

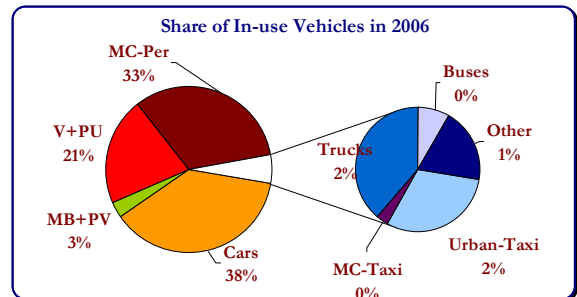
Bangkok, Thailand

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DIESEL program is aimed at developing emission factors for a mix of in-use vehicles and a **comprehensive transport strategy** in Bangkok, Thailand.

With primary focus on transport sector, a modified SIM-air called IDEAS was developed and utilized for data collection and options analysis (presented below) for cost effectiveness.



IDEAS = Informed Decision-support for Evaluating Alternative Strategies

Intervention	Assumptions	PM Reductions		Cost	Tons/million USD
		Tons	% BAU	USD (million)	
CNG Conversion of Buses	2000 Buses are converted	362	1.5%	200	1.8
Diesel Particle Filters	For all the diesel vehicles; 90% reduction in direct PM emissions; including low sulfur diesel	18,406	61.0%	852	21.6
Congestion Pricing	5% reduction in person VKT and 5% increase in VKT of Bus	604	2.42%	200	3.0
Inspection & Maintenance	10% reduction in deterioration rates of emission factors	2,916	11.7%	100	29.2
Mass Rapid Transport	200 km of rail MRT; 5% shift from auto to 3.5% MRT, 1% to Bus, 0.5% to Walk	535	2.2%	7,000	0.1
Bus Rapid Transport	100 km of rail and 100 km of bus rapid transport; 5% shift to MRT/BRT; half from autos/taxis/buses	312	1.3%	2,000	0.2
Walking	1% Shift in VKT of Cars and Buses	95	0.4%	50	1.9
Preventive Maintenance	25% reduction in bus PM emissions	177	3.6%	2	89
Traffic Management	1mph increase in average traffic and bus speed - average is currently 15mph in peak hour (approx).	521	2.1%	80	6.5
Fuel Pricing	A 4% reduction in the fuel usage translated to VKT for 10% increase in fuel price	533	2.1%	50	10.7
Fuel Economy	15% increase in fuel economy for the cars & pickups	2096	8.4%	50	41.9

Detailed results from the emissions tests, policy analysis, and presentations are available from Pollution Control Department, Thailand. Final report is available on CAI-Asia website @ www.cleanairnet.org

SIM-air applications..

details @ www.urbanemissions.info