC | 3.5 | LEV1 | Cold UC | China3 | 45.36 |
| LEV1-19 | 2000 | PC | 3.5 | LEV1 | Cold UC | China3 | 53.69 |
| LEV1-21 | 2001 | PC | 2.2 | LEV | Cold UC | China4 | 25.36 |
| LEV1-24 | 2002 | PC | 5.7 | LEV | Cold UC | China4 | 29.98 |
| LEV1-24 | 2002 | PC | 5.7 | LEV | Cold UC | China4 | 36.44 |
| LEV1-25 | 2003 | PC | 3 | LEV1; Tier I | Cold UC | China4 | 84.17 |
| LEV1-26 | 2003 | PC | 1.8 | LEV1, ULEV | Cold UC | China4 | 41.24 |

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|---------|------|-----|-----|----------------------------------|----------|--------|--------|
| LEV1-6 | 2003 | PC | 3.5 | LEV1, NLEV | Cold UC | China4 | 460.25 |
| LEV2-8 | 2004 | PC | 2 | LEV2; Tier II, Bin 8 | Cold UC | China4 | 56.82 |
| LEV2-10 | 2005 | T2 | 3 | LEV2; Tier II, Bin 5 | Cold UC | China4 | 31.24 |
| LEV2-11 | 2005 | PC | 2 | LEV2, ULEV; Tier II, Bin 5 | Cold UC | China4 | 98.81 |
| LEV2-13 | 2008 | PC | 2 | LEV2, ULEV; Tier II, Bin 5 | Cold UC | China5 | 21.73 |
| LEV2-15 | 2008 | PC | 3 | LEV2 | Cold UC | China5 | 21.50 |
| LEV2-16 | 2008 | PC | 4 | LEV2; Tier II, Bin 5 | Cold UC | China5 | 7.10 |
| LEV2-2 | 2008 | T2 | 4 | LEV2 | Cold UC | China5 | 16.80 |
| LEV2-3 | 2008 | PC | 4 | LEV2 | Hot UC | China5 | 20.76 |
| LEV2-3 | 2008 | PC | 4 | LEV2 | Cold UC | China5 | 21.90 |
| LEV2-18 | 2009 | T2 | 6 | Tier II | Cold UC | China5 | 27.84 |
| LEV2-19 | 2009 | PC | 2 | LEV2, ULEV; Tier II, Bin 5 | Cold UC | China5 | 11.79 |
| LEV2-20 | 2009 | PC | 2 | LEV2, ULEV | Cold UC | China5 | 15.01 |
| LEV2-4 | 2010 | T2 | 4 | ULEV; Tier II | Cold UC | China5 | 6.84 |
| LEV2-4 | 2010 | T2 | 4 | ULEV; Tier II | Cold UC | China5 | 46.13 |
| LEV2-23 | 2011 | PC | n/a | LEV2, ULEV | Cold UC | China5 | 17.08 |
| LEV2-5 | 2011 | PC | 2 | ULEV | Cold UC | China5 | 28.02 |
| LEV2-5 | 2011 | PC | 2 | ULEV | Cold UC | China5 | 34.11 |
| LEV2-5 | 2011 | PC | 2 | ULEV | Cold UC | China5 | 16.37 |
| LEV2-6 | 2011 | PC | 4 | LEV2, ULEV | Cold UC | China5 | 20.66 |
| LEV2-6 | 2011 | PC | 4 | LEV2, ULEV | Arterial | China5 | 15.56 |
| LEV2-6 | 2011 | PC | 4 | LEV2, ULEV | Freeway | China5 | 25.84 |
| LEV2-24 | 2012 | M3 | 4 | ULEV | Cold UC | China5 | 18.89 |
| LEV2-7 | 2012 | PC | 2 | PZEV | Cold UC | China5 | 39.37 |
| LEV1-9 | N/A | N/A | N/A | N/A | Cold UC | China2 | 381.98 |

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15 **Table S3. Mapping from vehicles in US to China certification level (Diesel).**

| Vehicle ID | Model year | Mileage | Engine displacement (L) | Average fuel economy(MPG) | After-treatment | Mapping to China Emission Certification Standard | Total IVOC emission factors |
|------------|------------|---------|-------------------------|---------------------------|-----------------|--|-----------------------------|
| 1 | 2010 | 11000 | 14.9 | 4.5 | DPF+SCR+DOC | China6 | 104.85 |
| 1 | 2010 | 11000 | 14.9 | 4.5 | DPF+SCR+DOC | China6 | 16.67 |
| 2 | 2007 | 22000 | 12.8 | 4.9 | DPF+DOC | China5 | 1066.94 |
| 2 | 2007 | 22000 | 12.8 | 4.9 | DPF+DOC | China5 | 18.72 |
| 2 | 2007 | 22000 | 12.8 | 4.9 | DPF+DOC | China5 | 25.11 |
| 2 | 2007 | 22000 | 12.8 | 4.9 | DPF+DOC | China5 | 37.14 |
| 2 | 2007 | 22000 | 12.8 | 4.9 | DPF+DOC | China5 | 30.54 |
| 2 | 2007 | 22000 | 12.8 | 4.9 | DPF+DOC | China5 | 22.77 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 3448.35 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 626.95 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 565.07 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 703.41 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 3072.29 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 3858.87 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 592.03 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 687.64 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 685.02 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 5353.78 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 898.63 |
| 3 | 2006 | 94000 | 10.8 | 4.3 | NONE | China4 | 796.78 |
| 4 | 2005 | 66000 | 6.6 | 11.8 | DOC* | China4 | 767.83 |
| 5 | 2001 | 159000 | 5.9 | 13.7 | NONE | China3 | 631.35 |

17 **Table S4. VOCs emission factors used in this study (mg/km).**

| Passenger vehicles | | | | | | |
|---------------------------|---------|---------|---------|---------|------------|---------|
| | China 0 | China 1 | China 2 | China 3 | China 4 | China 5 |
| LDGTAs | 3.840 | 1.368 | 0.963 | 0.454 | 0.277 | 0.257 |
| LDDTAs | 0.785 | 0.071 | 0.046 | 0.024 | 0.016 | 0.016 |
| LDABs | 3.788 | 0.433 | 0.398 | 0.115 | 0.066 | 0.293 |
| LDGPVs | 2.685 | 0.663 | 0.314 | 0.191 | 0.075 | 0.056 |
| LDDPVs | 0.785 | 0.071 | 0.046 | 0.024 | 0.016 | 0.016 |
| LDAPVs | 2.236 | 0.236 | 0.164 | 0.094 | 0.062 | 0.091 |
| MDGBUs | 5.144 | 5.255 | 1.980 | 0.869 | 0.418 | 0.418 |
| MDDBUs | 2.668 | 0.576 | 0.351 | 0.283 | 0.107 | 0.054 |
| MDABs | 3.840 | 3.200 | 2.860 | 1.720 | 1.192 | 1.192 |
| MDGPVs | 3.695 | 2.567 | 1.443 | 0.373 | 0.107 | 0.107 |
| MDDPVs | 1.493 | 1.425 | 0.425 | 0.364 | 0.383 | 0.383 |
| MDAPVs | 1.920 | 1.600 | 1.430 | 0.860 | 0.596 | 0.596 |
| HDGBUs | 5.144 | 5.255 | 1.980 | 0.869 | 0.418 | 0.418 |
| HDDBUs | 2.668 | 0.576 | 0.351 | 0.283 | 0.107 | 0.054 |
| HDABs | 3.840 | 3.200 | 2.860 | 1.720 | 1.192 | 1.192 |
| HDGPVs | 5.144 | 5.255 | 1.980 | 0.869 | 0.418 | 0.418 |
| HDDPVs | 2.668 | 0.576 | 0.351 | 0.283 | 0.107 | 0.054 |
| HDAPVs | 3.840 | 3.200 | 2.860 | 1.720 | 1.192 | 1.192 |
| Trucks | | | | | | |
| | China 0 | China 1 | China 2 | China 3 | China 4/ 5 | |
| Urban road | LDGTs | 5.391 | 3.593 | 2.389 | 0.637 | 0.176 |
| | LDDTs | 2.267 | 2.205 | 1.411 | 0.384 | 0.194 |
| | MDGTs | 7.441 | 7.326 | 3.268 | 1.482 | 0.619 |
| | MDDTs | 4.863 | 1.742 | 0.455 | 0.219 | 0.111 |
| | HDGTs | 7.295 | 7.306 | 3.249 | 1.464 | 0.600 |
| | HDDTs | 4.413 | 0.970 | 0.562 | 0.276 | 0.139 |
| Provincial road | LDGTs | 4.040 | 2.693 | 1.841 | 0.530 | 0.147 |
| | LDDTs | 1.699 | 1.653 | 1.087 | 0.320 | 0.162 |
| | MDGTs | 5.577 | 5.490 | 2.449 | 1.111 | 0.464 |
| | MDDTs | 3.645 | 1.306 | 0.341 | 0.164 | 0.083 |
| | HDGTs | 5.467 | 5.475 | 2.435 | 1.097 | 0.450 |
| | HDDTs | 3.308 | 0.727 | 0.421 | 0.207 | 0.105 |
| National road | LDGTs | 4.376 | 2.916 | 1.924 | 0.549 | 0.152 |
| | LDDTs | 1.840 | 1.790 | 1.136 | 0.331 | 0.167 |
| | MDGTs | 6.040 | 5.946 | 2.652 | 1.203 | 0.503 |
| | MDDTs | 3.947 | 1.414 | 0.369 | 0.178 | 0.090 |
| | HDGTs | 5.921 | 5.930 | 2.637 | 1.188 | 0.487 |
| | HDDTs | 3.582 | 0.787 | 0.456 | 0.224 | 0.113 |
| Freeway | LDGTs | 4.119 | 2.745 | 1.837 | 0.536 | 0.148 |

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|-------------|-------|-------|-------|-------|-------|-------|
| | LDDTs | 1.732 | 1.685 | 1.085 | 0.323 | 0.163 |
| | MDGTs | 5.685 | 5.597 | 2.497 | 1.132 | 0.473 |
| | MDDTs | 3.716 | 1.331 | 0.348 | 0.168 | 0.085 |
| | HDGTs | 5.574 | 5.582 | 2.483 | 1.118 | 0.458 |
| | HDDTs | 3.372 | 0.741 | 0.429 | 0.211 | 0.107 |
| | LDGTs | 7.010 | 4.673 | 3.059 | 0.798 | 0.221 |
| | LDDTs | 2.948 | 2.868 | 1.806 | 0.482 | 0.243 |
| County road | MDGTs | 9.677 | 9.527 | 4.250 | 1.927 | 0.805 |
| | MDDTs | 6.324 | 2.266 | 0.592 | 0.285 | 0.145 |
| | HDGTs | 9.487 | 9.501 | 4.226 | 1.903 | 0.780 |
| | HDDTs | 5.740 | 1.261 | 0.731 | 0.358 | 0.181 |

18

19

20 **Table S5. IVOCs emission factors used in this study (mg/km).**

| Passenger vehicles | | | | | |
|---|-----------|--------------|---------|---------|--------------|
| | China 0/1 | China 2 | China 3 | China 4 | China 5 |
| LDDTAs/LDGTAs/LDGPVs/LDDPVs | 0.09138 | 0.00962 | 0.00796 | 0.00394 | 0.00145 |
| MDGBUs/MDDDBUs/MDGPVs/MDDPVs | 0.01809 | 0.00420 | 0.00515 | 0.00515 | 0.00207 |
| HDGBUs/HDDDBUs/HDGPVs/HDDPVs | 0.01628 | 0.00434 | 0.00434 | 0.02469 | 0.00224 |
| Trucks | | | | | |
| | | China 0/1 | China 2 | China 3 | China 4/5 |
| Urban road/Provincial road/National road/Freeway/County road | LDGTs | 0.07002 | 0.00260 | 0.00277 | 0.00226 |
| | LDDTs | 0.05252 | 0.05252 | 0.07415 | 0.07415 |
| | MDGTs | 0.10503 | 0.00390 | 0.00416 | 0.00339 |
| | MDDTs | 0.07878 | 0.07878 | 0.11123 | 0.11123 |
| | HDGTs | 0.10503 | 0.00390 | 0.00416 | 0.00339 |
| | HDDTs | 0.07878 | 0.07878 | 0.11123 | 0.11123 |