For the purposes of this assessment, the conservative assumptions included in the estimation of the emission rates (refer Section 9.5) are considered to compensate for any potential underestimation by COPERT Australia.

Scenarios A1 and B1

In the absence of current (2018) or future year Victorian vehicle fleet mix and mean fleet mileage statistics with which to configure COPERT Australia, adjustments to the Victoria 2010 derived emission factors were subsequently made based on PIARC future year factors for PM_{10}, $PM_{2.5}$, CO and NO_x in 2020 (refer to Table 37) and the following equation:

2020 emissions factors = 2010 assessment emission factors x 2020 future year factor

Table 37: 2020 future year factors for adjusting 2010 emission factors

Pollutant	Vehicle class			
	PCP	PCD	LCD	HCV
PM_{10}	0.37	0.37	0.41	0.49
$PM_{2.5}$	0.37	0.37	0.41	0.49
CO	0.42	0.43	0.51	0.50
NO_x	0.31	0.61	0.48	0.52

Scenarios A2 and B2

Composite vehicle emission factors for Brisbane for the years 2010 and 2025 (Brisbane City Council 2016) developed using COPERT Australia were used to estimate future year factors with which to adjust the PM_{10}, $PM_{2.5}$ and NO_2 assessment emission factors out to 2025:

2025 emissions factors = 2010 assessment emission factors x 2025 future year factor

The derived 2025 factors are provided in Table 38.

Table 38: 2025 factors for adjusting 2010 emission factors

Pollutant	Vehicle class			
	PCP	PCD	LCD	HCV
PM_{10}	0.4	0.4	0.4	0.21
$PM_{2.5}$	0.31	0.31	0.31	0.16
NO_2	0.15	0.15	0.15	0.18

The resultant 2025 emission rates are significantly below the 2020 emission rates, with diurnal PM_{10} emissions 22 to 47 per cent lower, $PM_{2.5}$ emissions 40 to 57 per cent lower and NO_2 emissions approximately 67 per cent lower.

It is noted that Brisbane City Council vehicle emission factors also do not take into account the expected increase in EVs in the future fleet mix, which would reduce these factors further.