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3.4.3 Traffic Volume in Alleys

Table 3.4.10 Number of Vehicles Observed in Alleys

——Coordinate N-S of the Square of 1km ² ——Coordinate N-S of the Square of 1km ² ——Pread Length (m) within the             ——Vehicle Number (         —             ——Vehicle Number (         ——Vehicle Number (         —             —             —             —             —             —             —             —             —             —             —             —             —       <	<ul> <li>N-S of the Square of 1km²</li> <li>Road Length (m) within the Square</li> <li>Proad Length (m) within the Square</li> <li>Vehicle Number Observed</li> <li>Type B : B</li> <li>Titto, Type B : B</li> &lt;</ul>	m ² the Square the Square T Type B : Buses Type B : Buses ditto, Type C : Trucks — ditto, Sum o — ditto, Sum o — <u>ditto, Sum o</u> — <u>12</u> <u>217</u> <u>12</u> <u>217</u> <u>12</u> <u>217</u> <u>12</u> <u>217</u> <u>12</u> <u>217</u> <u>12</u> <u>217</u> <u>13</u> <u>216</u> <u>135</u> <u>216</u>	ype A : P f A B and Squivalent	Fype A : Passenger Cars         s         of A B and C         Equivalent hourly Traffic Volume (cars/h)         — Reference Point of Road Ride Survey         — Reference Point of Road Ride Survey         — Reference Point of Road Ride Survey         — Share of the Traffic Volume from 8 to 16         out of 24 hours at Reference Point (%)         out of 24 hours at Reference Point (%)         et as 150 at 05         et as 150
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16797         174         54         49         277         360         312         89         47.8         47.8         47.8         47.8         47.8         47.8         47.8         47.8         47.8         47.8         47.8         47.8         47.8         55.8         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5         54.5 <td></td> <td>1.7</td> <td>5415</td> <td>38</td> <td>23</td> <td>19</td> <td>08</td> <td>287</td> <td>8</td> <td></td> <td>352</td>		1.7	5415	38	23	19	08	287	8		352
161         218         60         16         360         312         60         65           763         74         11         10         95         193         2         46.5           7635         38         58         2         10         2         46.5           7635         38         38         2         46.5         46.5         46.5           7555         38         23         2         46.5         46.5         46.5           7356         137         53         2         41         4         51.2         46.5           14145         138         137         128         138         46.5         51.2         46.5         51.2           1415         138         139         51         2         41         4         51.2         2         46.5         51.2         2         46.5         51.2         2         46.5         51.2         2         46.5         51.2         2         46.5         51.2         2         46.5         51.2         2         46.5         51.2         2         46.5         51.2         2         46.5         51.2         2         46.5		18	16787	174	54	49	- 662	360	8		611
581         54         16         2         72         183         2         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5			16170	278	66.	16	360	312	<b>8</b> 0		538
7882         74         11         10         10         95         160         2         46.5         46.5         46.5         46.5         46.5         46.5         46.5         5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5         46.5		20	5501	54	16	2	72	183	2		315
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23956         137         53         51         241         141         612         51.2           6132         102         17         0.9         72         0.3         72         0.3         72         0.3         72         0.3         72         0.3         72         0.3         72         0.3         73         0.3         72         0.3         73         0.3         72         0.3         73         0.3         72         0.3         73         0.3         73         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0.3         0		23	4548	58	32	ø	86	302	4	46.5	5190
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6132 $125$ $20$ $17$ $162$ $370$ $a$ $51.2$ $1118$ $102$ $17$ $24$ $193$ $8$ $47.6$ $14537$ $1389$ $56$ $24$ $8$ $47.6$ $14019$ $189$ $87$ $8$ $47.6$ $14019$ $189$ $87$ $8$ $47.6$ $14019$ $189$ $87$ $8$ $47.6$ $14019$ $222$ $85$ $246$ $8$ $47.6$ $14019$ $222$ $85$ $333$ $340$ $286$ $246.5$ $14019$ $112$ $333$ $340$ $286$ $246.5$ $246.5$ $1400$ $16$ $5$ $261$ $4$ $51.7$ $25.2$ $23020$ $10$ $272$ $223$ $46.5$ $26.6$ $46.5$ $26.6$ $1720$ $7$ $16$ $112$ $112$ $127$ $25.2$ $45.5$		13	21.776	619	72	43	- 7EL	472	4	51.2	1375
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14545 $199$ $50$ $24$ $273$ $263$ $263$ $8$ $47.6$ $19683$ $252$ $41$ $74$ $367$ $261$ $8$ $47.6$ $19845$ $252$ $41$ $74$ $261$ $8$ $47.6$ $11037$ $1489$ $37$ $22$ $216$ $216$ $27$ $261$ $1013$ $118$ $37$ $22$ $216$ $22$ $46.5$ $1013$ $118$ $37$ $22$ $216$ $22$ $46.5$ $1013$ $118$ $56$ $22$ $233$ $169$ $22$ $20031$ $15$ $15$ $22$ $27$ $42$ $23.6$ $23352$ $47$ $10$ $22$ $233.2$ $23.6$ $24.6$ $23363$ $16$ $15$ $22$ $57$ $42$ $22.6$ $23364$ $15$ $12$ $22$ $27$ $42$ $25.4$ $23363$ $169$ $16$ $16$ $22$ $23.6$ $47.6$ $23364$ $1276$ $77$ $20$ $177$ $217$ $177$ $23364$ $129$ $12$ $22$ $23$ $44$ $51.2$ $23364$ $49$ $16$ $12$ $22$ $45.5$ $22.6$ $23364$ $180$ $18$ $22$ $47.6$ $51.2$ $23364$ $48$ $22$ $16$ $12$ $22$ $45.5$ $2336$ $180$ $16$ $16$ $22$ $46.5$ $51.2$ $2346$ $180$ $16$ $12$ $22$ $2$		17	11118	102	17	24	1.43	192	æ	47.8	386
19.62         252         41         74         367         261         8         47.6           14019         189         36         21         21         246         8         47.6           14019         189         36         21         21         246         8         47.6           14013         118         39         37         26         14         39         46.5           14013         118         39         56         28         2         86.5         2         46.5           14013         118         39         56         28         2         28         2         46.5         2         46.5         2         46.5         2         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         46.5         5         5         5         5         5         5         5         5         5<	[	18	14545	001	a la	40	204	676		47.0	647
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16496         222         85         39         540         246         240         246         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         46.5         2         2         46.5         2         2         46.5         2         2         46.5         2         2         46.5         2         2         46.5         2         2         46.5         2         2         46.5         2         2         2         2         2         2         2         2         2		10	19120	2011	000	. 1 7			0 4		100
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1120 $17$ $55$ $1$ $59.4$ $11295$ $95$ $7$ $19$ $22$ $563.4$ $51.2$ $93.4$ $396$ $43$ $15$ $16$ $19$ $121$ $1563$ $4$ $51.2$ $9$ $396$ $43$ $16$ $16$ $10$ $63$ $2227$ $4$ $51.2$ $9$ $2396$ $48$ $167$ $16$ $10$ $26$ $349$ $4$ $51.2$ $9$ $4565$ $80$ $167$ $7$ $6$ $118$ $180$ $4$ $51.2$ $9$ $4503$ $180$ $10$ $7$ $4$ $118$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$ $8$ $47.6$	T	s I	4322	47	18	6	69.	217		56.4	344
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326 $48$ $16$ $19$ $121$ $1296$ $4$ $51.2$ $31.2$ $2646$ $48$ $16$ $16$ $16$ $16$ $23$ $2276$ $4$ $51.2$ $310$ $8866$ $187$ $7$ $6$ $16$ $16$ $16$ $23$ $275$ $4$ $51.2$ $8866$ $187$ $7$ $6$ $218$ $8$ $47.8$ $8866$ $187$ $7$ $21$ $186$ $8$ $47.8$ $19528$ $221$ $12$ $19$ $261$ $8$ $47.8$ $10528$ $221$ $12$ $22$ $335$ $8$ $47.8$ $10528$ $252$ $335$ $88$ $47.8$ $10528$ $250$ $335$ $88$ $47.8$ $1284$ $258$ $492$ $88$ $47.8$ $1284$ $366$ $128$ $50$ $512$ $467$ $1284$ $128$ $50$ $512$ $467$ $6$ $1284$ $128$ $50$ $512$ $467$ $6$ $1284$ $128$ $50$ $512$ $467$ $6$ </td <td>T</td> <td>7 0</td> <td>11005</td> <td>18</td> <td></td> <td>8</td> <td>29</td> <td>363</td> <td>4</td> <td>51.2</td> <td>2000</td>	T	7 0	11005	18		8	29	363	4	51.2	2000
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4595     80     10     50     90     77     4     113       8866     107     7     4     118     182     4     51.2       16033     180     10     5     90     275     4     51.2       16033     180     10     20     216     182     47.0       16033     180     10     20     216     183     8     47.0       160528     221     12     19     216     183     8     47.0       16053     218     40     25     335     8     47.0       22544     348     40     52     365     6     49.0       1707     25     372     261     8     47.0       1707     25     365     56     49.0       1707     365     6     49.0       1708     46     572     272     6     49.0       1708     48     542     272     270     6     49.0       1280     4     3     5     572     467     6     49.0       1280     4     3     5     572     467     6     49.0       388     5     572	Γ		270	01		4	63	1222	4	2.16	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
8266     107     7     5     90     275     4     51.2       8266     107     7     6     19     275     4     51.2       16033     180     18     18     18     47.6       10528     221     12     19     252     335     8     47.6       10528     24     12     19     252     335     8     47.6       10528     251     12     19     252     335     8     47.6       10528     250     70     261     8     47.6       12070     250     70     561     8     47.6       12070     250     70     561     6     49.6       1707     250     572     361     6     49.6       1707     366     128     58     572     361     6     49.6       1280     10     5     19     572     278     6     49.6       1280     18     58     59     572     278     6     49.6       1280     18     56     572     572     543     6     49.6       1280     18     57     57     576     56     49.6	T	2	10407	90		BI	60	840	9	51.2	242
1600     167     7     4     118     186     8     47.6       16523     188     18     18     18     47.6       19528     221     12     19     28     47.6       19528     221     12     19     28     47.6       19528     221     12     19     28     8     47.6       2534     348     49     24     28     8     47.6       17878     253     365     26     49.6     8       17876     256     70     52     372     305     6     49.6       17160     434     38     50     572     467     6     49.6       28064     366     128     48     542     272     305     6     49.6       28064     366     128     48     508     6     49.6     6     49.6       340     4     3     5     5     494     6     49.6	T	0	4080	98	<u>،</u>	2 :	06	275	4	S1.2	429
10523         186         1.0         2.0         2.16         1.83         8         47.6           10528         221         1.2         19         252         335         8         47.6           2558         25         12         19         252         335         8         47.6           2254         34         49         2         21         261         8         47.6           17160         250         72         365         6         49.6         8         47.6           17160         434         38         52         372         365         6         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         49.6         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         49.6         8         8         6         49.6         8         8         6         49.6         8         8         6	T		0022	1.6.1	2	4	118	186	8	47.0	317
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17070         250         70         52         372         305         6         49.0           17160         434         88         50         572         457         6         49.0           28064         366         128         48         542         270         6         49.0           28064         36         128         48         542         2700         6         49.0           1280         10         7         2         19         208         6         49.0           340         4         3         5         49.0         6         49.0		20	22544	348	49	2.4	421	261	8	47.3	445
17160         434         88         50         572         467         6         49.0         6           23064         366         128         48         542         270         6         49.0         6           1280         10         7         2         19         268         6         49.0         6           346         12         7         2         19         268         6         49.0         6           340         4         3         5         494         6         49.0         6		21	17078	250	- 02	52	372	305	6		498
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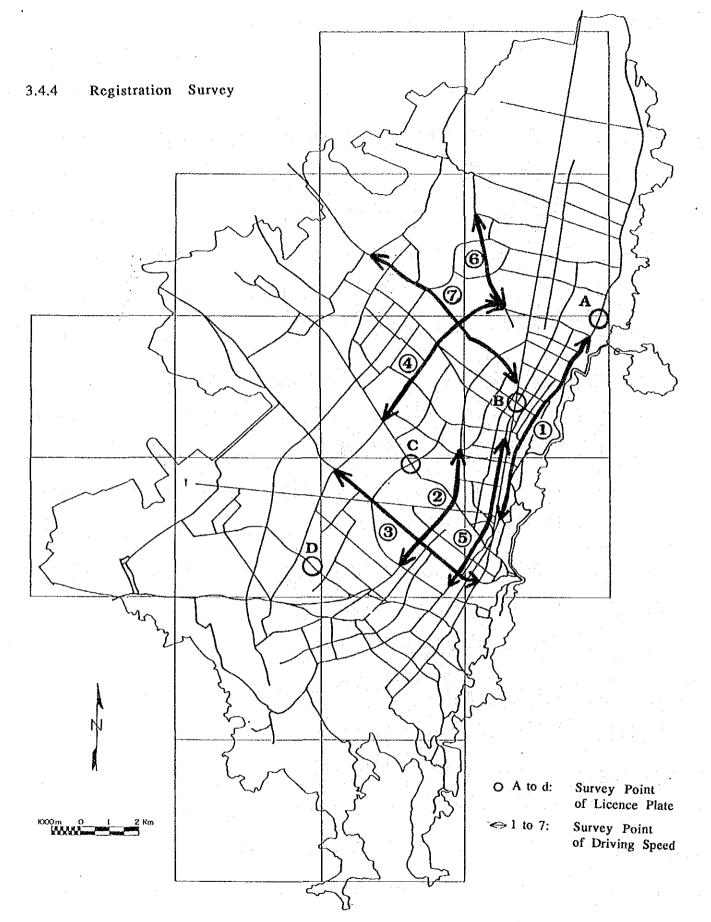
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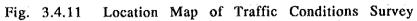
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8-16/0-24 相	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	49.8	49.8	45.1 }	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.2			
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夏賀く	2891	470	11	541	362	403	381	286	25	.0	93	105	123	153	336	- 74	318	275	218	25	081	22	83	239	285	138.1	63	126.	83	23	53			
C(台) 写	39	\$	6	4	1	15	4	3	0	63	60 F	6	0	1	4	2	ò	3	4	0	17	2	S	18	11	8	1	8	9	-1	2	•		
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Table 3.4.11 Survey of Motorvehicle Registration

Item					Name of Road	Road			
·		A. Ave	A. Avenida 7	B. Avenidi	B. Avenida CARACAS	C. Autopista	C. Autopista ELDORADO	D. Aventd	D. Avenida 1 de MAYO
Surve	Survey Point	Escuela d	Escuela de Caballeria	Calle 72	72	Carrera 50	a 50	Tejar	ar
Date		Sep. 18, 1990	, 1990	Sep. 17, 1990	1990	Sep. 19, 1990	1990	Sep. 20, 1990	Sep. 21, 1990
Time		7:30 ~ 9:00	17:00 ~ 18:30	12:00 ~ 13:30	16:00 ~ 18:00	10:30 ~ 12:00	16:00 ~ 17:30	7:30 ~ 9:00	17:00 ~ 18:30
Direction	tion	ທ ↑ z	S→N	N ↓ S	Z ↑ S	E↓W	E E M	M ₩	Ē↓₩
Car Type	Regis- tration								
	V	3 (16.7%)	6 (75.0%)	0	0	3 (4.7%)	5 (8.9%)	28 (42.4%)	71 (59.2%)
P77	Å	15 (83.3%)	2 (25.0%)	36 (100%)	27 (100%)	61 (95.3%)	51 (91.1%)	36 (54.6%)	42 (35.0%)
	C C	0	0	0	0	0	0	2 (3.0%)	7 (5.8%)
16	¥	782 (98.0%)	1,428 (99.4%)	579 (90.6%)	708 (84.5%)	367 (99.7%)	386 (96.5%)	541 (97.6%)	849 (93.2%)
2	р	16 (2.0%)	8 (0.6%)	51 (8.0%)	118 (14.1%)	1 (0.3%)	14 (3.5%)	12 (2.2%)	54 (5.9%)
	C C	0	0	9 (1.4%)	12 (1.4%)	0	0	1 (0.2%)	8 (0.9%)
	Y	163 (59.5%)	246 (62.7%)	76 (38.2%)	126 (42.3%)	255 (44.6%)	208 (44.0%)	215 (52.1%)	415 (49.2%)
က	B	98 (35.8%)	114 (29.1%)	75 (37.7%)	141 (47.3%)	299 (52.4%)	257 (54.3%)	184 (44.5%)	390 (46.3%)
	ပ	13 (4.7%)	32 (8.2%)	48 (24.1%)	31 (10.4%)	17 (3.0%)	8 (1.7%)	14 (3.4%)	38 (4.5%)
	Ł	3,186 (41.1%)	4,192 (43.5%)	831 (71.9%)	799 (52.9%)	1.543 (64.7%)	1.816 (68.6%)	811 (68.0%)	1,734 (74.7%)
4	£	3.922 (50.6%)	4,223 (43.8%)	253 (21.9%)	609 (40.4%)	769 (32.2%)	796 (30.0%)	368 (30.8%)	554 (23.9%)
	Ö	648 (8.3%)	1.225 (12.7%)	72 (6.2%)	101 (6.7%)	75 (3.1%)	37 (1.4%)	14 (1.2%)	32 (1.4%)
	Note:	Type 1: Camion, Vol Type 2: Bus, Buseta Type 3: Campero, C Type 4: Automovil, N	Type 1: Camion, Volqueta, Tractomula Type 2: Bus, Buseta Type 3: Campero, Camioneta Type 4: Automovil, Microbus	omula	Registration A: Registration B: Registration C:	Cars registrated Cars registrated CUNDINAMARC. Cars registrated	Cars registrated in BOGOTA D.E. Cars registrated in other cities in Departamento CUNDINAMARCA (the same state as Regist. A) Cars registrated in other states/departamentos	Departamentc as Regist. A) lepartamentos	

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3.4.5 Driving Speed Survey

Table 3.4.12 Survey of Average Driving Speed of Automobiles

No.	Name of Roads	Distance (km)	Course	Date & Time	Average Speed (km/h)	Waiting at Intersections Frequency (Average Time (second))
			Calle 45 \rightarrow Calle 100 Calle 100	Sep. 18, '90 8:53~9:11 Sep. 18, '90	20.6	8 (53)
1	Carrera 7a	6.30	\rightarrow Calle 45 Calle 45	9:13~9:26 Sep. 21, '90	30.8	2 (63)
			\rightarrow Calle 100 Campin (Cll. 55)	18:48~19:00 Sep. 18, '90	30.7	1 (88)
			$\rightarrow \text{Avenida 6}$ Avenida 6	9:40~9:54 Sep. 18, '90	22.3	8 (34)
0	Carrera 30	4.93	\rightarrow Campin Avenida 6	9:57~10:08 Sep. 25, '90	26.9	5 (38)
			\rightarrow Campin Campin (Cll. 55)	18:48~19:02 Sep. 25, '90	21.0	4 (68)
			→ Avenida 6	19:06~19:17	27.3	8 (19)
3	Calle 13	6.55	Cra. 7 (El Tiempo) → Ave. 68 Avenida 68	Sep. 21, '90 18:00~18:22 Sep. 21, '90	18.2	8 (47)
			→ Carrera 7a	18:25~18:38	29.5	7 (27)
(1)	Avenida	6.08	Calle 26 → Avenida Suba Avenida Suba	Sep. 24, '90 17:55~18:12 Sep. 24, '90	20.8	3 (95)
	68	 	→ Calle 26	18:14~18:25	31.2	4 (34)
6	Avenida	5.35	Calle 60 \rightarrow Calle 11 Calle 11	Sep. 18, '90 10:15~10:29 Sep. 19, '90	22.2	10 (22)
9	Caracas	0.00	$\rightarrow Calle 60$ Calle 60	17:22~17:41 Sep. 19, '90	17.1	9 (38)
			\rightarrow Calle 11	17:47~18:09	14.8	9 (55)
6	Avenida SUBA	3.63	Diagonal 129 → Avenida 68	Sep. 27, '90 7:12~7:25	17.7	6 (38)
Ø	Avenida 81	7.23	Ave. Caracas → Carrera 92	Sep. 25, '90 19:45~20:07	19.7	7 (103)
· · · · · · · · · · · · · · · · · · ·		3.40	Ave. Caracas (Cll. 11) \rightarrow Laboratorio	Sep. 18, '90 10:29~11:51	8.7	-
8	Minor Roads	3.40	Laboratorio \rightarrow Ave. Caracas (Calle 11)	Sep. 19, '90 17:07~17:22	15.0	· -
		10.30	Ave. Caracas (Cll. 11) \rightarrow Cll. 76 (Cra. 15)	Sep. 19, '90 18:09~18:44	17.7	-

Direc-		Date and	Distance	Average	Frequency of Stop for Passengers	
tion	Course	Time	(km)	Speed (km/h)	Fre- quency	per km
N→C	Autopista NORTE \rightarrow Ave. CARACAS	Sep. 27 7:31~8:10	10.88	15.9	28	2.6
C → N	Ave. CARACAS \rightarrow Autopista NORTE	Sep. 28 20:45~21:25	9.13	13.7	46	5.0
N → C	Ave. 7 \rightarrow Carrera 7	Sep. 27 8:35~9:00	11.88	28.5	8	0.7
C → N	Carrera 7 \rightarrow Ave. 7	Sep. 28 11:20~12:05	11.88	20.4	10	0.8
N → C	Autopista NORTE \rightarrow Ave. CARACAS	Sep. 25 7:15~8:45	16.68	11.1	20	1.2
$NW \rightarrow C$	Transversal 91 \rightarrow Calle 81 \rightarrow Ave. BOYACA	Sep. 27 6:55~7:23	9.88	21.2	37	3.7
$NW\toC$	Calle 26	Sep. 27 7:35~8:00	7.00	16.8	28	4.0
SW -→ C	Ave. AMERICAS	Sep. 27 7:30~8:02	7.88	14.8	2	0.3
SW→C	Ave. AMERICAS	Oct. 1 7:38~8:15	7.88	12.8	4	0.5
SW→C	Autopista SUR \rightarrow Cra. 72 \rightarrow Cll. 64S \rightarrow Cll. 61BS \rightarrow Cll. 60AS \rightarrow Cra. 16B \rightarrow Ave. 13S \rightarrow Cll. 36S \rightarrow	Sep. 26 6:50~7:55	23.08	21.3	80	3.5
	Ave. 27S \rightarrow Cll. 1A \rightarrow Ave. 10					
C → SW	Ave. $10 \rightarrow Cll. 1A \rightarrow$ Ave. 27S \rightarrow Autopista SUR	Sep. 25 18:20~19:50	17.03	11.4	150	8.8
S→C	Ave. $10 \rightarrow \text{Calle } 23$	Sep. 26 8:06~8:35	4.18	8.6	32	7.7
C→S	Calle 22 \rightarrow Ave. 10	Sep. 26 17:43~18:14	4.18	8.1	42 ·	10.1
Centro $(N \rightarrow S)$	Ave. CARACAS	Sep. 26 8:23~8:34	2.70	14.7	14	5.2
Centro $(S \rightarrow N)$	Ave. CARACAS	Sep. 26 17:15~17:34	2.70	8.5	19	7.0
Centro $(S \rightarrow N)$	Ave. CARACAS	Sep. 25 16:15~16:45	3.35	6.7	15	4.5
Centro (W \rightarrow E)	Ave. CARACAS \rightarrow Cll. 24 \rightarrow Cra. 13 \rightarrow Cll. 19	Sep. 26 12:27~12:35	3.63	27.2	6	1.7
Centro $(E \rightarrow W)$	Calle 19 \rightarrow Ave. CARACAS	Sep. 26 13:45~13:58	3.67	16.9	6	1.6
Centro $(S \rightarrow N)$	Ave. CARACAS	Sep. 24 16:15~16:50	4.78	8.9	20	4.2
Centro $(N \rightarrow S)$	Ave. CARACAS	Sep. 24 17:30~18:20	9.00	10.8	25	2.8

Table 3.4,13 Survey of Average Bus/Buseta Speeds

Note: C - Centro Ave. - Avenida Cra. - Carrera Cll. - Calle

3.5 Motor Vehicle Exhaust Gas Measurement

Table 3.5.1 Results of Exhaust Gas Measurement (when idling)

	1		Number	Concentration of Pollutant						
Type	Fuel	Year Type	of	CO (vol %)		NOx (ppm)		HC (ppm)		
·		(Average)	Sample	Mean	Range	Mean	Range	Mean	Range	
	gasoline	~1974(1969)	8	5.64	1.78~8.20	18	5 ~ 37	3793	1220~7510	
BUS	3	1975~1984(1977)	-7	5.40	2.60~9.25	23	8 ~ 53	2844	900~5230	
(large size)		1985~ (1990)	4	5.25	1.80~7.34	24	15 ~ 49	1860	620~3770	
	diesel	~1974(1974)	5	0.26	0.19~0.28	246	188~305	164	90~ 210	
		1975~1984(1979)	2	0.22	0.20~0.23	72	56 ~ 83	135	90~ 180	
		1985~ (1989)	3	0.25	0.21~0.29	129	108~157	190	150~ 230	
BUS	gasoline	~1974(1972)	2	4.93	4.35~5.50	- 21	15 ~ 27	1460	1150~1770	
(middle size)	g	1975~1984(1981)	8	7.22	1.01~10.70	19	8 ~ 37	1931	1070~3190	
BUS (small size)	gasoline	1985~ (1988)	10	8.26	3.75~11.60	28	6 ~ 48	1173	230~2870	
	gasoline	~1974(1962)	10	5.81	1.55~8.72	25	7 ~ 52	3488	500~1066(
TRUCKS	3	1975~1984(1976)	3	8.80	6.10~10.20	. 11	8 ~ 15	2865	1950~3325	
(large size)		1985~ (1988)	2	3.70	2.97~4.42	32	30 ~ 33	865	420~1300	
	diesel	~1974(1971)	4	0.23	0.10~0.42	46	1~71	270	200~ 330	
		1975~1984(1978)	7	0.19	0.14~0.25	91	5 ~265	329	210~ 850	
		1985~ (1989)	1	0.08	-	18	•	190	-	
	LPG	1975~1984(1984)	1	0.34	-	6	<u> </u>	440		
TRUCKS	gasoline	~1974(1963)	- 8	5.43	0.28~11.72	43	4 ~102	2024	230~4680	
(small size)	3	1975~1984(1980)	5	6.86	2.27~ 9.97	41	16 ~ 78	994	380~2680	
		1985~ (1988)	3	6.26	2.53~11.90	42	13 ~ 81	597	490~ 800	
JEEP	gasoline	~1974(1969)	2	7.16	4.24~10.07	14	13 ~ 15	1280	940~1620	
	guotante	1975~1984(1980)	7.	6.67	1.30~10.42	37	3 ~ 87	792	630~1030	
		1985~ (1990)	1	7.10		52 -	-	280	· · ·	
PASSENGER	gasoline	~1974(1957)	24	4.71	0.25~11.56	71	5 ~369	2141	500~5470	
CAR	3	1975~1984(1979)	13	7.23	3.80~11.71	42	5~160	977	350~2795	
÷		1985~ (1989)	10	8.12	0.52~11.47	35	9 ~ 72	666	290~1360	
MOTOR BIKE	gasoline	1975~1984(1982)	.4	4.08	1.25~ 7.55	18	5 ~ 41	3061	53~6250	
	- Secondo	1985~ (1990)	6	2.45	0.66~ 6.95	53	4 ~ 85	1213	410~3110	

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Table 3.5.2 (1)

		Туре	Year		(Concentratio		
	No.		Туре	Engine	CO (Vol %)	NOX (ppm)	HC (ppm)	Remarks
	1	BUS DODGE	1975	Gasoline 8 cylds.	5.28	10	2,850	1991.3.6 Carrera 95 BIS Calle 69
	2	n de la companya de l Recorde de la companya	1962	ĸ	8.20	11	3,650	a
	3	BUS CHEVROLET	1982	a	7.48	25	1,020	1
	4	BUS DODGE	1977	8	4.55	8	3,900	ĸ
	5	न् . स	1979	Diesel 6 cylds.	0.20	88	90	18
	6	м	1970	Gasoline 8 cyls.	0.25	115	2,250	1991.3.7 Carrera 95 BIS Calle 69
	- 7	H .	1968	н	4.00	5	1,220	- 81 -
	8	и .	1978	Diesel 6 cylds	0.23	56	180	
	9	. H	1976	Gasoline 8 cylds.	9.25	12	4,700	1 9 2
	10	M	1974	x	5.10	36	3,550	•
·	11	N.	1974	#	6.70	14	5,340	u
	12	BUS FORD	1965	ĸ	7.05	7	2,470	
	13	BUS DODGE	1970	ана. Жала с	6.30	17	7,510	
	14	۳	1975		2.60	53	5,230	•
	15	BUS INTERNATIONAL	1967	2	1.78	37	2,050	я -
	16	BUS DODGE	1980	•	5.80	27	900	-
	17	BUS FORD	1975	×	2.83	25	1,310	B.
÷	18	BUS DODGE	1970	a di seconda	5.95	17	4,550	
·	19	BUS PEGASO	1974	Diesel 8 cylds.	0.19	216	90	1991.3.1. Calle 167 Carrera 58
	20	BUS CHEVROLET	1990	Gasoline 8 cylds.	1.80	18	1,020	•
	21	BUS PEGASO	1974	Diesel 8 cylds.	0.28	230	180	7
	22	*	1974	4 .	0.28	293	180	•
	23	9	1974	•	0.27	188	160	
	24	H -	1974	Ŧ	0.27	305	210	π
	25	BUS CHEVROLET/ISUZU	1990	Diesel 6 cylds.	0.21	157	150	•
	26	H	1989	Diesel 8 cylds.	0.26	123	190	я
	27	BUS CHEVROLET	1990	Gasoline 8 cylds.	5.20	49	620	И
	- 28	*	1989	Diesel 8 cylds.	0.29	108	230	, n
	29	4	1990	Gasoline 8 cylds.	7.34	15	3,770	н
	30		1990	N	6.67	- 15	2,030	•

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Table 3.5.2 (2)

	Toma	Year			Concentratio	Domorko	
No.	Туре	Туре	Engine	CO (Vol %)	NOX (ppm)	HC (ppm)	Remarks
31	BUSETA DODGE	1976	Gasoline 8 cylds.	5.10	37	2,430	1991.3.7 Carrera 85 BIS Calle 6
32	R	1972	×	5.50	27	1,150	1991.3.8 Calle 66 No.98-09
33	11	1977		7.65	8	1,195	Calle og 110.98-09
34	м	1980	H H	10.10	24	1,380	×
35	BUSETA CHEVROLET	1984	к	10.00	19	1,110	n
36.	. #	1982	н	10.70	12	2,960	
37	N	1981	R	8.10	10	3,190	N
38	н	1982	×	5.06	15	2,112	*
39	a	1982	N	1.01	25	1,070	•
40		1972	W	4.35	15	1,770	N
41	COLECTIVO (MICRO BUS) CHEVROLET	1989	Gasoline 4 cylds.	3.75	48	230	¥
42	•	1986		11.60	6	1,650	Pi .
43	•	1990	* *	8.06	32	400	•
44	•	1989		8.10	12	1,300	м
45		1989	*	6.60	29	2,160	
46	×	1986	Gasoline 1,600cc	9.40	26	760	M
47	F	1989	л	9.50	31	820	•
48	π	1989	N.	7.26	43	430	в
49	COLECTIVO MAZDA	1985	Gasoline 4 cylds.	8.60	30	2,870	
50	M ·	1986	Gasoline 1,600cc	9.76	24	1,110	r.
51	CAMION FORD	1954	Gasoline 8 cylds.	7.60	16	7,020	1991.3.12 BOSA
52		1960		4.16	52	2,720	•
53	7	1956		6.70	15	3,280	-
54	в	1965		5.18	22	10,660	
55	CAMION CHEVROLET	1989	Diesel 350HP	0.08	18	190	14
56	•	1981	Diesel	0.23	265	. 210	•
57	*	1984	LPG 8 cylds.	0.34	6	440	
58	•	1990	Gasoline 8 cylds.	4:42	30	430	R
59	CAMION DODGE	1977	Gasoline 361HP	6.10	8	3,320	•
60	R	1977	Diesel 8 cylds.	0.17	20	230	

Table 3.5.2 (3)

		Year			Concentratio	n .	
No.	Туре	Туре	Engine	CO (Vol %)	NOX (ppm)	HC (ppm)	Remarks
61	CAMION DODBE	1969	Diesel 8 cylds.	0.19	58	310	1991.3.12 BOSA
62	•	1978		0.25	41	220	*
63	9 9	1978	Diesel 6 cylds.	0.14	5	300	
64	ନ	1974	Gasoline 8 cylds.	2.53	9	800	*
65	×	1974		1.55	51	500	•
66		1975	N	10.10	10	1,950	e e
67	R	1954	N	3.08	7	2,930	, B
68	CAMION INTERNATIONAL	1967	Doiesel 6 cylds.	0.42	54	200	*
69	я	1973	Gasoline 8 cylds.	5.10	23	4,010	
70		1972	•	8.72	13	1,010	ĸ
71	CAMION PEGASO	1977	Diesel 6 cylds.	0.19	90	240	•
72	CAMION FARGO	1954	Gasoline 8 cylds.	8.03	12	2,220	n 1
73	CAMION TANQUE	1973	Diesel 250HP	0.10	1	240	
74	TRANCTOMULA CHEVROLET	1986	Hassoline 366HP	2.97	33	1,300	7
75	TRACTOMULA	1975	Diesel 6 cylds.	0.12	9	190	· •
76	•	1981		0.20	56	250	₩.
77	REMOLQUE MACK	1975		0.17	158	850	. *
78	VOLQUETA FORD	1975	Gasoline 8 cylds.	10.20	15	3,325	
79	•	1960	ĸ	8.01	42	530	a de la constante de la consta
80	DOBLE TRAQUE DODGE	1973	Diesel 250HP	0.20	71	330	u u
81	CAMIONETA DODGE	1968	Gasoline 6 cylds.	7.80	4	740	1991.3.13 Ave. CARACAS Calle 53
82	•	1978	Gasoline: 8 cylds.	7.06	23	850	,
83	CAMIONETA CHEVROLET	1990	Gasoline 2,800cc	11.90	13	800	R
84	•	1983	Gasoline 4 cylds.	9.72	31	680	u .
85	CAMIONETA MAZDA	1986	Gasoline 4 cylds.	4.35	81	490	н
86	CAMIONETA ESTACAS	1973	Gasoline 4 cylds.	4.04	37	370	я
87	CAMIONETA FORD	1981	Gasoline 8 cylds.	9.97	16	2,680	₩
88	CAMIONETA MERCEDEZ	1978	Gasoline 2,800cc	2.27	55	380	1991.3.13 Carrera 7 Calle 72
89	CAMIONETA FORD	1987	Gasoline 5,800cc	2.53	31	500	к
90	CAMIONETA RENAULT	1982	Gasoline 1,400cc	5.27	78	380	я

Table 3.5.2 (4)

		Year		(Concentratio	n		
No.	Туре	Туре	Engine	CO (Vol %)	NOX (ppm)	HC (ppm)	Remarks	
91	CAMIONETA RENAULT	1974	Gasoline 1,300cc	0.28	76	230	1991.3.13 Carrera 78 Calle 72	
92	CAMIONETA DODGE	1955	Gasoline 2,400cc	9.28	17	2,900	1991.3.15 Carrera 86 Calle 51 SUR	
93	CAMIONETA CHEVROLET	1958	Gasoline 2,800cc	11.72	15	3,750	*	
94	CAMIONETA FORD	1955	Gasoline 2,500cc	4.99	51	4,680	a a	
95	CAMIONETA GMC	1966	Gasoline 1,100cc	3.05	38	1,140		
96	CAMIONETA WILLYST-A	1952	Gasoline 4 cylds.	2.30	102	2,380	8	
97	CAMPERO JEEP	1969	*	4.24	· 15 ·	1,620	1991.3.13	
98		1978	Gasoline 6 cylds.	8.55	19	1,001	Ave. CARACAS Calle 53	
99	CAMPERO DAIHATSU	1979	Gasoline 4 cylds.	5.03	3	1,030	Π	
100		1981	7	1.30	87	630		
101	CAMPERO MITSUBISHI	1983	H	10.42	27	630		
102	CAMPERO TOYOTA	1968	Gasoline 6 cyls.	10.07	13	940		
103	CAMPERO NISSAN	1980	31	8.02	17	700	•	
104	CAMPERO SUZUKI	1981	Gasoline 4 cyls.	8,90	30	850	N.	
105	•	1981	Gasoline 1,000cc	4.50	74	700	1991.3.15 Carrera 86 Calle 51 SUR	
106	CAMPERO CHEVRLET TROPER	1990	Gasoline	7.10	52	280	1991.3.13 Carrera 7 Calle 72	
107	DATSUN	1980	Gasoline 1,800cc	4.95	41 ::	490	1991.3.13 Ave.CARACAS Calle 53	
108	DODGE ALPINE	1980	Gasoline 1,430cc	9.20	50	820	1991.3.13 Carrera 7 Calle 72	
109	• (TAXI)	1961	Gasoline 2,200cc	6.79	5	1,350	1991.3.15	
110	•	1949	Gaslline	9.36	11	1,480	Carrera 86 Calle 51 SUR	
. 111	*	1978	Gasoline 1,500cc	4.32	160	1,790	N	
112	FIAT	1982	Gasoline 1,300cc	3.80	33	540	1991.3.13 Carrera 7 Calle 72	
113	• POLSKI	1977	Gasoline 1,500cc	5.15	52	510	8	
114	•	1975	Gasoline 1,300cc	11.71	9	1,115	1991.3.15 Carrora 86, Callo 51 SUE	
115	• POLSKI	1978	Gasoline 1,500cc	9.22	30	970	Carrera 86 Calle 51 SUR	
116	MAZDA 626 L	1985	Gasoline 1,800cc	5.87	54	370	1991.3.13 Carrera 7 Calle 72"	
117	" 323 NX	1991	Gasoline 1,500cc	10.70	26	500		
118	•	1985	Gasoline 1,300cc	6.70	61	290	•	
119	• 626 L	1989	Gasoline 1,800cc	5.93	47	520	•	
120	RENAULT	1981	Gasoline 1,300cc	7.20	5	1,301	•	

Table 3.5.2 (5)

		Year		Concentration			
No.	Туре	Туре	Engine	CO (Vol %)	NOX (ppm)	HC (ppm)	Remarks
121	CHEVROLET (TAXI)	1991	Gasoline 1,300cc	10.63	9	1,360	1991.3.13 Carrera 7 Calle 72
122	" MONZA	1989	Gasoline	9.70	20	560	Я
123	• SPRINT	1987	Gasoline 1,000cc	11.47	9	1,360	-
124	" MONZA	1989	Gasoline 1,800cc	10.85	11	820	i i
125	CELEBRITY	1984	Gasoline 2,800cc	10.14	13	945	
126	K	1955	Gasoline 6 cylds.	11.30	10 ⁻	3,760	1991.3.15 Calle 51 SUR No.76A
127	•	1955	Gasoline 2,800cc	11.56	7	950	1991.3.15 Carrera 86 Calle 51SUR
128	•	1955	Gasoline	7.47	18	5,470	к
129	•	1950	Gasoline 1,300cc	2.40	58	500	*
1 <u>30</u>	•	1951	Gasoline 2,800cc	3.80	40	5,150	•
131		1954	Gasoline 2,200cc	0.27	369	2,240	×
132	×	1954	Gasoline	5.50	31	2,990	ан ж ала а
133	•	1939	•	4.62	48	670	
134	· •	1966	•	0.36	37	1,880	*
135	FORD	1961	Gasoline 8 cylds.	0.30	135	3,860	1991.3.15 Calle 51 SUR No.76A
136	×	1953	Gasoline 2,400cc	5.60	15	1,560	1991.3.15 Carrera 86 Calle 51SUR
137	*	1954	Gasoline	1.99	33	1,020	
138	 COUNTRIS 	1963	Gasoline 2,500cc	0.31	336	1,540	N
139	SUBARU	1982	Gasoline 1,800cc	7.35	56	350	1991.3.13 Carrera 7 Calle 72
140	ΤΟΥΟΤΑ	1981	Gasoline 1,200cc	9.96	19	630	•
141	BMW	1976	Gasoline 1,800cc	6.83	31	440	
142	VOLGA (TAXI)	1990	Gasoline 2,400cc	8.79	37	380	•
143	* (*)	1989	Gasoline 2,400cc	0.52	72	500	•
144	AUSTIN	1961	Gasoline 4 cylds.	5.05	12	1,200	1991.3.15 Calle 51SUR No.76A
145	OLDSMOBILE	1952	Gasoline 8 cylds.	2.42	34	2,620	•
146	MERCEDEZ BENZ	1955	Gasoline 1,500cc	4.15	9	3,760	1991.3.15 Carrera 86, Calle 51SUR
147	DISOTO	1961	Gasoline 2,500cc	9.55	13	2,230	8
148	PLYMOUTH	1954	Gasoline 2,600cc	0.36	56	1,180	
149	WILLYS	1956	Gasoline 2,400cc	7.48	51	1,120	
150	•	1969		10.73	· 13	1,420	*

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Table 3.5.2 (6)

					Concentratio	n _	
No.	Туре	Туре	Engine	CO (Vol %)	NOX (ppm)	HC (ppm)	Remarks
151	MERCURY	1956	Gasoline 3,000cc	1.37	64	2,000	1991.3.15 Carrera 86 Calle 51SUR
152	SIMCA	1972	Gasoline 1,000cc	0.25	291	1,430	H
153		1975	-	4.20	:48.	2,795	an a
154	MOTOCICLETA HONDA	1990	Gasoline 125cc	0.66	85	430	1991.3.15 Carrera 36 Calle 12
155	N	1982	ĸ	7.55	. 41 .	53	•
156	•	1991		6.95	37	1,610	el .
157	•	1989	Gasoline 185cc	2.70	58	720	u
158		1990	Gasoline 125cc	1.49	58	1,000	
159	ч	1990	tin and an and a second secon	1.27	73	410	
160	MOTOCICLETA SUZUKI	1987		0.21	5	440	я
161	Π	1980	N	2.97	8	6,250	•
162	•	1984		1.25	5 -	4,550	
163	MOTOCICLETA KAWASAKI	1982	Gasoline 175cc	4.55	17 -	1,392	×
164	MOTOCICLETA YAMAHA	1990	* 125cc	1.60	4	3,110	

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3.6 Setting of Emission Factors for Motor Vchicles

3.6.1 Setting Method of Emission Factors for Motor Vehicles

(1) Air Pollutants concerned

The emission factors for motor vehicles were set for four substances of HC, CO, SOx, and NOx. SOx was calculated as follows from the fuel economy and the sulfur content of the fuel.

 $SOx = \frac{1}{fuel \ economy} x \frac{specific}{gravity} x \frac{sulfure}{content} x \frac{molecular \ weight \ of \ SO2}{molecular \ weight \ of \ S} x 1000$ (g/km) (l/km) (g/km) (g/km)

The specific gravity and sulfur content of gasoline and light oil (diesel oil) were set as follows from the result of fuel analysis.

Fuel type	Specific gravity	Sulfur content (%)
Gasoline	0.90	0.06
Light Oil	0.87	0.40

(2) Number of Registered Motor Vehicles

Table 3.6.1 shows the number of registered units by type as of April 30, 1991.

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	·							· .	
Model	Automovil	Campero	Camioneta	Microbus	Buseta	Bus	Camion	Volquiete	Tracto-
Years			1 						Camion
-50	7,094	190	1,965	3	4	128	1,579	13	166
51-60	16,548	1,098	10,157	182	· 44	931	4,489	43	628
61-65	8,818	2,041	2,338	469	· 38	1,550	996	18	137
66-69	8,646	3,745	2,091	482	459	1,501	993	22	129
70-71	6,055	2,321	992	73	504	1,008	783	25	81
72-73	12,222	1,874	764	22	780	419	728	9	44
74-75	14.474	1 483	2.332	44	678	843	839	49	68
76	6,107	1,124	1,258	21	508	764	436	18	17
77	7.142	1,316	1,672	15	277 -	555	471	11	20
78	8,081	2,544	1,910	39	306	321	682	. 18.	· · 60
79	6,425	2,181	1,861	37	461	509	512	53	28
80	8,699	2,310	2,042	41	550	348	398	61	49
81	7,208	2,744	1,383	19	670	302	349	18	38
82	6,767	3,560	1,840	27	643	276	144	12	15
83	7,861	1,836	2,071	5	373	171	270	12	21
84	10.966	754	2,498	6	480	245	361	11	25
85	11,829	501	2,074	. 1	168	124	194	6	33
86	11,421	366	2,028	. 0	4	268	342	13	21
81	14,120	465	1,494	8	1	164	510	15	25
88	15,912	744	2.069	2	1	226	335	19	52
89	11,547	1,457	1,571	5	i	497	327	5	12
90	8.810	1,383	1,652	9	5	510	280	7	4
91	4.187	765	618	15	0	228	62	0	0
otros	23	4	3	Ö	0	. 1	. 2	0	. 1
TOTAL	220,962	36,806	48,683	1,525	6,955	11,889	16,082	458	1674

 Table 3.6.1
 Motor Vehicle Registration in Bogota City As Date of April 30, 1991

Source: # 6022

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(3) Classification of Motor Vehicles

The vehicle type is shown in Table 3.6.2. The emission factors for motor vehicles were set as the average emission rates for automobiles (automóviles), buses, and trucks (camiones). The average emission rates of automobiles and buses were determined by averaging with the ratio of the number of registered units of the component type.

· ·	¹ *		
	Vehicle Type		Fuel
Automoviles	Automóvile	4-cylinder	· · · · · · · · · · · ·
	en dag	6- and 8-cylinder	
	Campero	- 3,000 cc	
		3,001 cc -	Gasoline
	Camioneta	- 3,000 cc	- -
		3,001 cc -	
	Microbus	- 3,000 cc	
	•	3,001 cc -	
Buses	Buseta		Gasoline
	Bus	· .	Gasoline
	• • • .		Diesel
Camiones	Camion	- 8,000 cc	Gasoline
	Volqueta	'	
	Tractmula	8,001 cc ~	Diesel
L		the second se	

Table 3.6.2 Classification of Motor Vehicles

Source: #5051 and #5052

(4) Fuel Consumption by Vehicle Type

The fuel used by vehicle type was shown in Table 3.6.2.

(5)

) Method of Setting the Emission Factors by Vehicle Type

1) Passenger car

The emission factor for passenger cars (automovil) was set considering the number of cylinders, age, and annual drive miles by age. The number of cylinders include two types: 4-cylinder and 6-8-cylinder. The age was classified into three of -4, 5 - 8, and 9 - 6 for 4-cylinder passenger cars and into two of -8 and 9 - 6 for 6-8-cylinder passenger cars. The annual drive miles per unit by age was determined from the report of EPA (#5017) (Table 3.6.3):

When assuming as follows:

Classification by No. of cylinders: k

Model year: j

No. of registered units by model year: Cj

Annual drive miles per unit by model year: Tj

Ratio of No. of registered units by model year/by No. of cylinders: Rjk

Emission factor by model year/by No. of cylinders: Ejk

Emission factor of passenger car: E

then the emission factor of passenger cars is calculated as follows:

 $E = \frac{\Sigma R j k \times C j \times T j \times E j k}{\Sigma C j \times T j}$

Table 3.6.3 Passenger Car Annual Miles Traveled by Car Age

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TABLE 2.1.4

REGISTRATION MIX AND MILEAGE ACCUMULATION RATES FOR HIGH ALTITUDE LIGHT DUTY GASOLINE POWERED VEHICLES

Nodel Year Index**	July 1 Registration Alx*	Mileage Accumulation Rate per_vehicle*	Jan 1 Registration Mix	Jan 1 Hileage Accumulation Rate (fleet)	Jan 1 Mileage Accumulation (fleet)
1	0,080	12818.	0.027	12818.	1602.
2	0,101	12102.	0.101	12639.	9591.
	0.095	11427.	0.095	11933.	21873.
3	0.089	10789.	0.089	11267.	33470.
5	0.083	10187.	0.083	10638.	44420.
6	0.077	9619.	0.077	10045.	54758.
	0.071	9082.	0.071	9485.	64520.
7	0.065	8575.	0.065	8955.	73738.
9	0.059	8096.	0.059	8455.	82440,
10	0.053	7645.	0.053	7983.	90657.
- 11	0.047	7218.	0.047	7538.	98415.
12	0.041	6815.	0.041	7117.	105740.
13	0.035	6435.	0.035	6720.	112657.
14	0.029	6076.	0.029	6345.	119187.
15	0.023	5737.	0.023	5991.	125354.
16	0.017	5416.	0.017	5657.	131176.
17	0.011	5114.	0.011	5340.	136673.
18	0.008	4829.	0.008	5043.	141863.
19	0.006	4559.	0.006	4761.	146763.
20+	0.008	4305.	0.008	4495.	151390.

* Default information that may be altered by the MOBILE3 user with information about the local area,

** The indices refer to the most recent model year vehicles in any given calendar year. Index 1 references the newest model year vehicles and index 20+ references the oldest model year vehicles.

DATE : HAY 25, 1985

⁽²⁾ Jeep, light truck and microbus

The emission factors of jeep (campero), light truck (camioneta) and microbus were determined by taking their displacement into account. For these types, the displacement was divided into a class of 3,000 cc or less and a class of 3,001 cc or more.

When assuming as follows:

Displacement classification: k

Ratio of No. of registered units by displacement: Rk

Emission factor by displacement: Ek

Emission factor: E

then, the emission factor was determined as follows.

 $E = \Sigma Rk \times Ek$

③ Small bus (buseta)

For buseta, the displacement was not take into consideration and only one emission factor was set.

④ Bus

The emission factor of bus was set separately for a gasoline type and diesel type.

When assuming as follows:

Ratio of gasoline and diesel vehicles: Rg, Rd Emission factor of gasoline and diesel vehicles: Eg, Ed Emission factor: E

then, the emission factor is determined as follows:

 $E = Rg \times Eg + Rd \times Ed$

⑤ Trucks (camion)

Camiones of 8,000 cc or less in displacement was assumed to be gasoline vehicles while those exceeding 8,001 cc to be diesel vehicles. The emission factor calculation method is same as for buses.

Basic Emission Factor (6)

The basic emission factor and fuel economy are shown in Table 3.6.4 and they were determined from the chassis dynamometer test result in Mexico City as well as from data of Japan and the USA.

Basic Emission Factors and Fuel Economies for Motor Vehicles Table 3.6.4

Vehicl	е Туре	ltem	Car Age	Emission rate	Speed	Source
	4 cylinder	liC	- 4	1.60		
			5 - 8	2.28		
			9 -	3.03		
		CO	- 4	21.31		
			5 - 8 · 9 -	23.41	31.6	
			9 -	27.64		
		NOx	- 4	1.25		
			5 - 8	0.88		
	-	0 1 B	9 ~	1.05		
	0.0	Fuel Economy		11.63		Chassis dynamometer tests
	6-8 cylinder	lic	- 8 9	2.54		in Mexico City
1	. F	03	- 8	57.22	31.6	
		0	9 -	43,27	31.0	
		NOx	- 8	0.81		
		li U A	9 -	1.20		
		Fuel Economy		7.23	1	
Campero	- 3,000 cc	НС		3.03		
	-,	CO		27.64		Automóvil, 4-cylindr, over 9
		NOx		1.05	31.6	
		Fuel Economy		11.63		
	3,001 cc -	HC		3.40		
		<u> </u>		43.27		Automovil, 6 and 8-cylinder, over 9
		NOx		1.20	31.6	
		Fuel Economy	· · · · · · · · · · · · · · · · · · ·	7.23		
Camioneta	- 3,000 cc	<u> IIC</u>		3.03		
		<u> </u>		41.32		EPA, #5017, Light duty gasoline powered
	-	NOx.		1.26	31.6	trucks [, 1978. High altitude
	3,001 cc -	<u>Fuel Economy</u> NC		<u>6.70</u> 5.84		Chassis dynamométer tests in Mexico City
	3,001 CC -	<u>C0</u>	 	74.48	31.6	EPA, #5017, Light duty gasoline powered
	r i kan se	NOx		2.03	01.0	trucks E, 1974-1978, High altitude
	ŀ	Fuel Economy	j	4.30	29.0	EPA, #5016, Light duty gasoline powered trucks
Microbus	- 3.000 cc	HC	1	3.03	29.0	bing source bight duty guborrine powered trucks
	0.000 00 1	<u> </u>		27.64	1	Automóvil, 4-cylindr, over 9
		NOx		1.05	31.6	
		Fuel Economy		11.63	1	
:	3,001 cc -	HC		3.40		
		<u>co</u>		43.27	10.0	Automovil, 6 and 8-cylinder, over 9
		<u>NOx</u>		1.20	31.6	
		Fuel Economy		7.23		
Buseta		<u>IIC</u>		5.84		
		<u>CO</u>		74.48	31.6	EPA, #5017, Light duty gasoline powered
	-	<u>NOx</u>		2.03		trucks 1, 1974-1978, High altitude
Buo	Canalina	Fuel Economy		4.30	29.0	EPA, #5016, Light duty gasoline powered trucks
Bus	Gasoline	<u>HC</u> CO	† ⊶	7.69 175.39	32.2	RPA #5017 Hoavy duty gooding neveral
	-	NOX		2.75	36.2	EPA, #5017. Heavy duty gasoline powered vehicles, 1974-1977, High altitude
	l l	Fuel Economy		2.60	29.0	EPA, #5016, Heavy duty gasoline powered vehicles
	Diesel	HC		5.80	20.0	and, govio, heavy duty basorine posered venicies
		CO	:	12.94	32.2	EPA, #5017, Heavy duly diesel powered
	f	NOx		15.86	1	vehicles, 1972-1974, High altitude
	ľ	Fuel Economy		2.00	29.0	EPA, #5016, Heavy duty diesel powered vehicles
Camion	Gasoline	IIC		7.69		
		<u>C</u> 0		175.39	32.2	EPA, #5017, Heavy duty gasoline powered
	[NOx		2.75	·	vehicles, 1974-1977, High altitude
		Fuel Economy	<u> </u>	2.60	29.0	EPA, #5016, Heavy duty gasoline powered vehicles
	Diesel	HC		5.80		
		<u> </u>		12.94	32.2	EPA, #5017, Heavy duty diesel powered
	1	NOx	1	15.86	1 1	vehicles, 1972-1974, High altitude
	ŀ	Fuel Economy		2.00	29.0	EPA, #5016, Heavy duty diesel powered vehicles

Unit

Speed

NC, CO, NOx: Fuel Economy: g/km km/liter km/h :

(7) Fuel Economy by Vehicle Type

The fuel economy by vehicle type was calculated by the same method employed for setting the emission factors.

(8) Emission Factors by Vehicle Type and by Average Vehicle Speed

Tables 3.6.5 and 3.6.6 show the speed correction factor coefficients for emission factors by vehicle type and those for fuel economy by vehicle type.

The speed correction factors for air pollutants by vehicle type, were calculated from these tables as shown in Table 3.6.7.

When assuming as follows:

Average vehicle speed: v

Speed correction factor: Cv Basic emission factor or fuel economy: Mb

Emission factor or fuel economy: Mv

then, the emission factor or fuel economy can be calculated as follows:

 $Mv = Cv \times Mb$

Table 3.6.5 Speed Correction Factors

Dattutest

for Passenger Cars, Jeeps, Light Trucks (below 3,001 cc) and Microbuses

TABLE 2 1 G

SPEED CORRECTION FACTOR COEFFICIENTS FOR HIGH ALTITUDE LIGHT DUTY GASOLINE POWERED VEHICLES

* \$CF(s,sad)} * SF(s)/SF(sad))

and odel Years	ст. ". — ЕСТ.	. 8	C	D	<u> </u>	
oder reals.						
HC .	1. A. S.			·0. 472494E-03	· 0 6940776-05	-0.3927986-07
Pre-1968	0.2246128+01	-0.290973E+00	0 158890E-01	·0.4/2494E-03	0 6340716 05	-0.384580E-01
1968	0.2027798+01	-0.273049E+00	0. 1535778-01	-0.4603048-03	0.070727C 00	-0.346311E-0
1969		-0.2836208+00	0.1538361-01	-0.4421366-03	0.0701070 00	-0.402661E-0
1970		-0.293648E+00	0 1623561-01	-0 4841488-03	0.7113310 03	-0 4701178-0
1971		-0.291072E+00	0 1690895-01	-0.5261488-03	0 6027030-05	-0.3947076-0
1972		-0.2834516400	0.1569488-01	-0.4697591-03	0.0930320-03	-0 4371876-0
1973-1974		-0.285676E+00	0.1631808-01	-0.500793E-03	0.1000166-01	-0.748566E-0
1975+	0.239540E+01	-0.335781E+00	0.2116096-01	-0.7315508-03	0. 1207 152-04	-0.7402400 0
co			;			an an airte
Pre-1968	A 1810785101	-0.25466JE+00	0.1523478-01	+0 487397E+03		-0.449514E-0
1968	0.186919F+01	-0.2766798+00	0.1723356-01	-0.558279E-03		-0.516980E-0
1969	0.1821112+01	-0.272054E+00.	0.1703048-01	+0.557021E-03	0.8625431-05	-0.5114408-0
1970	0.1011216+01	-0.295188E+00	0.1860506-01	-0.6216066-03	0.9936578+05	-0.599779E-0
1971	0.2015116-01	-0.310618£+00	0.2048526-01	+0.708527E+03	0.1162156-04	-0.715690E-0
1972	0.2010500 01	-0.341147E+00				-0.598264E-0
1973-1974	0.2154878+01	-0.329116E+00	0.210112E-01	-0.689057E-03	O. 108390E 04	-0.647125E-0
1975+		-0:391562E+00		-0.576178£-03	0.1652708-04	-0.104317E+0
NO×		4				
Pre-1968	0. 2444245+01	-0.250107E+00	0.1382938-01	-0.287025E-03	0.207585E-05	
1968	0 1096568+01	-0.161289E+00	0.904995E-02	-0.1856092-03	0.1325558-05	
1969	0.1657776+01	-0.113032E+00			O. 106079E-05	
1970	0 2045166+01	-0.194014E+00	0.1107361-01	-0.231754E-03	O. 168372E-05	
1971	0.1612526+01	-0.121861E+00		-0.146293E-03	0.106141E-05	
1972	0.1448256401	+0.122444E+00		-0.171078E-03	0.1257778-05	
1973-1974	0 1534476-01	-0.1256718+00		-0.169428E-03	0.125494E-05	
1975+		-0.423240E-01		-0.93985JE-04	0.7538838-06	0.0

sadj * basic test procedure speed; adjusted for fraction of cold start operation x and fraction of hot start operation w, [1/sadj = {w+x}/26 + {i-w-x}/16]

DATE : HAY 25, 1985

For Light Trucks (over 3,001 cc) and Small Buses

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TABLE 2.J.G

SPEED CORRECTION FACTOR COEFFICIENTS FOR HIGH ALTITUDE LIGHT DUTY GASOLINE POVERED TRUCKS II

* SCF(s,sadj) = SF(s)/SF(sadj)

SF(S) = EXP(A + 8*5 + C*S' + D*S' + E*S' + F*S'), HC & CO = < A + 8*5 + C*S' + D*S' + E*S' + F*S' , NOX

Pollutant and Hodel Years	A	<u> </u>	c	0	<u> </u>	F
HC	1. A.					-0.2023045-07
Pre-1970	0.224612E+01	-0.290973E+00		·0.472494E-03		-0.3927988-07
1970-1973	0.215361E+01	~Q.283451E+00		-0.4697598-03		-0:394707E-07
1974-1978		-0.285676E+00		-0.500793E-03		-0.437187E-07
1979+	0.239540E+01		0.2116098-01	-0.7315508-03	0.120715E-04	-0.748566E-07
co		en grande en g	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -			0 440F445-07
Pre-1970	0.1819788+01	-0.2546638+00	0.152347E-01	-0.487397E-03		-0.449514E-07
1970-1973	0.2318688101	-0.341147E+00	0.209445E-01	-0.665891E-03		-0.598264E-07
1974-1978	0 2154875+01	-0.329116E+00	0.210112E-01	-0.6890578-03		-0.647125E-07
1979+	0.2487478+01	-0.391562E+00	0.2707216-01	-0.976178E-03	0.1652702-04	-0.1043178-06
NO×						
Pre-1970	0.244424E+01	-0.250107E+00		-0.2870258-03	Q.207585E+05	0.0
1970-1973	0.144825E+01		0.7950248-02	-0.171078E-03	0.125777E-05	0.0
1974-1978		-0.125671E+00	0.7859198-02	-O. 169428E-O3	0.125494E-05	0.0
1979+		-0.423240E-01		-0.9398532-04	0.7538836-06	0.0
• WHERE :	s = avera sadi = basli	age speed (mph) c test procedur	e speed; adju	sted for fracti	on of cold st	ert operation a

sadj = basic test procedure speed; sojusted for fraction of cord start operation w, [1/sad] = (w+x)/26 + (1-w-x)/15]

•

DATE : MAY 25, 1985

For Gasoline Powered Buses and Trucks

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TABLE 2.4.6

SPEED CORRECTION FACTOR COEFFICIENTS FOR High Altitude Heavy Duty gasoline powered vehicles

* SCF (s) = EXP (A + B*s + C*s³) , HC & CO = A + B*s + C*s³ , NOx

	Hodel	Co	officient	3
Pol	Years	<u> </u>	<u> </u>	<u> </u>
нс	A11	1.60800	-0.09700	0.00083
co	. A11	1.5:000	-0.09800	0.00110
HOx	ATE	0.82400	0.00880	0.0

* WHERE: s = average speed (mph)

DATE : MAY 25, 1985

For Diesel Powered Buses and Trucks

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TABLE 2.7.6

SPEED CORRECTION FACTOR COEFFICIENTS FOR HIGH ALTITUDE HEAVY DUTY DIESEL POWERED VEHICLES

* SCF (s) = EXP (A + BAs + C*s')

Nodel			pefficient	5
Pol	Years	<u> </u>	8	<u> </u>
нc	ATT	0.92400	-0.05500	0.00044
co	A11	1.39600	-0.08800	0.00091
NOx	A11	0.67600	-0.04800	0.00.71
			4	

A WHERE: s = average speed (mph) DATE : MAY 25, 1985

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						(Unit:KM/Q)
Vehicle T	ype	Equation	a	b	c	Source
Automóvil	4-cylinder	$F(v) = av^2 + bv + c$	6.47 × 10 ⁻³	-2.84 × 10 ⁻¹	14.15	Mexico, 4-cylinder
	6-,8-cylinder	$F(v) = av^2 + bv + c$	1.67 × 10 ⁻³	1.67 × 10-°	5.04	Mexico, 6-,8-cylinder
Campero	- 3,000 cc	$F(v) = av^2 + bv + c$	6.47 x 10 ⁻³	-2.84 × 10-1	14.15	Mexico, 4-cylinder
	3,001 cc -	$F(v) = av^2 + bv + c$	1.67 × 10 ^{-s}	1.67 × 10 ⁻²	5.04	Mexico, 4-cylinder
Camioneta	- 3,000 cc	$F(v) = av^2 + bv + c$	2.74 × 10 ⁻³	-1.01 × 10-1	7.17	Mexico, camioneta
	3,001 cc -	1/F(v) = a/v + b	7.695 x 10 ⁻¹	7.615 × 10 ^{-‡}		Japan, middle duty
Microbus	- 3.000 cc	$F(v) = av^2 + bv + c$	6.47 x 10 ⁻³	-2.84 × 10-1	14.15	Mexico, 4-cylinder
	3,001 cc -	$F(v) = av^2 + bv + c$	1.67 × 10 ⁻³	1.67 × 10 ⁻²	5,04	Mexico, 6-,8-cylinder
Buseta	L	$F(v) = av^2 + bv + c$	1.67 × 10-3	1.67 × 10 ⁻²	5.04	Mexico, 6-,8-cylinder
Bus	Gasoline	F(v) = 1/(a/v + b)	9.573 × 10 ⁻¹	7.646 × 10-2		Japan, heavy duly
	Diesel	F(v) = 1/(a/v + b)	1.280	1.828 X 10 ⁻¹		Japan, Bus
Camion	Gasoline	F(v) = 1/(a/v + b)	9.573 × 10-1	7.646 × 10-2		Japan, heavy duty
-	Diesel	F(v) = 1/(a/v + b)	1.145	1.636 × 10 ⁻¹		Japan, heavy duty

Table 3.6.6 Calculation Model for Fuel Economies for Motor Vehicles

(Unit:km/0)

Table 3.6.7 Speed Correction Factors for Emission Factors and Fuel Economy (1)

Yeh	icle	Туре		:		Averag	e Spee	d(km/h)		21
	.÷.,		10	15	20	25	30	35	40	45	50
Autom	óvil		2.45	1.72	1.36	1.16	1.03	0.94	0.87	0.81	0.75
Campe	10		2.45	1.72	1.36	1.16	1.03	0.94	0.87	0.81	0.75
Micro	bus		2.45	1.72	1.36	1.16	1.03	0.94	0.87	0.81	0.75
Camio	neta	-3,000cc	2.45	1.72	1.36	1.16	1.03	0.94	0.87	0.81	0.75
	•	3,001cc-	2.51	1:75	1.38	1.17	1:03	0.94	0,86	0.79	0.73
Buse	Gaso	line	2.82	2.17	1.70	1.35	1.09	0.90	0.75	0.63	0.55
. :	Dies	el	1.82	1.57	1.36	1.19	1.05	0.94	0.84	0.76	0.70
Busel	a		2.51	1.75	1.38	1.17	1.03	0.94	0.86	0.79	0.73
Camio	n Ga	soline	2.82	2.17	1.70	1,35	1.09	0.90	0.75	0.63	0.55
	Di	esel	1.82	1.57	1.36	1.19	1.05	0.94	0.84	0.76	0.70

Speed Correction Factors for Hydrocarbon

Note Speeds of unit value(1.0) for automoviles, buses and camiones are 31.6km/h. 32.2km/h and 32.2km/h respectively.

Yeh	icle	Туре				Averag	e Spee	d(ka/h)		
			10	15	20	25	30	35	40	45	50
Autor	óvil		2.16	1.56	1.27	1.12	1.02	0.95	0.89	0.82	0.77
Campe	ero		2.16	1.56	1.27	1.12	1,02	0.95	0.89	0.82	0.77
Nicro	bus		2.16	1.56	1.27	1.12	1.02	0.95	0.89	0.82	0.77
Camio	neta	-3.000cc	2.16	1.56	1.27	1.12	1.02	0.95	0.89	0.82	0.77
		3,001ce-	2.26	1.60	1.29	1.13	1.03	0.95	0.88	0.81	0.75
Buse	Gaso	line	2,60	2.02	1.60	1.30	1.08	0.91	0.79	0.70	0.63
	Dies	el	2.42	1.93	1.56	1.28	1.07	0.92	0.80	0.70	0.63
Buset	a		2.26	1.60	1.29	1.13	1.03	0.95	0.88	0.81	0.75
Camio	n Ga	soline	2.60	2.02	1.60	1.30	1.08	0.91	0.79	0.70	0.63
	Di	esel	2.42	1.93	1.56	1.28	1.07	0.92	0.80	0.70	0.63

Speed Correction Factors for Carbon Monoxide

Note Speeds of unit value(1.0) for automoviles, buses and camiones are 31.6 km/h, 32.2 km/h and 32.2 km/h respectively.

Table 3.6.7 Speed Correction Factors for Emission Factors and Fuel Economy (2)

Speed Correction	Factors	for	Nitrogen	Oxides	ł
				· .	•

Veh	icle	Type				Averag	e Spee	d(km/h)		
			10	15	20	25	30	35	40	45	50
Autom	óvil		1.11	0.98	0.93	0.94	0,99	1.06	1.15	1,23	1.30
Campe	го	.11	1.11	0.98	0.93	0.94	0.99	1.06	1,15	1.23	1.30
Niero	bus		1.11	0.98	0.93	0.94	0,99	1.06	1.15	1.23	1.30
Camic	neta	-3,000cc	1.11	0.98	0.93	0.94	0.99	1.06	1.15	1.23	1 30
		3,001cc-	1.03	0.92	0.89	0.92	0.98	1.06	1.15	1.23	1.31
Buse	Gaso	line	0,88	0.91	0:93	0,96	0.99	1.02	1.04	1.07	1,10
. •	Dies	el	1.50	1.34	1.21	1.11	1.03	0.97	0.92	0.90	0,88
Buset	a		1.03	0.92	0.89	0.92	0.98	1.06	1,15	1.23	1.31
Camio	n Ga	soline	0.88	0.91	0.93	0.98	0.99	1.02	1.04	1.07	1 10
	Di	esel	1.50	1.34	1.21	1.11	1.03	0.97	0.92	0.90	0.88

Note Speeds of unit value(1.0) for automoviles, buses and camiones are 31.6km/h, 32.2km/h and 32.2km/h respectively.

Fuel Economy for Notor Vehicle by Average Speed

Unit:km∕Q

Vehicle	Туре			Av	erage S	ipeed(ka	1/h)			
· · ·		10	15	20	25	30	35	40	45	50
Automövil	4-cylinder	10,50	10.60	10.80	11.09	11.45	12.14	13.14	14.47	16.13
•	6.8-cylinder	5.37	5.67	6.04	6.50	7.04	1.67	8.38	9,17	10.05
Campero	- 3.000 cc	10,50	10.60	10.80	11.09	11.45	12.14	13.14	14.47	16,13
	3,001 cc -	5.37	5.67	6.04	6.50	7.01	7.67	8.38	9.17	10.05
Microbus	- 3,000 cc	10,50	10.60	10.80	11.09	11.45	12.14	13.14	14.47	16.13
-	3,001 cc -	5.37	5.67	6.04	6.50	7.04	7.67	8.38	9.17	10.05
Camioneta	- 3.000 cc	5.70	5.80	5.90	6.20	6.61	6.99	7.51	8.17	8.97
	3.001 cc	2.89	3.49	3.85	4.14	4,34	4,52	4.66	4.76	4.81
Bus	Gasoline	1.65	2.02	2.29	2.46	2.62	2.73	2.83	2.89	2.95
	Diesel	1.46	1.69	1.84	1.94	2.02	2.07	2.11	2.15	2.18
Buseta		2,89	3.49	3.85	4.14	4.34	4.52	4.66	4.76	4.81
Canion	Gasoline	1.65	2.02	2.29	2.46	2.62	2.73	2.83	2.89	2.95
• • •	Diesel	1.46	1.69	1.84	1.94	2.01	2.07	2.11	2.15	2.17

Note Speeds of unit value(1.0) for automoviles, buses and camiones are

31.6km/h, 29.0km/h and 29.0km/h respectively.

3.6.2 Emission Factors for Motor Vehicles

(1) Current Emission Factors

The current emission factors by vehicle type was determined as shown in Table 3.6.8 based on the method described above. The average emission rates by vehicle type was shown in Table 3.6.9. Data used for calculation of the current emission factors are shown below.

Table3.6.8Emission Rates for Motor Vehicles

ις ναιτι δ/ κω γ	(Unit:	g/km)
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ſ					······································	Average	Speed()	m/h)		:	
	Vehicle	ltem	10 -	15	20	25	30	35	40	45	50
	Automóvil	НС	6.13	4.30	3.40	2,90	2.58	2.35	2.18	2.03	1.88
		CO	63.59	49.36	40.18	35.44	32.27	30.06	28.16	25.94	24.36
		NOx	1.21	1.07	1.01	1.02	1.08	1.15	1.25	1.34	1,42
		SOx	0.12	0.12	0.12	0.11	0.11	0.10	0.09	0.09	0.08
	Campero	IIC	7.88	5.53	4.38	3.73	3.31	3.02	2.80	2.61	2.41
	· · · ·	C0	76.59	55,46	45.15	39.81	36.26	33.77	31.64	29.15	27.37
		NOx	1.25	1.10	1.05	1.06	1.11	1.19	1.29	1.38	1.46
		SOx	0.14	0.13	0.13	0.12	0.12	0.11	0.10	0.09	0.08
Ī	Camioneta	HC	8.65	6.06	4.79	4.08	3.61	3.29	3.04	2.82	2.81
		CO	102.61	73.70	59.85	52.68	47.99	44.58	41.64	38.25	35.88
		NOx	1.52	1.34	1.28	1.30	1.37	1.47	1.60	1.71	1.81
		SOx	0,21	0.20	0.19	0.18	0.17	0.16	0,15	0.14	0.13
	Microbus	HC	7,13	5.43	4.29	3.66	3.25	2.97	2.74	2.56	2.37
		co	71.08	51.34	41.79	36.86	33.57	31.26	29.29	26.98	25.34
	н.	NOx	1.22	1.08	1.02	1.03	1.09	1.17	1.27	1.35	1.43
	4	\$0x	0.12	0.12	0.12	0.11	0.11	0.10	0.09	0.09	0.08
Ī	Buseta	IIC	14.66	10.22	8.06	6.83	6.02	5.49	5.02	4.61	4.26
		CO	168.32	119.17	96.08	84.16	76.71	70.76	65.54	60.33	55.86
		NOx	2.09	1.87	- 1,81	1.87	1.99	2.15	2.33	2.50	2.66
		SOx	0.37	0.31	0.28	0.26	0.25	0.24	0.23	0.23	0.22
	Buse	HC	19.60	15.26	12.08	9.71	7.93	6.62	5.57	4.74	4.17
		CO	379.14	294.68	233.48	189.74	157.64	132.87	115.35	102.19	91.97
		NOx	6.29	5,90	5.57	5.35	5.19	5.08	4.98	4.99	5.00
·		SOx	1.40	1.18	1.07	1.01	0.96	0.93	0,91	0.89	0.88
	Camion	нс	18.98	14.83	11.79	9.51	7.79	6,53	5.52	4.70	4.16
		со	356.21	276.90	219.42	178.32	148.16	124,90	108.43	96.05	86.44
	· .	NOx	7.44	6.91	6.47	6.16	5.92	5.76	5.62	5.61	5,59
		S0x	1.62	1.38	1.25	1.18	1.13	1.09	1.07	1.05	1.03

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Table 3.6.9 Average Emission Rates for Motor Vehicles

(Unit:	g/km)
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			. :		Average	Speed(k	n/h)			
Vehicle	Item	10	15	20	25	30	35	40	45	50
Automóviles	НС	6.75	4.73	3.74	3.19	2,83	2.58	2.39	2.23	2.06
	CO .	71.38	53.97	43.91	38.71	35.25	32.82	30.72	28,28	26.55
-	NOx	1.26	1.12	1.06	1.07	1.13	1.21	1.31	1,40	1.49
	SOx	0.14	0.13	0.13	0.12	0.12	0.11	0.10	0,10	0.09
Buses	IIC .	17.75	13.38	10.58	8.53	7.22	6.20	5.36	4.69	4.20
	CO	300.29	229.04	182.09	150.25	127.37	109.64	96.72	86.53	78.46
	NOx	4.72	4.39	4.16	4.05	3.99	3.98	3.99	4.06	4.12
	\$0x	1.01	0.85	0.77	0.73	0,69	0.67	0.66	0.64	0.63
Camiones	нс	18.98	14.83	11.79	9.51	7.79	6.53	5.52	4.70	4.16
· · ·	ĊO	356.20	276.90	219.42	178.32	148.16	124.90	108.43	96.05	86.44
F	NOx	7.44	6.91	6.47	6.16	5.92	5.76	5.62	5.61	5.59
	S0x	1.62	1.38	1.25	1.18	1.13	1.09	1.07	1.05	1.03

Table 3.6.10 Fraction of Motor Vehicles

Vehic	le Type	Fraction	Remarks
Automóvil	4-cylinder	0,661	*1
	6- and 8-cylinder	0.339	
Campero	- 3,000 cc	0 494	¥2
	3,001 cc -	0.506	
Microbus	- 3.000 cc	0.663	*2
	3,001 cc -	0.337	
Camioneta	- 3,000 cc	0,831	*2
	3,001 cc -	0.169	
Bus	Gasoline	0.819	*3
	Diesel	0,181	
Camiones	Gasoline	0.765	*2
	Diesel	0.235	

*1. These values were estimated from # 5011 and # 5052.

 ± 2 . These values were assumed from # 5051 and # 5052.

*3. These values were calculated from # 5024.

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Nodel Year	Number o	f Cylinder
	4	6 and 8
- 1971	0.20	0.80
1972 - 1977	0.40	0.60
1978 - 1982	0.60	0.40
1983 - 1986	0.80	0.20
1987 - 1990	0,85	0.15

Table 3.6.11 Cylinder Weighting Fraction for Passenger Car

Note Those values were assumed from the data(#5011).

Table 3.6.12Calculation of Fraction of Passenger Car Miles Travelledby Model Year and Cylinder

Model Year	Number o	f Cylinder
	4	6 and 8
- 1982	0,172	0,239
1983 - 1986	0,191	0.048
1987 - 1990	0,298	0.052

(2) Future Emission Factors

The emission factors in the year 2001 was predicted.

1 Number of registered units by vehicle type

When the number of registered units in 2001 is set as shown in Table 3.6.13 and the ratio of diesel vehicles in buses and trucks as shown in Table 3.6.14, the component percentage of automobiles and buses by vehicle type becomes as shown in Table 3.6.15. For passenger cars, the number of registered units by model year at the end of 2001 is shown in Table 3.6.16. If the ratio of 4-cylinder and 6-8-cylinder units for 1991 and after is assumed to be 0.85 and 0.15 respectively as in 1990, the component percentage by model year and by the number of cylinders as shown in Table 3.6.17 was obtained from Tables 3.6.11 and 3.6.16 while considering the annual drive miles.

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and after is assumed to be 0.85 and 0.15 respectively as in 1990, the component percentage by model year and by the number of cylinders as shown in Table 3.6.17 was obtained from Tables 3.6.11 and 3.6.16 while considering the annual drive miles.

	Growth of	Yehicles	Number of Vehicles			
Yehicle Type	Registere	d	Registered			
	(2001/1990)		1990	2001		
Automovile	1.60	n a s	216,752	346,803		
Campero	1.45	1.52	36.037	52,254		
Camioneta	1.20		48,062	57.674		
Microbus	1.00		1,510	1,510		
Buseta .	1.00	1.13	6,955	6,955		
Bus	1.20		11,660	13,993		
Camiones	1.	20	18,149	21,779		
Total	1.	48	339,125	500,968		

Table 3.6.13	Predicted Number of Motor Vehicles Registered	d
	in Santafe de Bogota City in 2001	

Table	3.6.14	Ratio	of	Diesel	Engine	Vehicles	in	Buses	and	Trucks

	Ratio of di	esel engine (%)
	1990	2001
Bus	18.1	25.8
Trucks	23.5	36.3

Table 3.6.15 Predicted Fraction of Automobiles and Buses in 2001

Vehicle	Туре	Ratio
utomóviles	Automóvil	0.717
	Campero	0.119
i dire	Camioneta	0.159
· · · ·	Microbus	0.005
Buses	Bus	0.626
	Buseta	0.374

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· · ·		
Model	Naber	Annual Vehicle
Years		Miles Traveled
66-69	8,646	38,864
70-71	6,055	27,217
72-73	12.222	54,938
74-75	14,474	65,060
76	6,107	27,451
11	7,142	32.103
78	8,081	36, 324
79	6,425	28,880
80	8,699	39,102
81	7.208	32.400
82	6,767	30,418
83	7,861	38,535
84	10,966	53,755
85	11,829	65,048
· 86	11.421	62.804
87	14,120	84,593
88	15,912	100,962
89	11.547	77,596
90	8,810	62,701
91	12,411	93,554
92	12,825	102.382
93	13,257	112,088
94	13,705	122,728
95	14,176	134,459
96	14,666	147,320
97	15,176	161,442
98	15,711	177.016
9 9	16,267	194.114
2000	16,849	212,955
01	17,468	111,952
Total	346,803	2,528,761

Table 3.6.16 Predicted Number of Passenger Cars and Vehicles Miles Traveled by Model Year in 2001 in Santafe de Bogota City

Unit: 10°miles/year

Model Year	Number o	f Cylinder
	4	6 and 8
- 1993	0.356	0.145
1994 - 1997	0.190	0.034
1998 - 2001	0.234	0.041

Table 3.6.17Predicted Fraction of Passenger Cars MilesTraveled by Model Year and Cylinder in 2001

⁽²⁾ Emission factors by vehicle type

The emission factors by vehicle type for the year 2001 was calculated as shown in Table 3.6.18 by using data as described above. From Tables 3.6.15 and 3.6.18, the average emission rates by vehicle type was determined as shown in Table 3.6.19.

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Fab	le	3.	6.	1	8

.18 Predicted Emission Rates for Motor Vehicles in 2001

(Unit: g/km)

	<u>, </u>	Average Speed(km/h)								
			· · ·					[]		
Yohicle	Item	10	15	20	25	30	35	40	45	50
Automóvil	IIC	6.30	4,42	3.49	2.98	2.65	2,42	2.24	2.08	1.93
	co	59.98	46.55	37.90	33,42	30.44	28.35	26.56	24.47	22.98
	NOx	1 19	1.05	0.99	1.00	1.06	1.13	1,23	1.31	1,39
<u>.</u>	S0x	0.12	0.11	0,11	0.11	0,10	0.10	0.09	0.08	0.07
Campero	HC	7.88	5.53	4,38	3.73	3,31	3.02	2.80	2,61	2,41
	: CO	. 76, 59	55.46	45.15	39.81	36.26	33.77	31.64	29.15	27.37
	NOx	1.25	1.10	1.05	1.06	1.11	1.19	1.29	1.38	1.46
:	SOx	0.14	0.13	0.13	0.12	0.12	0.11	0.10	0.09	0.08
Camioneta	NC	8.65	6.06	4.79	4.08	3.61	3.29	3.04	2.82	2.81
	со	102.61	73,70	59.85	52.68	47.99	44.58	41.64	38.25	35.88
	NOx	1.52	1.34	1.28	1.30°	1.37	1.47	1.60	1.71	1.81
	SOx	0.21	0.20	0.19	0.18	0.17	0.16	0.15	0.14	0.13
Microbus	lic	7.73	5.43	4.29	3.66	3.25	2.97	2.74	2,56	2,37
	CO	71.08	51.34	41.79	36.86	33.57	31.26	29.29	26.98	25.34
	NOx	1.22	- 1.08	1.02	1.03	1.09	1.17	1.27	1.35	1.43
	\$0x	0.12	0.12	0.12	0.11	0.11	0.10	0.09	0.09	0.08
Buseta	HC :	14,66	10.22	8.06	6.83	6.02	5.49	5.02	4.61	4,26
	со	168.32	119.17	96.08	84.16	76.71	70.76	65.54	60.33	55.86
	NOx	2.09	1.87	1.81	1.87	1.99	2.15	2.33	2.50	2.66
	S0x.	0.37	0.31	0.28	0.26	0.25	0.24	0.23	0.23	0.22
Buse	НС	18.72	14.65	11.66	9.42	7.73	6.49	5.49	4.69	4.15
	ĊO	346.44	269.32	213.43	173.45	144.12	121.50	105.48	93.43	84.09
	NOx	7.93	7.34	6.85	6.50	6.23	6.05	5,89	5.87	5.85
	\$0x	1.72	1.46	1.33	1,25	1.19	1.16	1.13	1.11	1,10
Camion	HC	17.51	13.82	11.09	9.03	7.47	6.32	5.38	4.63	4.11
	со	301.85	234.75	186.09	151.25	125.69	105.99	92.02	81.49	78,35
	NOx	10.18	9.31	8.60	8.07	7.66	7.37	7.12	7.06	6.99
	SOx	2.15	1.84	1.67	1.58	1.52	1.47	1.44	1.41	1.40

		Average Speed(km/h)								
Vehicle	Item	10	15	20	25	30	35	40	45	50
Automóviles	HC	6.78	4.76	3.76	3.21	2.85	2,60	2.41	2.24	2.07
	CO	67.28	51.00	41.50	36.59	33.32	31.02	29,05	26.75	25.11
	NOx	1.24	1.09	1.03	1.04	1.10	1.18	1.28	1,37	1.45
· [SOx	0.13	0.12	0.12	0.12	0,11	0.11	0.10	0.09	0.08
Buses	нс	17.96	13.59	10.75	8.75	7.30	6.24	5.39	4.70	4.20
	co	309.15	236.41	187.86	154.69	130.77	112.25	98.81	88.29	79.98
	NOx	4.90	4.56	4.32	4.19	4,13	4.11	4.10	4.16	4.22
ſ	S0x	1.27	1.08	0.98	0.92	0.88	0.85	0.83	0.82	0.81
Camiones	HC	17.51	13.82	11.09	9.03	7.47	6.32	5.38	4.63	4.11
	CO	301.85	234.75	186.09	151.25	125.69	105.99	92.02	81.49	73.35
	NOx	10.18	9.31	8.60	8.07	7.66	7.37	7.12	7.06	6.99
-	SOx	2.15	1.84	1,67	1.58	1.52	1.47	1.44	1.41	1.40

Table 3.6.19 Predicted Average Emission Rates for Motor Vehicles in 2001

- (1) SOx (Factories)
- (2) SOx (Mobile Sources)
- (3) SOx (All Sources)
- (4) CO (Motor Vehicles)
- (5) NOx (Factories)
- (6) NOx (Mobile Sources)
- (7) NOx (All Sources)
- (8) Dust (Factories)

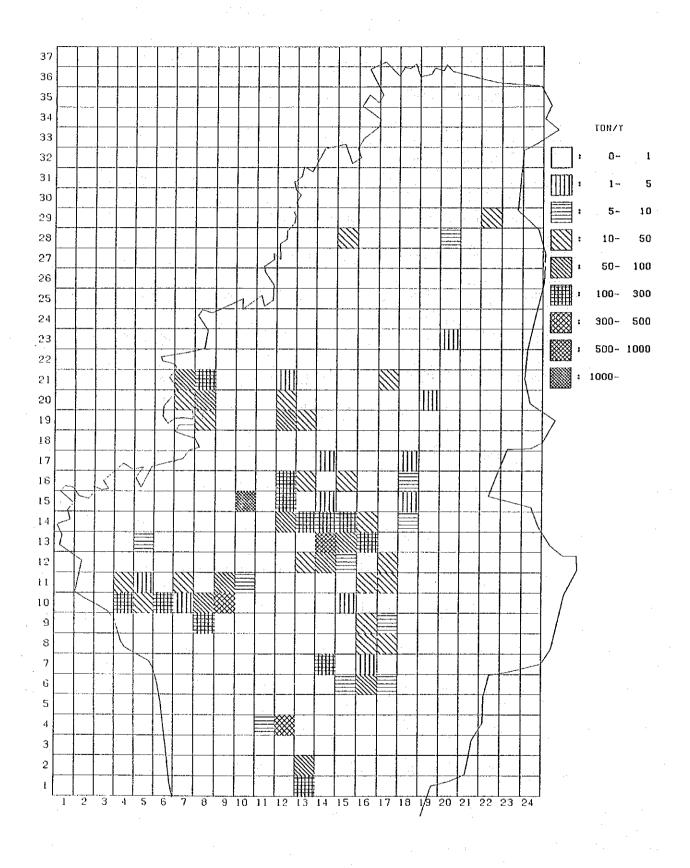
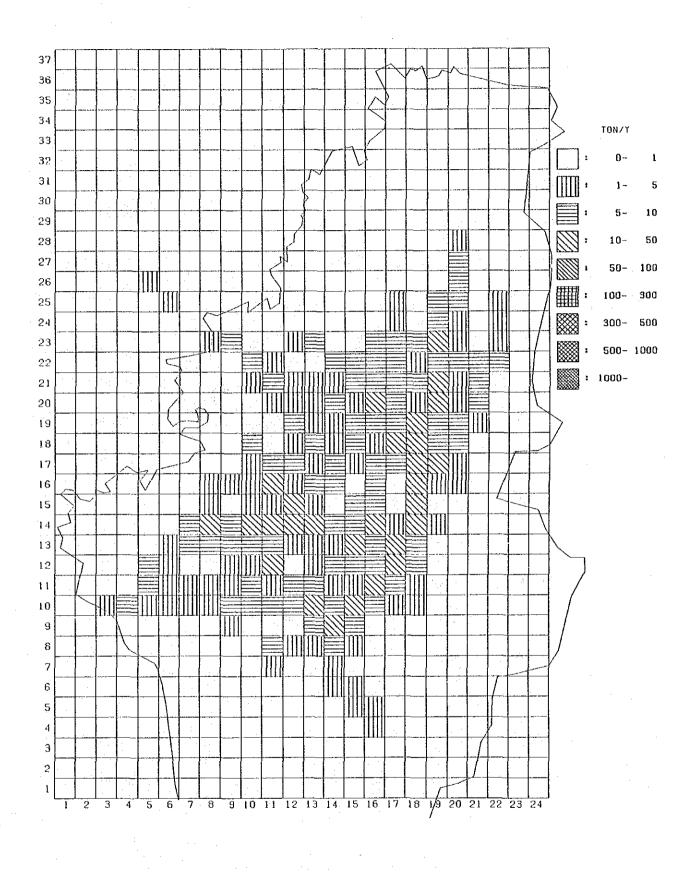
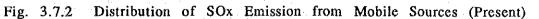


Fig. 3.7.1 Distribution of SOx Emission from Factories (Present)

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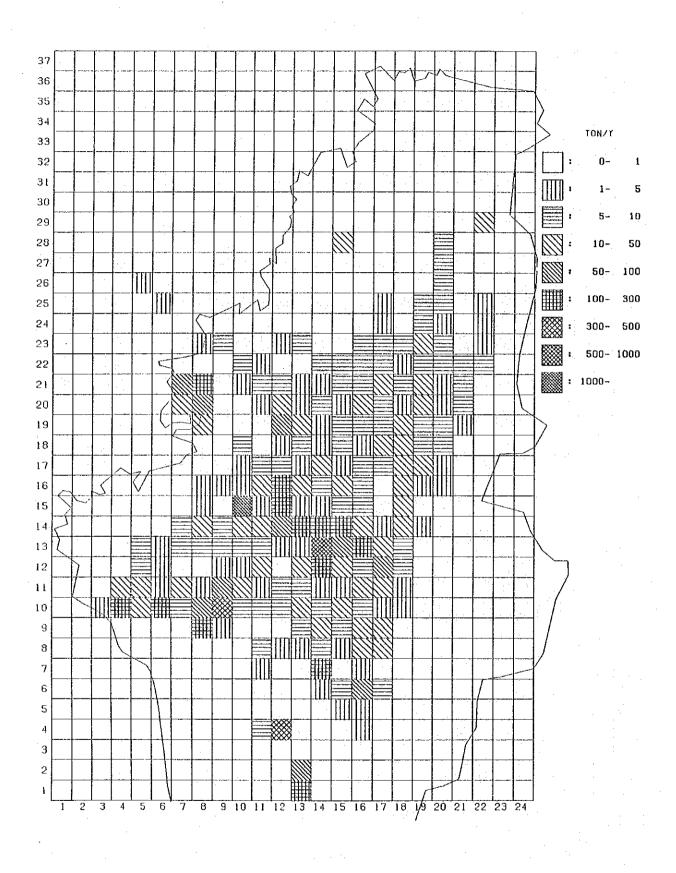


Fig. 3.7.3 Distribution of SOx Emission from All Sources (Present)

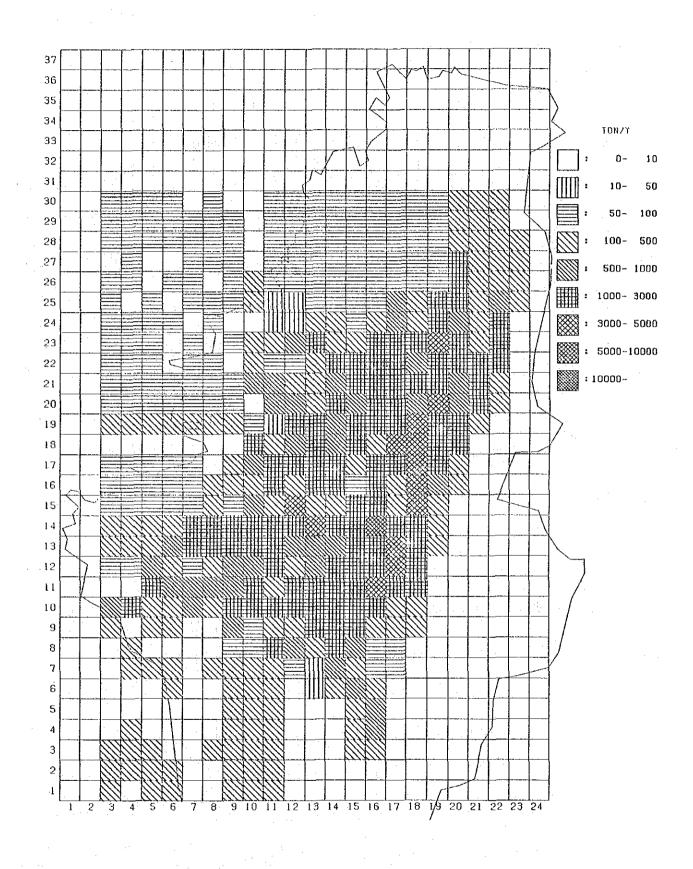


Fig. 3.7.4 Distribution of CO Emission from All Sources (Motor Vehicles) (Present)

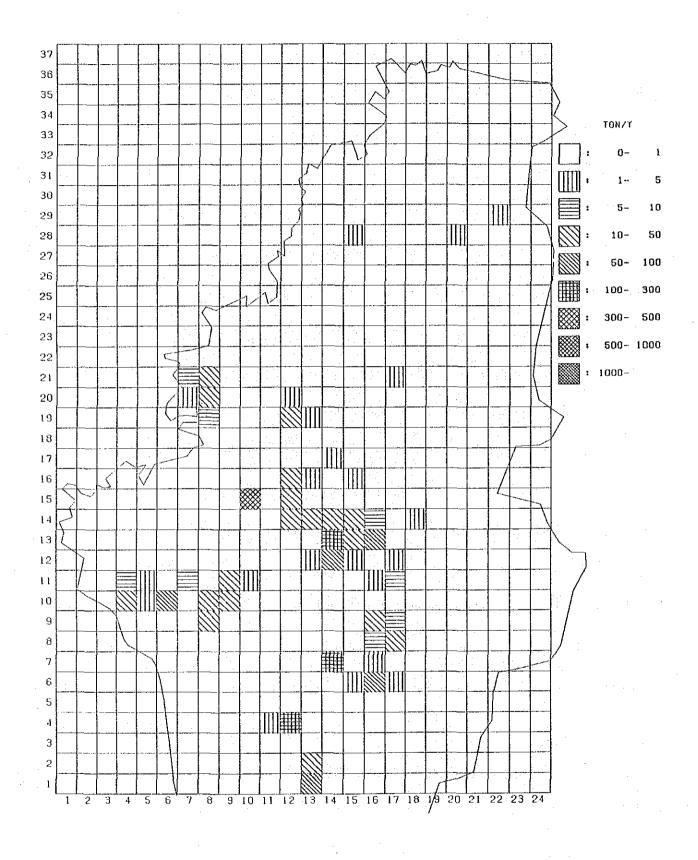
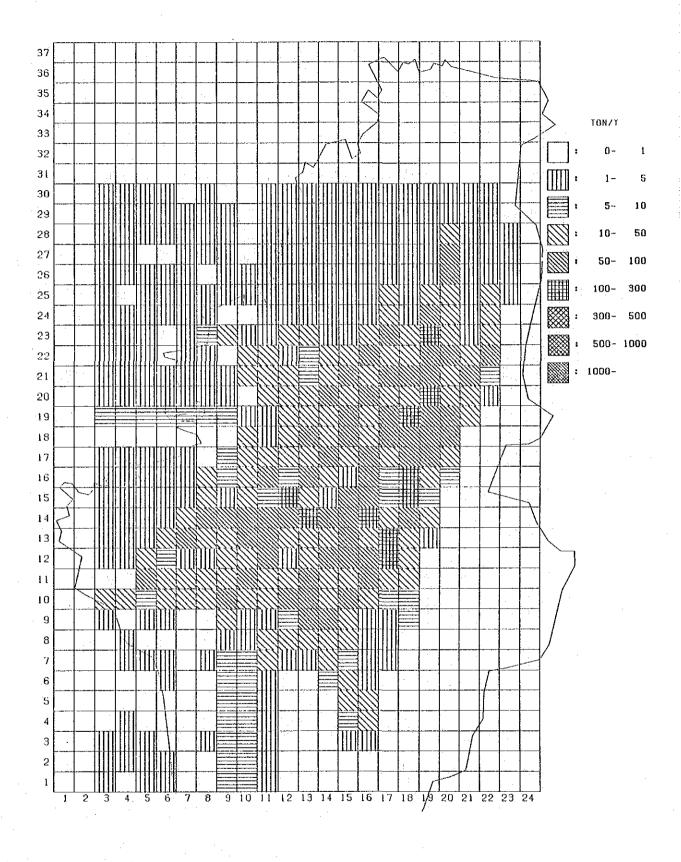
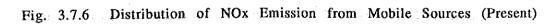


Fig. 3.7.5 Distribution of NOx Emission from Factories (Present)

- 200 -





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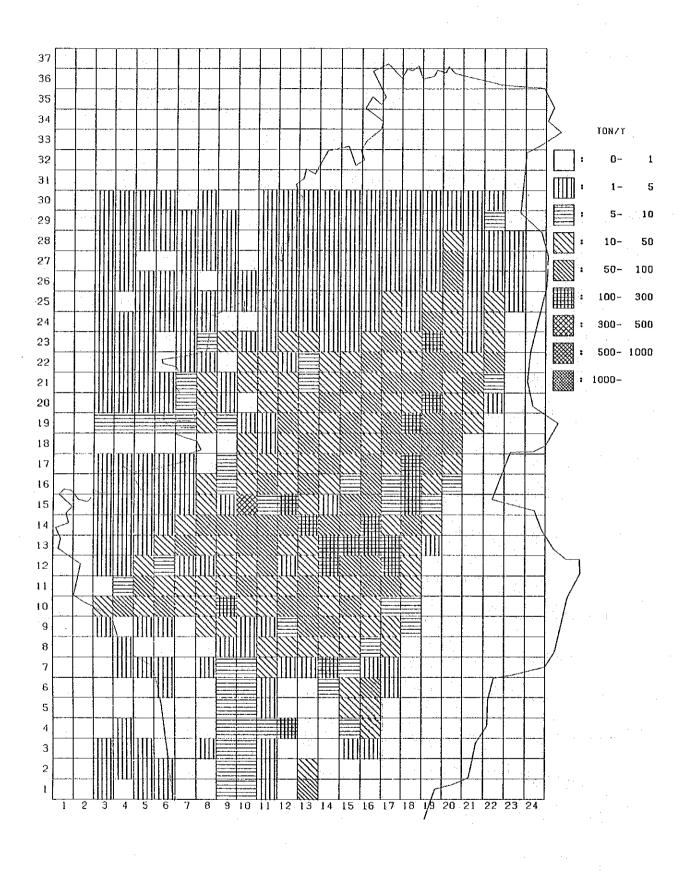
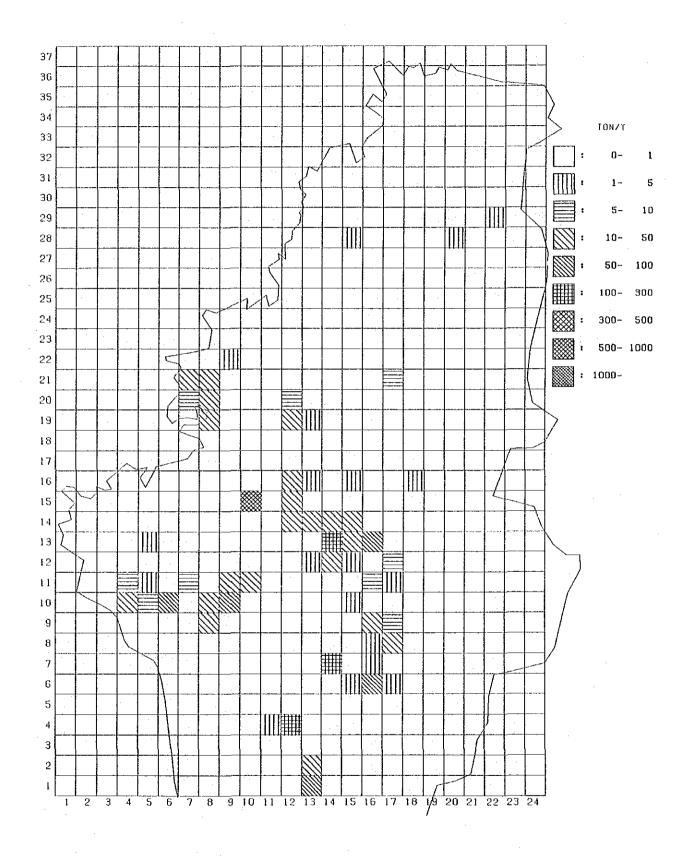
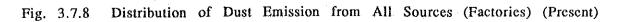


Fig. 3.7.7 Distribution of NOx Emission from All Sources (Present)

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- 2.03 -