CONTRIBUTION TO POLLUTION BY DIFFERENT TYPES OF VEHICLES BASED ON AGE AND NUMBER

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ABSTRACT: This study assessed the smoke, hydrocarbon (HC), and carbon monoxide (CO) emissions from a range of age groups and car types. The results show a distinct trend of rising emissions with vehicle age, with older cars having the greatest emission levels. Older cars (20+ years) had emissions of CO (18.83 times higher), HC (5.81 times higher), and smoke (3.97 times higher) than newer cars (0–5 years), suggesting that older cars play a major role in air pollution. Similar to cars, motorbikes showed a significant increase in emissions. In the group of people aged 5 to 10, CO emissions increased from 0.63 times to 7.00 times, while HC emissions increased from 0.72 times to 6.20 times. Both trucks and buses showed similar trends: for vehicles older than 20 years, CO emissions peaked at 3.28 times and HC at 6.20 times, while for buses, CO emissions peaked at 1.55 times and smoke levels peaked at 5.50 times.

The CO emissions of autorickshaws, which are often utilized in metropolitan areas, also increased significantly with age. For example, the CO emissions of autorickshaws increased from 0.97 times in the 5–10 year group to 13.85 times in cars over 20 years old. These results illustrate the negative effects that older cars have on the environment and the necessity of stricter emissions standards for fleets of aging cars.

Key words: *Carbon monoxide, Hydro carbons, Vehicular Pollution, Cars, Old Vehicles, Lahore*

(Received 03.07.2024 Accepted 02.09.2024)

INTRODUCTION

The age of a car has a big impact on the emissions profile of that car, which affects how much dangerous pollution gets emitted into the air. Vehicles' engines and exhaust systems deteriorate with age, which causes inefficiencies in combustion and a rise in particulate matter (PM), nitrogen oxides (NOx), carbon monoxide (CO), and hydrocarbons (HC) emissions. This phenomena, which emphasizes the relationship between vehicle age and emissions, has been shown in several investigations. Vehicular emissions consist of pollutants such as carbon monoxide (CO), nitrogen oxides (NOx), particulate matter (PM), sulfur dioxide (SO_2), and hydrocarbons (HC), all of which negatively impact air quality. The growing number of vehicles in urban centers has escalated emission levels, significantly contributing to the worsening air pollution. Research from the *Pakistan Journal of Science* emphasizes that rapid urbanization and increasing vehicle numbers in cities like Lahore, Karachi, and Islamabad have resulted in dangerous pollution levels, with a considerable share of emissions originating from vehicles (Ahmed et al., 2018).

A major challenge is the inability of many vehicles in Pakistan to meet international emission standards like Euro 2 or Euro 4, leading to higher pollutant emissions. Additionally, a large segment of the vehicle fleet consists of older models lacking modern emission control technologies, which further worsens air quality (Khan et al., 2020).Modern pollution control devices, such catalytic converters and sophisticated fuel injection systems, that are standard on newer models are sometimes absent from older cars. For example, investigations have revealed that automobiles older than 20 years can emit CO at levels far higher than those of newer models; emissions from some studies have been found to be 18.83 times higher than those from vehicles less than 5 years old (Zhi et al., 2021). The wear and tear on engine parts, which might result in incomplete combustion and higher exhaust emissions, is the cause of this raised emission level.

A similar tendency of rising emissions with age is seen in motorcycles. According to studies, CO

emissions from motorbikes can increase from 0.63 times for motorcycles aged 5 to 10 to 7.00 times for motorcycles aged 20 or more (Ong et al., 2019). The main cause of this growth is the deterioration of exhaust systems and engine efficiency, which makes it more difficult for them to efficiently eliminate harmful emissions.

As they get older, trucks and buses also exhibit noticeable increases in emissions. According to studies, the maximum CO and HC emissions from trucks older than 20 years might be 3.28 and 6.20 times greater, respectively, than those from trucks that are newer (Sjödin et al., 2020). Considering how much business cars contribute to urban air pollution, this trend is cause for alarm.

Auto-rickshaws and motorbike rickshaws are prevalent in metropolitan areas and have been observed to have concerning increases in emissions with increasing age. According to Chang et al. (2020), CO emissions from autorickshaws can grow from 0.97 times for those in the 5–10 year old group to 13.85 times for those in the 20+ year old group. This dramatic growth underlines the importance for rigorous emissions laws and maintenance programs for older vehicles, particularly in highly populated urban areas where air quality is a critical public health problem.

The emission factor of vehicles, which refers to the amount of pollutants emitted per unit of fuel consumed or distance traveled, plays a critical role in determining the levels of urban air pollution. In urban areas, particularly those with high traffic density, vehicles are a major source of harmful emissions, including particulate matter (PM), nitrogen oxides (NOx), carbon monoxide (CO), and volatile organic compounds (VOCs). These pollutants contribute significantly to smog formation, respiratory problems, and other public health issues.

Research indicates that older vehicles tend to have higher emission factors compared to newer, more efficient vehicles due to engine degradation, incomplete combustion, and outdated technology. For example, studies have shown that vehicles over 20 years old emit significantly higher levels of CO, HC, and NOx than newer models, exacerbating urban air pollution problems (Sharma et al., 2021; Khan et al., 2020). Moreover, vehicles running on diesel fuel are known to produce high levels of NOx and PM, which are key contributors to respiratory diseases and reduced air quality in cities (Gulia et al., 2018).

Urban areas with a higher concentration of two-stroke engine vehicles, such as motorcycles and rickshaws, often report elevated levels of hydrocarbons (HC) and CO. A study conducted in Lahore, Pakistan, emphasized that reducing the emission factors of vehicles, particularly through regulatory measures, improved engine technologies, and emission control systems (ECS), is essential for managing urban air pollution (Iqbal et al., 2019).

Efforts to reduce emission factors through advancements in Euro standards, catalytic converters, and fuel quality improvements have shown promising results in decreasing pollutant levels in several cities (Gulia et al., 2018). However, the rapid increase in the number of vehicles continues to offset some of these improvements, suggesting that further policy interventions are needed to lower emission factors and improve air quality.

METHODOLOGY

Selection of Vehicle Samples: Vehicles from different categories (cars, motorcycles, trucks, buses, auto-rickshaws, and motorcycle rickshaws) were selected for the study. Each category will include vehicles across four age groups: 0-5 years, 5-10 years, 10-20 years, and 20 years and onward.

Emissions Testing: Each selected vehicle undergo emissions testing using standardized equipment. The primary pollutants to be measured are:

- **Carbon Monoxide (CO)**
- **Hydrocarbons (HC)**
- **Smoke Opacity**

The testing will be conducted under controlled conditions to ensure consistency and accuracy in the results.

Data Collection and Analysis: The emissions data was collected for each vehicle and recorded in a structured format. The data was then be analyzed to compare the emissions across different age groups and vehicle categories. Statistical tools were used to identify trends and significant differences in emission levels.

Comparison and Interpretation: The emissions results were compared to identify the impact of vehicle aging on emission levels. The comparison was focused on determining whether older vehicles contribute more significantly to air pollution compared to newer vehicles, and how this varies across different types of vehicles.

RESULTS AND DISCUSSION

The majority of vehicles in Lahore, especially those over 10 years old, tend to emit higher levels of pollutants due to aging engines and less stringent emission controls. The city's reliance on fossil fuel-powered vehicles exacerbates the issue, as these vehicles contribute significantly to smog formation, which is a common occurrence, particularly in the winter months.

Lahore's vehicular pollution is further aggravated by the lack of proper maintenance of vehicles, which leads to inefficient fuel combustion and higher emissions. Additionally, the presence of older vehicles,

including two-stroke rickshaws and diesel buses, contributes disproportionately to the emission of harmful pollutants.

Efforts to curb vehicular pollution in Lahore include the implementation of Euro emission standards, promoting the use of cleaner fuels, and encouraging the adoption of electric vehicles. However, the effectiveness of these measures is limited by the city's growing vehicle population and inadequate enforcement of environmental regulations.

Over time, the deterioration of car parts not only increases emissions but also reduces fuel efficiency, which raises greenhouse gas emissions. Therefore, reducing the emissions from older cars is crucial to raising air quality and accomplishing sustainability objectives. Lawmakers and regulatory agencies are realizing more and more how important it is to impose tougher emissions regulations on older cars and support car scrappage schemes that incentivize the replacement of less environmentally friendly models with greener ones.

Overall, vehicular pollution remains a critical challenge for Lahore, necessitating urgent and sustained action to protect public health and improve air quality.

Private cars and motorcycles are the main part of the total number of vehicles in Lahore.

The Table 1 provides an overview of the distribution of various vehicle types in Lahore, categorized by their age. Here's a summary of the key points:

- **Cars:** With a total of 1,499,217 cars, they make up a significant portion of the vehicle population. The largest group is cars aged 10-20 years, comprising 628,145 vehicles. Newer cars (0-5 years old) account for 61,615 vehicles, while the oldest group (20 years and older) includes 394,965 cars.
- **Motorcycles:** Motorcycles dominate the vehicle count with 4,619,091 units. The largest share belongs to motorcycles aged 10-20 years, with 1,885,769 vehicles. Newer motorcycles (0-5 years old) number 292,918, and the oldest group (20 years and older) consists of 702,485 motorcycles.
- **Buses:** Buses total 64,511, with a notable number of older buses (20 years and older) making up 23,515 of the total. The 10-20 year-old buses are also significant, with 20,457 units.
- **Rickshaws:** There are 220,210 rickshaws in total, with the majority falling in the 10-20 year-old category (82,790 rickshaws). Rickshaws aged 5-10 years account for 75,908 vehicles.
- **Trucks and Pickups:** Trucks and pickups are fewer in number compared to cars and motorcycles, but they are crucial for goods transportation. There are 43,807 trucks and 124,308 pickups, with the majority of trucks (17,538) being 10-20 years old.
- **Other Vehicles:** The table also includes categories like ambulances, cranes, double cabins, taxis, and tractors, with varying distributions across age groups.

In summary, the vehicle population in Lahore is heavily skewed towards motorcycles and cars, with a significant portion of these vehicles being 10-20 years old. Older vehicles (20 years and onward) also represent a substantial share, particularly in categories like buses and trucks.

The Table 1 underscores the importance of managing and possibly renewing the vehicle fleet, especially focusing on those older than 10 years, to improve air quality and meet emission standards.

Table 1: Total number of vehicles in Lahore by Category and Age as on June, 2022

Category	Total	0-5 Year old	5-10 Year old	10-20 Year old	20 year 0nward
Ambulance	3116	1263	842	826	185
Bus	64511	1033	19506	20457	23515
Crane	3261	1701	1134	388	38
Double Cabin	7302	2093.4	1395.6	2618	1195
Car	1499217	61615	414492	628145	394965
Motorcycle	4619091	292918	1737919	1885769	702485
Pickup	124308	2654	34901	58875	27878
Rickshaw	220210	4375	75908	82790	57137
Taxi	27627	37	12343	3364	11883
Tractor	58965	1569	11425	21483	24488
Truck	43807	382	16081	17538	9806
Total	6671415	369640.4	2325947	2722253	1253575

(Source: Excise and Taxation Department)

Table 2: Percentage of each category of vehicles by Age

	0-5 Year old	5-10 Year old	10-20 Year old	20 year 0nward
Ambulance	40.5%	27.0%	26.5%	5.9%
Bus	1.6%	30.2%	31.7%	36.5%
Crane	52.2%	34.8%	11.9%	1.2%
Double Cabin	28.7%	19.1%	35.9%	16.4%
Car	4.1%	27.6%	41.9%	26.3%
Motorcycle	6.3%	37.6%	40.8%	15.2%
Pickup	2.1%	28.1%	47.4%	22.4%
Rickshaw	2.0%	34.5%	37.6%	25.9%
Taxi	0.1%	44.7%	12.2%	43.0%
Tractor	2.7%	19.4%	36.4%	41.5%
Truck	0.9%	36.7%	40.0%	22.4%

The Table 3 presents the monitoring data of key vehicular emissions, including CO (carbon monoxide), HC (hydrocarbons), and Smoke Opacity across different vehicle types (Car, Motorcycle, Truck, Bus, Auto Rickshaw, and Motorcycle Rickshaw). Emissions are categorized by vehicle age groups: 0-5 years, 5-10 years, 10-20 years, and 20 years onward.

- **CO Emissions**: Cars show a steady increase in CO levels as they age, with vehicles over 20 years old emitting the highest CO at 3.82 ppm. Similarly, motorcycles and rickshaws also show increasing CO emissions with age, reaching up to 2.24 ppm and 2.54 ppm, respectively.

- **HC Emissions**: Hydrocarbon emissions also increase with vehicle age across all categories. For example, cars' HC emissions escalate from 48.57 ppm (0-5 years) to 282 ppm (20+ years), and motorcycle rickshaws jump significantly from 694 ppm in the 0-5 years category to 302 ppm in the 20+ years category.

- **Smoke Opacity**: This measurement shows a rise in smoke emissions with vehicle age, particularly in buses and auto rickshaws. For instance, bus smoke opacity goes from 10% in the 0-5 year category to 55% in the 20+ year category, highlighting the deteriorating emission control as vehicles age.

In summary, the data underscores the correlation between vehicle age and emission levels, with older vehicles generally showing higher pollution emissions across all categories. This suggests a pressing need for stricter emissions controls and possible vehicle age restrictions to manage air quality.

Table 3: CO, HC and Smoke emissions from different vehicles in Lahore

	Car		MC		Truck			Bus			Auto Rickshaw		MC Rickshaw	
	CO (%)	HC (PPM)	CO (%)	HC (PPM)	CO (%)	HC (PPM)	Smoke (%)	CO (%)	HC (PPM)	Smoke (%)	CO (%)	HC (PPM)	CO (%)	HC (PPM)
0-5	0.20	48.57	0.32	142.00	0.03	10.00	10.00	0.06	32.00	20.00	0.26	38.00	0.64	694.00
5 10	1.09	97.31	0.20	102.00	0.04	22.40	30.00	0.05	22.44	25.00	0.37	57.00	1.03	209.20
0-10	0.82	82.48	0.43	141.50	0.04	20.33	40.00	0.05	23.63	24.38	0.36	54.89	0.97	290.00
10 20	2.17	164.67	1.22	199.60	0.07	56.00	50.00	0.06	57.90	34.00	2.62	173.83	1.35	378.00
20 onward	3.82	282.00	2.24	192.00	0.08	62.00	55.00	0.09	88.00	50.00	3.60	260.00	2.54	302.00

Comparative emissions from different vehicles

The Table 4 presents emissions data for different vehicle types categorized by age, focusing on carbon monoxide (CO), hydrocarbons (HC), and smoke emissions. The results indicate a clear trend: as vehicles age, their emissions generally increase.

- **Cars:** Emissions significantly rise with age, especially after 10 years. CO emissions nearly double between the 10-20 year group (10.68) and the 20+ year group (18.83), while HC emissions also escalate from 3.39 to 5.81.

- **Motorcycles:** Similar to cars, older motorcycles emit more pollutants, with CO emissions increasing from 0.63 in the 5-10 year range to 7.00 in the 20+ year group. HC emissions show a less steep but noticeable increase.

- **Trucks and Buses:** Trucks and buses follow a similar pattern, with CO and HC emissions increasing with age. Notably, smoke emissions are higher for older buses, indicating worsening combustion efficiency.

- **Auto Rickshaws and Motorcycle Rickshaws:** These vehicles exhibit significant increases in both CO

and HC emissions as they age, with motorcycle rickshaws showing a dramatic rise in CO emissions from 1.61 to 3.97 in the 20+ year group.

In summary, the data underscore the impact of vehicle aging on emissions, highlighting the importance of vehicle maintenance and potential fleet renewal to reduce environmental pollution.

Table 4: Emissions (No. of times) of older vehicles as compared to five year (0-5) old vehicles

	Car		Motorcycle		Truck			Bus			Auto Rickshaw		Motorcycle Rickshaw	
Age	**CO**	**HC**	**CO**	**HC**	**CO**	**HC**	**Smoke**	**CO**	**HC**	**Smoke**	**CO**	**HC**	**CO**	**HC**
5-10	5.37	2.00	0.63	0.72	1.66	2.24	3.00	0.97	0.70	1.25	1.44	1.50	1.61	0.30
0-10	4.04	1.70	1.34	1.00	1.55	2.03	4.00	0.97	0.74	1.22	1.39	1.44	1.51	0.42
10-20	10.68	3.39	3.82	1.41	2.78	5.60	5.00	1.06	1.81	1.70	10.08	4.57	2.11	0.54
20 onward	18.83	5.81	7.00	1.35	3.28	6.20	5.50	1.55	2.75	2.50	13.85	6.84	3.97	0.44

Contribution to CO emissions from different age group of vehicles: The Table 5 on Carbon Monoxide (CO) presents the percentage contributions of various vehicle categories to overall emissions across different age groups. Here's a summary of the key observations:

- **Cars:** Cars dominate the emissions profile, especially in the 10-20 and 20+ year categories, contributing 20.2% and 22.4%, respectively. This highlights the significant impact older cars have on pollution.
- **Motorcycles:** Motorcycles also show a substantial increase in emissions as they age. The contribution jumps from 0.45% for 0-5 year-old motorcycles to a staggering 23.7% for those 20 years and older. This indicates that aging motorcycles are major contributors to pollution.
- **Buses and Rickshaws:** Both buses and rickshaws show notable emissions increases as they age. Older buses (20+ years) contribute 1.4%, while older rickshaws contribute about 3.1%, indicating that these vehicles become increasingly polluting with age.
- **Other Vehicles:** Ambulances, cranes, and double cabins contribute relatively less to emissions across all age groups. However, like other vehicles, their emissions tend to increase with age.

Overall, the data suggest that older vehicles, particularly cars and motorcycles, are the primary contributors to vehicular emissions, underscoring the need for stricter emissions control policies and the phasing out of older, more polluting vehicles.

Table 5: Contribution to CO Emissions by different category of vehicles

$$\text{Contribution of Car (\%)} = \frac{No.\,of\ vehicles \times average\ CO\ emission\ of\ vehicle}{av\ mileage\ of\ vehicle\ (Km) \times Total\ CO\ emission\ of\ all\ vehicles} \times 100$$

	0 5	5 10	10 20	20 0nward	Total
Ambulance	0.0038%	0.0136%	0.0266%	0.0105%	0.0545%
Bus	0.0022%	0.0404%	0.0464%	1.4063%	1.4953%
Crane	0.0036%	0.0023%	0.0009%	0.0023%	0.0091%
Double Cabin	0.0063%	0.0226%	0.0125%	0.0022%	0.0435%
Car	0.1855%	6.6988%	20.2024%	22.3961%	49.4827%
Motorcycle	0.4522%	1.6768%	11.1171%	23.7229%	36.9691%
Pickup	0.0080%	0.5640%	1.8935%	1.5808%	4.0464%
Rickshaw	0.0169%	0.4211%	3.2219%	3.0533%	6.7132%
Taxi	0.0001%	0.1995%	0.1082%	0.6738%	0.9816%
Tractor	0.0015%	0.0183%	0.0576%	0.0775%	0.1549%
Truck	0.0004%	0.0257%	0.0470%	0.0310%	0.1041%
Total	0.6806%	9.6832%	36.7340%	52.9567%	100.0545%

Contribution to HC emissions by different age groups of vehicles

The Table 6 on Hydrocarbon (HC) emissions provides a detailed overview of how various vehicle categories contribute to total HC emissions across different age groups. Here are the key points:

- **Cars:** Cars significantly contribute to HC emissions, especially as they age. The contribution

increases from 0.52% for vehicles aged 0-5 years to 19.4% for those over 20 years old. This sharp rise indicates that older cars are a major source of HC pollution.

- **Motorcycles:** Motorcycles show the highest HC emissions contribution across all age groups. Notably, motorcycles aged 10-20 years contribute the most (21.3%), followed by those aged 5-10 years (10.0%). This highlights the critical role that motorcycles, especially older ones, play in HC emissions.

- **Rickshaws and Buses:** Both rickshaws and buses also contribute significantly to HC emissions as they age. Rickshaws show a steady increase in emissions, with the highest contribution (2.59%) from those over 20 years old. Buses, while having a lower overall contribution, still show a marked increase in emissions from 0.015% for 0-5 years old to 0.537% for 10-20 years old.

- **Other Vehicles:** Ambulances, cranes, double cabins, and pickups contribute less to HC emissions compared to cars and motorcycles. However, like other categories, their emissions also increase as the vehicles age.

In summary, the data highlights that HC emissions are heavily influenced by the age of vehicles, with older cars and motorcycles being the largest contributors. This underscores the importance of managing and upgrading older vehicles to reduce overall HC pollution.

Table 6: Contribution to HC emissions by different category of vehicles

$$\text{Contribution of Veh. (\%)} = \frac{No.of\ vehicles \times average\ HC\ emission\ of\ vehicle}{ave.Mileage\ of\ veh\ (Km) \times Total\ HC\ emission\ of\ all\ vehicles} \times 100$$

	0 5	5 10	10 20	20 0nward	Total
Ambulance	0.011%	0.014%	0.024%	0.009%	0.058%
Bus	0.015%	0.198%	0.537%	0.029%	0.780%
Crane	0.025%	0.012%	0.010%	0.000%	0.046%
Double Cabin	0.018%	0.024%	0.011%	0.002%	0.054%
Car	0.522%	7.032%	18.032%	19.417%	45.003%
Motorcycle	2.357%	10.044%	21.326%	7.642%	41.369%
Pickup	0.022%	0.592%	1.690%	1.371%	3.675%
Rickshaw	0.029%	0.754%	2.509%	2.590%	5.882%
Taxi	0.000%	0.209%	0.097%	0.584%	0.890%
Tractor	0.007%	0.116%	0.545%	0.688%	1.357%
Truck	0.002%	0.163%	0.445%	0.276%	0.886%
Total	3.007%	19.158%	45.226%	32.608%	100.000%

Contribution to Smoke emissions by diesel vehicles

The Table 7 on smoke emissions highlights the contribution of different vehicle types across various age categories:

- **Buses:** Smoke emissions from buses show a significant increase as the vehicles age. Buses aged 5-10 years contribute 16.1% to smoke emissions, with the highest contribution (23%) coming from those aged 10-20 years. However, the contribution drops to 2% for buses over 20 years old, indicating that while mid-aged buses are the most polluting, older buses might either be fewer in number or less frequently used.

- **Trucks:** Trucks exhibit a similar trend, with smoke emissions peaking for vehicles aged 10-20 years, contributing 29%. Trucks aged 5-10 years contribute 11.3%, and those over 20 years contribute 18%. This suggests that both mid-aged and older trucks are significant sources of smoke emissions, likely due to engine wear and less efficient combustion in older engines.

Overall, the table indicates that smoke emissions are strongly linked to the age of the vehicles, with both buses and trucks showing higher emissions as they age, particularly in the 10-20 year range.

Table 7: Contribution to Smoke Emissions by Bus and Truck (ignoring other types of vehicles)

	0-5	5-10	10-20	20 0nward
Bus	0.7%	16.1%	23%	2%
Truck	0.1%	11.3%	29%	18%

Conclusions: The study assessed the emissions of CO, HC, and smoke across different vehicle categories and age groups. The results indicate that emissions increase significantly with the age of the vehicle, with the highest levels observed in vehicles that are 20 years and older.

- **Cars**: Older cars (20+ years) emitted CO at 18.83 times, HC at 5.81 times, and Smoke at 3.97 times higher than newer cars (0-5 years). This indicates that aging cars contribute substantially to air pollution.

- **Motorcycles**: Similarly, motorcycles show a significant increase in emissions as they age. CO emissions increased from 0.63 times in the 5-10 year group to 7.00 times in the 20+ year group, while HC emissions rose from 0.72 times to 6.20 times.

- **Trucks and Buses**: Trucks and buses also displayed a similar pattern, with CO emissions peaking at 3.28 times and HC at 6.20 times for 20+ year-old trucks, while buses showed a peak CO emission at 1.55 times and Smoke at 5.50 times.

- **Auto-Rickshaws and Motorcycle Rickshaws**: These vehicles, often used in urban areas, showed a sharp rise in emissions with age. Auto-rickshaws, for example, showed an increase in CO emissions from 0.97 times in the 5-10 year group to 13.85 times in the 20+ year group.

Overall, the study confirms that older vehicles are major contributors to urban air pollution, with significantly higher emissions compared to newer vehicles. This highlights the need for stricter emissions regulations and incentives for the retirement of older vehicles to improve air quality.

Recommendations: Based on the study's findings on vehicular emissions, the following recommendations are made to address the growing concern of air pollution in urban areas like Lahore:

1. **Retirement and Replacement of Old Vehicles**: Given the significant increase in emissions from vehicles older than 10 years, a policy to gradually phase out these older vehicles should be implemented. Offering financial incentives for scrapping old vehicles and purchasing newer, cleaner models could help accelerate this transition.

2. **Strengthen Emission Standards**: The enforcement of stricter emission standards for all vehicles is essential. This includes ensuring that vehicles adhere to at least Euro IV standards or higher, which would significantly reduce the pollutants being emitted by both new and existing vehicles.

3. **Regular Emissions Testing**: Mandatory and regular emissions testing for all vehicles, especially those older than five years, should be enforced. This will ensure that vehicles on the road are within the legal limits for emissions, thus reducing their overall impact on air quality.

4. **Promote Cleaner Fuels**: Transitioning to cleaner fuels such as compressed natural gas (CNG) or electricity, especially for public transportation and commercial vehicles, could substantially reduce CO, HC, and smoke emissions. Additionally, subsidies or tax breaks for electric and hybrid vehicles could encourage their adoption.

5. **Public Awareness Campaigns**: Educating the public about the environmental and health impacts of vehicle emissions is crucial. Campaigns should focus on the benefits of regular vehicle maintenance, using cleaner fuels, and the importance of adhering to emissions standards.

6. **Development of Public Transport**: Enhancing and expanding public transportation infrastructure can reduce the number of private vehicles on the road, thereby decreasing overall emissions. Investments in bus rapid transit (BRT) systems, metro lines, and other mass transit options should be prioritized.

7. **Urban Planning and Traffic Management**: Improved urban planning, including the development of bike lanes and pedestrian pathways, can reduce reliance on vehicles. Additionally, implementing better traffic management systems can minimize idling and reduce emissions from traffic congestion.

Acknowledgement: Pak Green Lab is acknowledged for providing technical support.

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