

**brownfieldbriefing**

## **Update on work being undertaken to explore traffic-related impacts from fracking operations**

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# Traffic Related Impact of Fracking Operations

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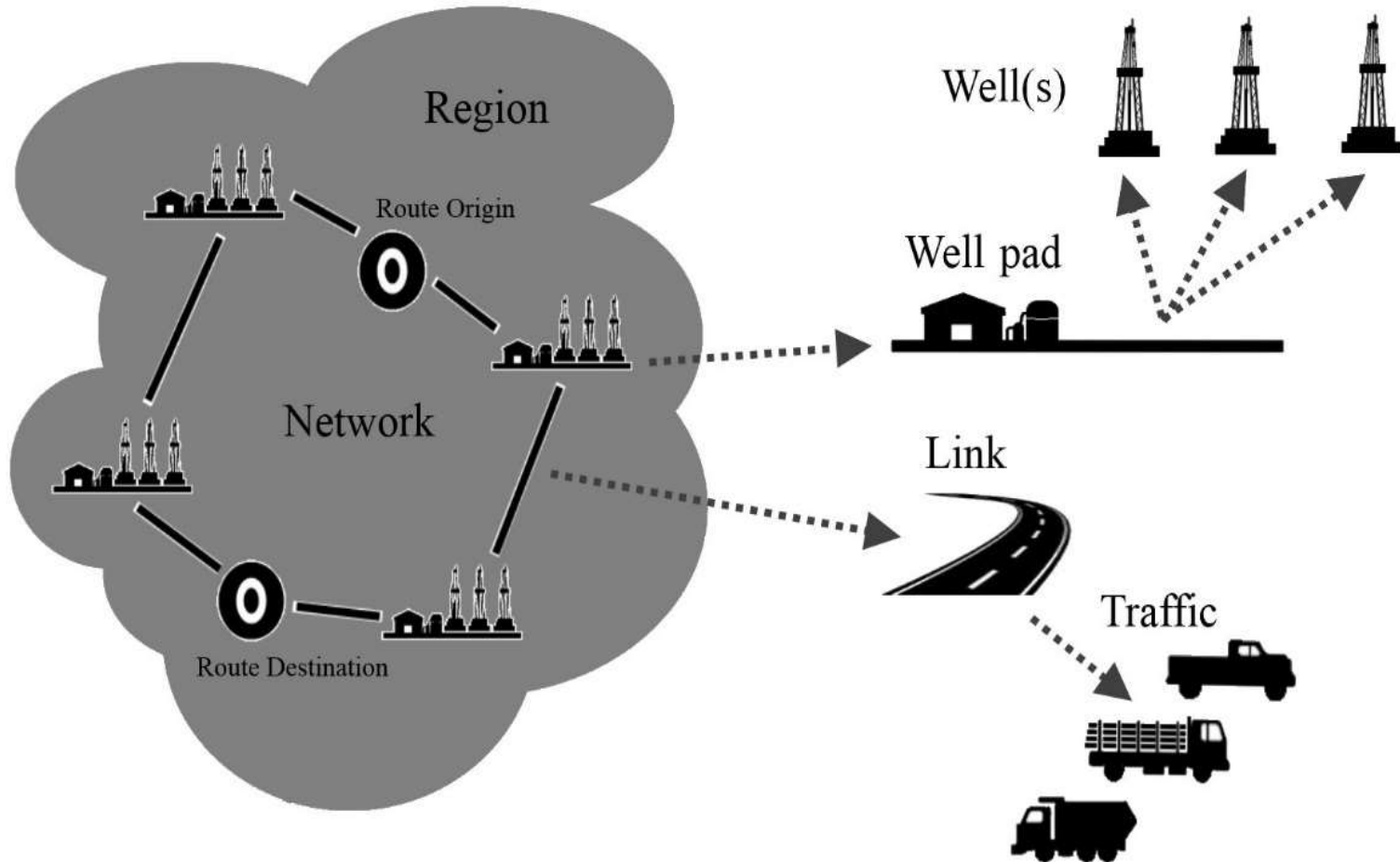
# The ReFINE Project



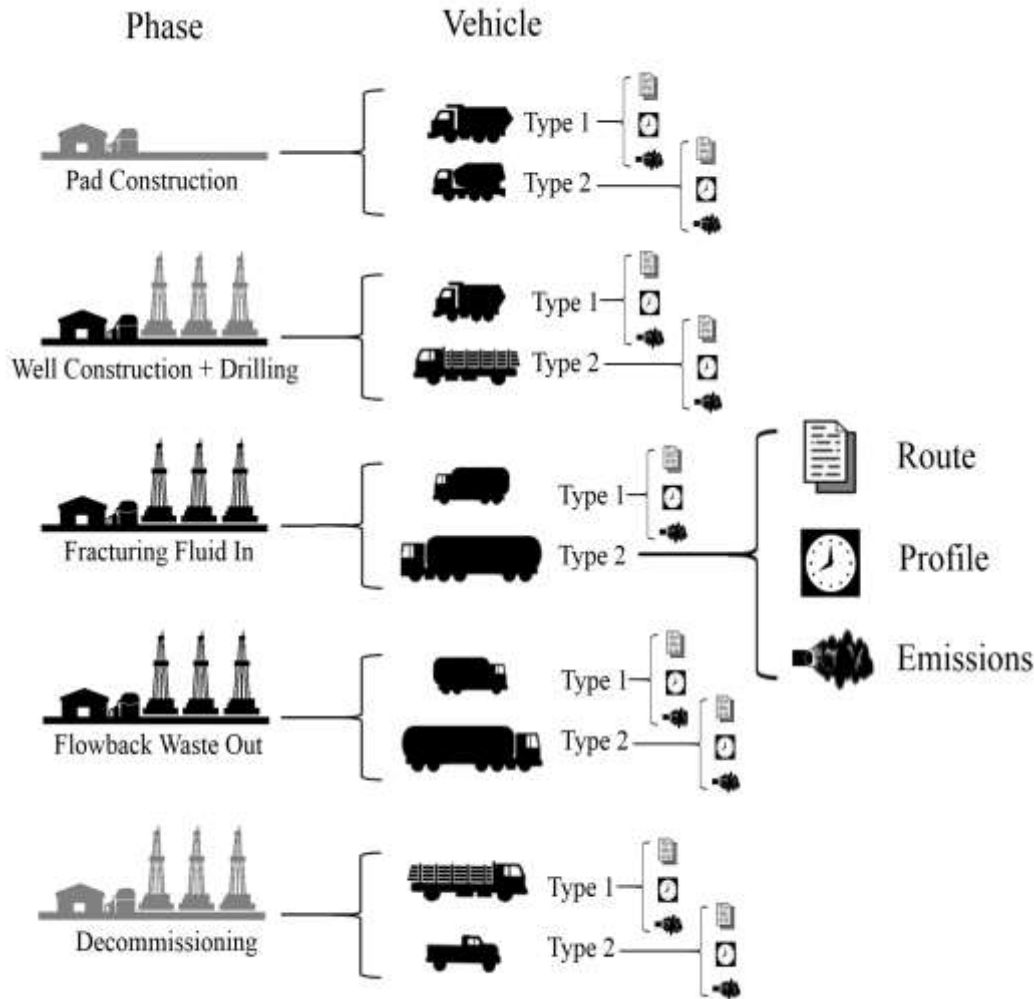
- **Researching Fracking IN Europe**
- International consortium led jointly by Newcastle and Durham Universities (also Cambridge, Stanford, Strathclyde, Keele and Hull)
- Working with academics in 7 countries
- ***Independent*** research into all aspects of fracking
- ***Impartial:*** Neither pro- nor anti- fracking
- Funded by NERC and Industry
- Research topics prioritised by Independent Science Board
- Launched 2013 – Lead by Prof. Richard Davies @ Newcastle
- See: [www.refine.org.uk](http://www.refine.org.uk)

- Examine impacts relating to:
  - **Primarily the use of tankers for water transport**
- Additional congestion and disruption to journeys
- Greenhouse gas emissions (CO<sub>2</sub>)
- Local air-quality impacts, primarily:
  - Oxides of nitrogen (esp. nitrogen dioxide, NO<sub>2</sub>)
  - Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) including suspended dust
  - Volatile organic compounds and hydrocarbons
- Noise
- Axle loading on road structure

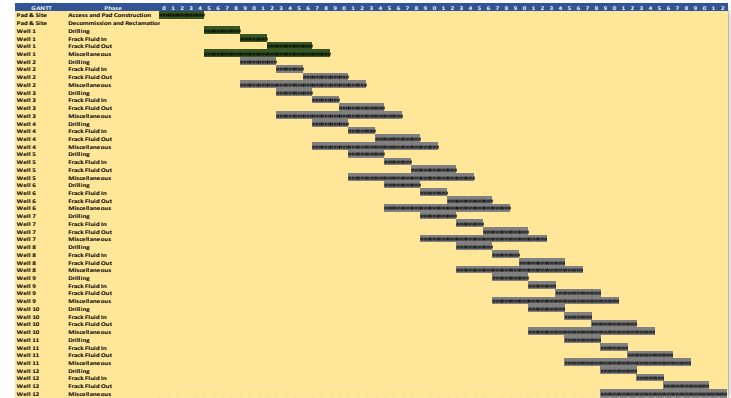
# Spatial Representation



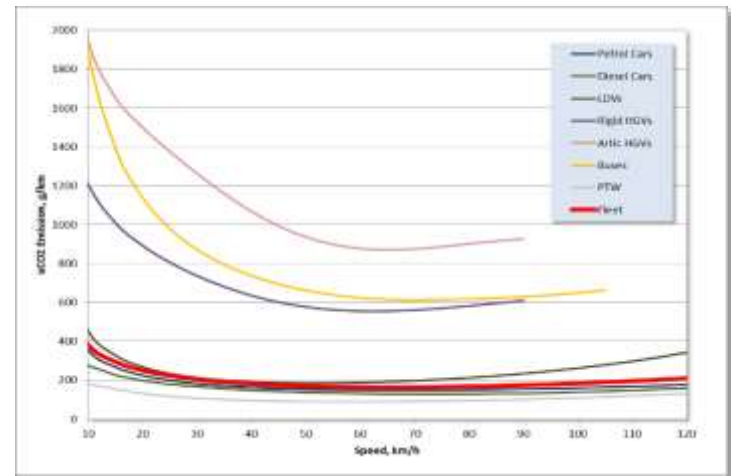
# Well Pad Site Activities



## User-defined Gantt Chart



## Speed-based emissions factors



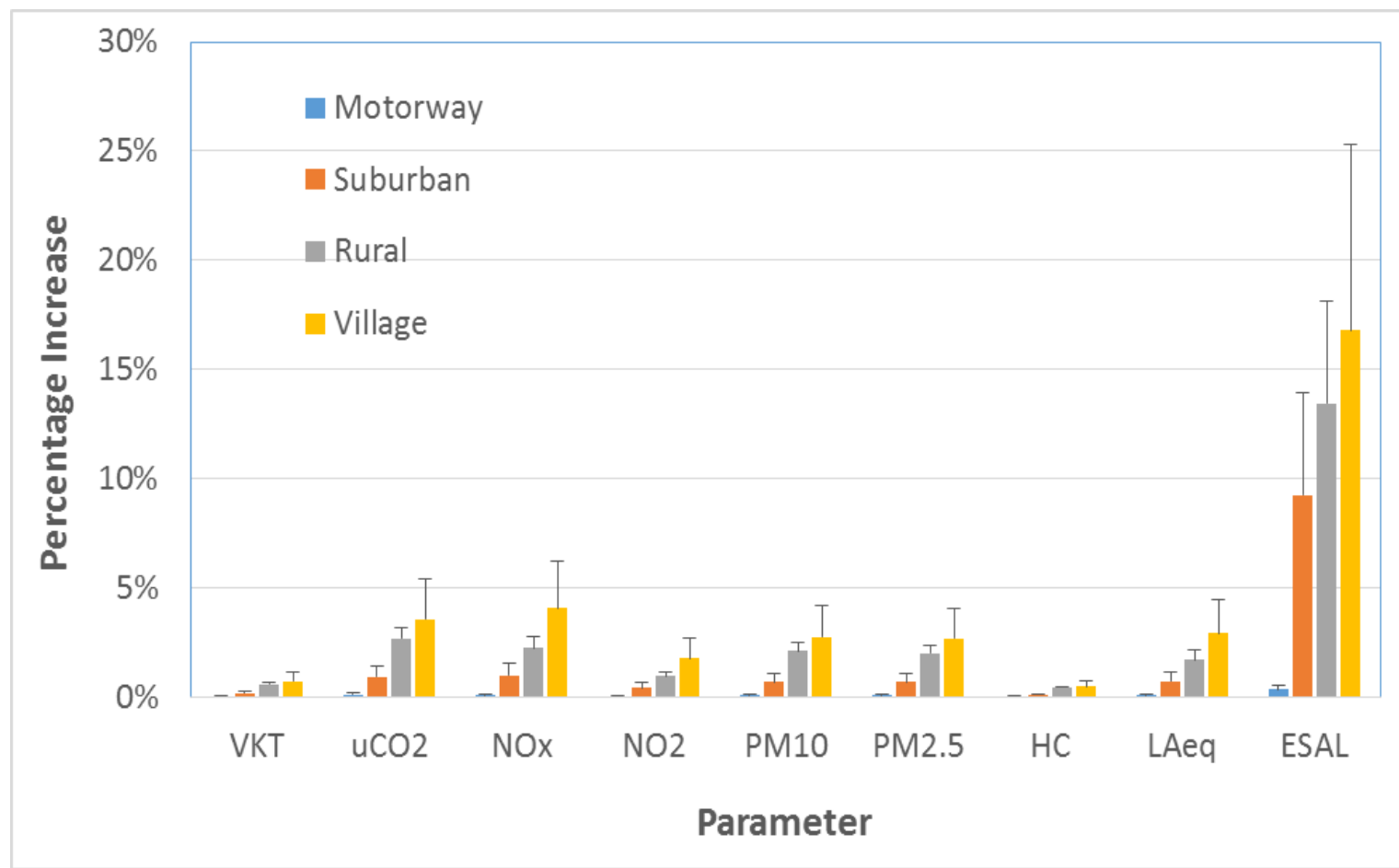
- Number and spatial distribution of well pads
- Number of wells per pad (6-10? More? Sources: NY DEC, Tyndall Centre)
- Number of vertical (2k m<sup>3</sup>) vs. horizontal wells on pad
- Amount of fracking water per well (4.5k-35k m<sup>3</sup> Source: AEA)
- Availability of water from local sources
- Amount of flow-back water (e.g. 30% - 75% Source: AMEC)
- Storage of flow-back water and chemicals on site?
- Connections to pipeline infrastructure for water and gas
- Economies of scale in all of the above
- Number of times the well is 're-fracked' (0-4? Sources: AMEC and AEA)
- 'Early' vs. 'Peak' well development – Technology Improvements
- Capacities and loading of vehicles
- Ancillary site traffic

- Two types of traffic generated:
  - Light Duty Vehicle traffic through the movements of site workers
  - Heavy Duty Vehicle traffic associated with construction and operation
- The latter is of greater import than the former
- Heavy Duty Vehicle movements associated with:
  - Initial pad and well construction ( $\approx 15\%$ )
  - Delivery of water, sand and chemicals to the site ( $\approx 60\%$ )
  - Removal of wastewater from the site ( $\approx 20\%$ )
  - De-commissioning and site restoration ( $\approx 5\%$ )
  - Total HDV movements: 7000 – 10000 over the lifetime a single 10 well pad  
(Source: NY DEC, 2009/2011)



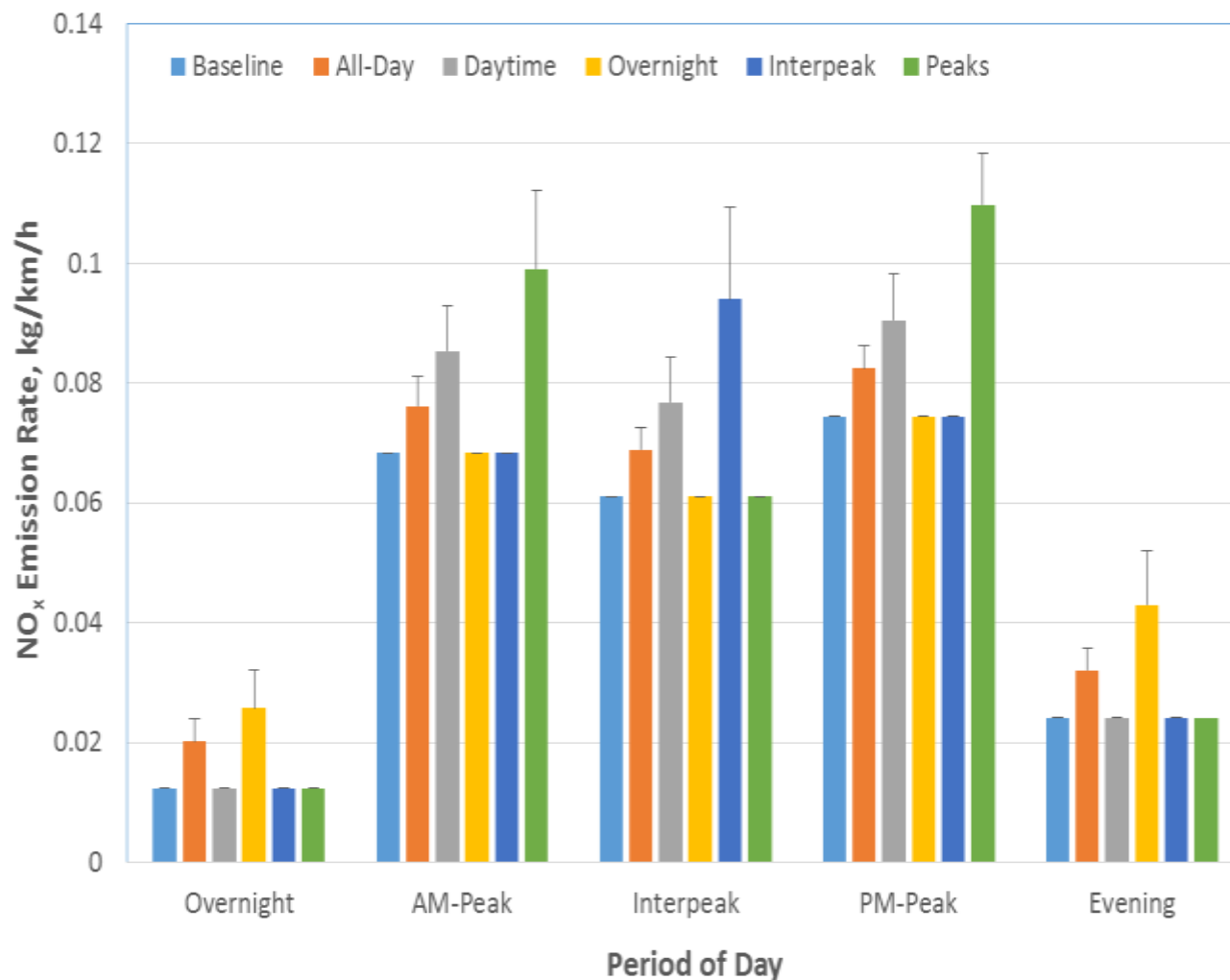
- Proportion of journeys on highway, trunk, local and rural networks
- Vehicle sizes and loadings:
  - 17t-25t rigid body lorries (10m<sup>3</sup> Capacity) used for construction?
  - 40t+ tankers carrying 37,000 litres of water?
- HDV fleet turnover and technologies (assume Euro V or VI?)
- HDV fuels (assume diesel, little alternate fuel take-up)
- Local transport plans (e.g. rerouting to avoid AQMAs)
  - Longer journey = more CO<sub>2</sub>, but less impact on local concentrations
- Timing of movements to de-conflict with other traffic
  - Lower concentrations, but potential noise issue
- **Compounding Effects:**
  - **Operation of one well -> Negligible impact**
  - **Operation of multiple wells -> Non-linear effect on congestion** (Source: AEA)

# Sample Results: 1 Pad, 6 Wells



%-age increase over baseline traffic, 85-week operation, all water by tanker

# Sample results: NO<sub>x</sub> emissions

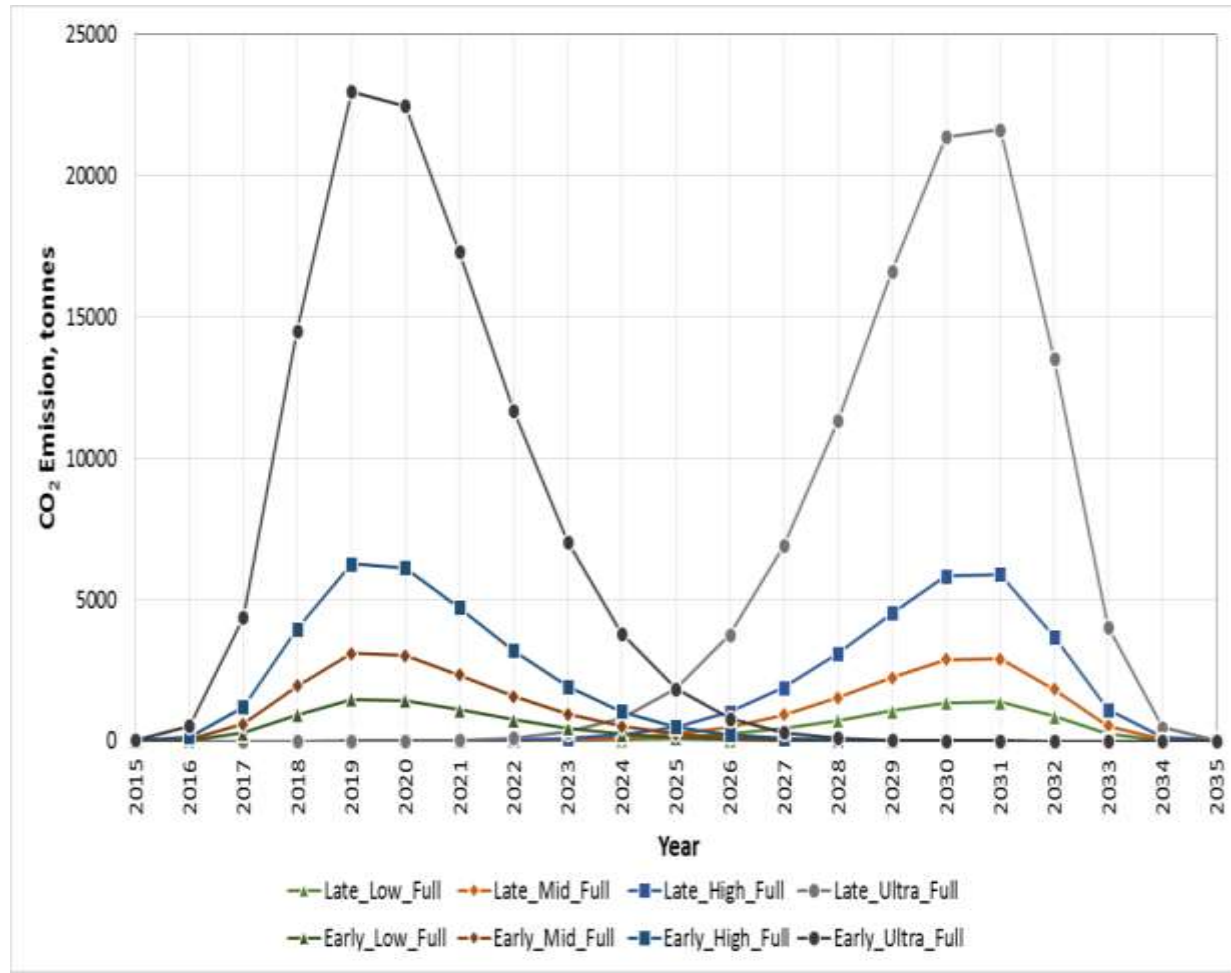


Variation in NO<sub>x</sub> emission rates at point of highest traffic demand in pad operation, based on arrival and departure patterns

‘Village roads’ scenario

Estimate of 71 to 109 vehicle movements during the day

# Development Scenarios: CO<sub>2</sub>



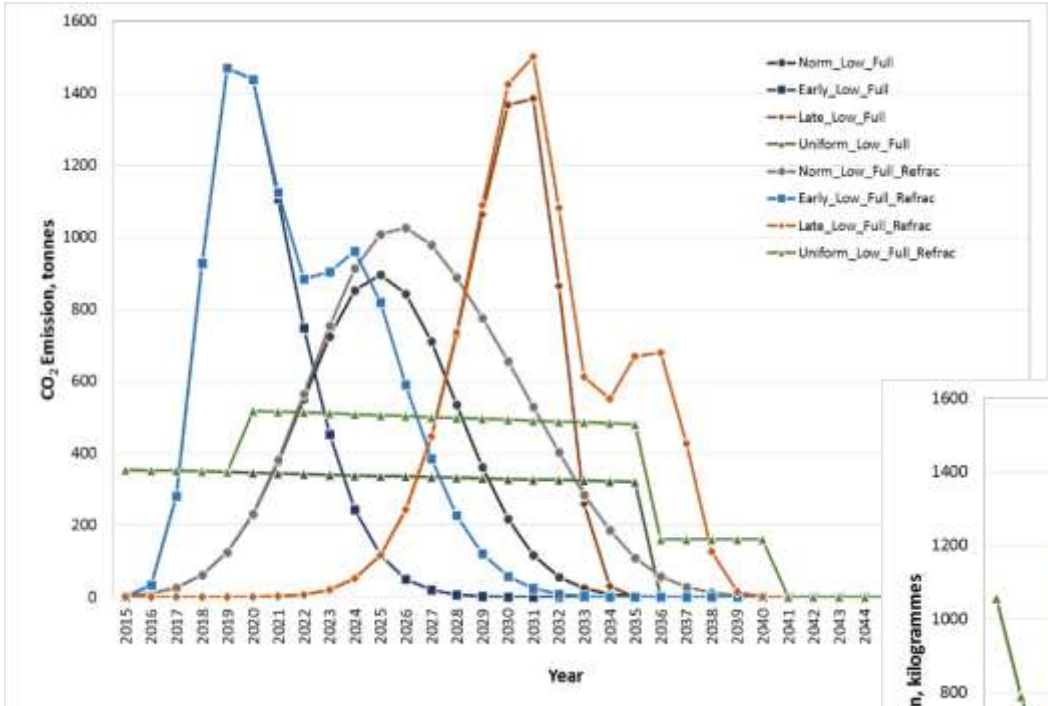
Low: 190 wells  
 Mid: 400 wells  
 High: 810 wells  
 Ultra: 2970 wells

Different development policies: 'early' vs. 'late'

Technology and fuel consumption changes over 2015 to 2050

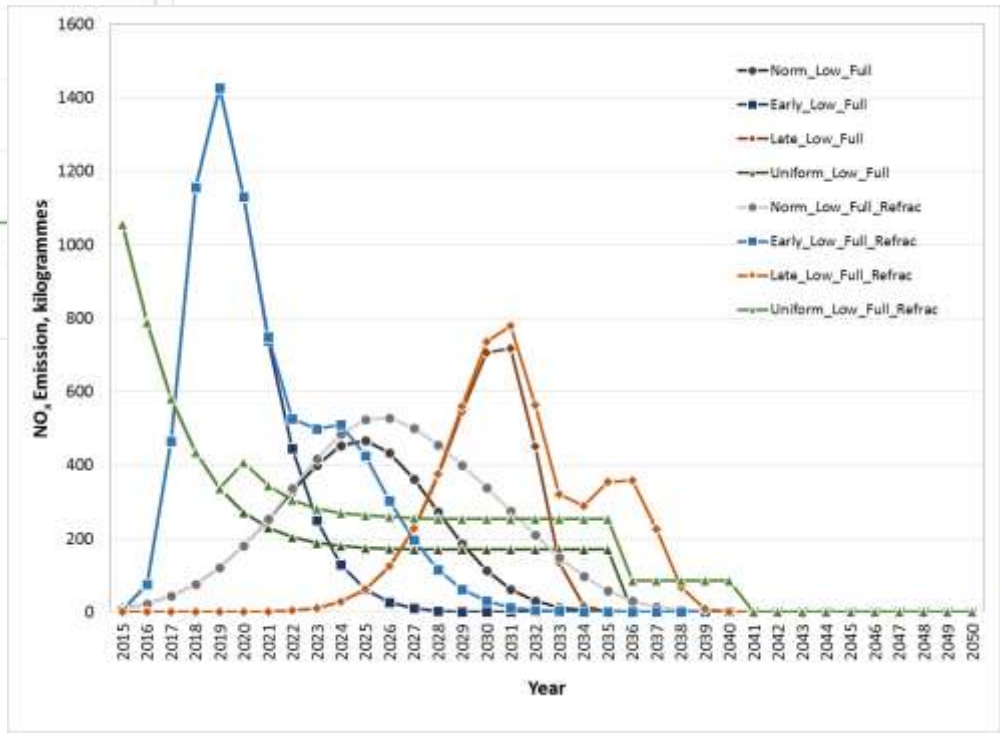
**Extreme results ranges:**  
 6.6kT CO<sub>2</sub> 'late low'  
 108kT CO<sub>2</sub> 'early ultra'

# Development Scenarios: CO<sub>2</sub>, NO<sub>x</sub>



NO<sub>x</sub> profiles more dependent on vehicle technology than CO<sub>2</sub>

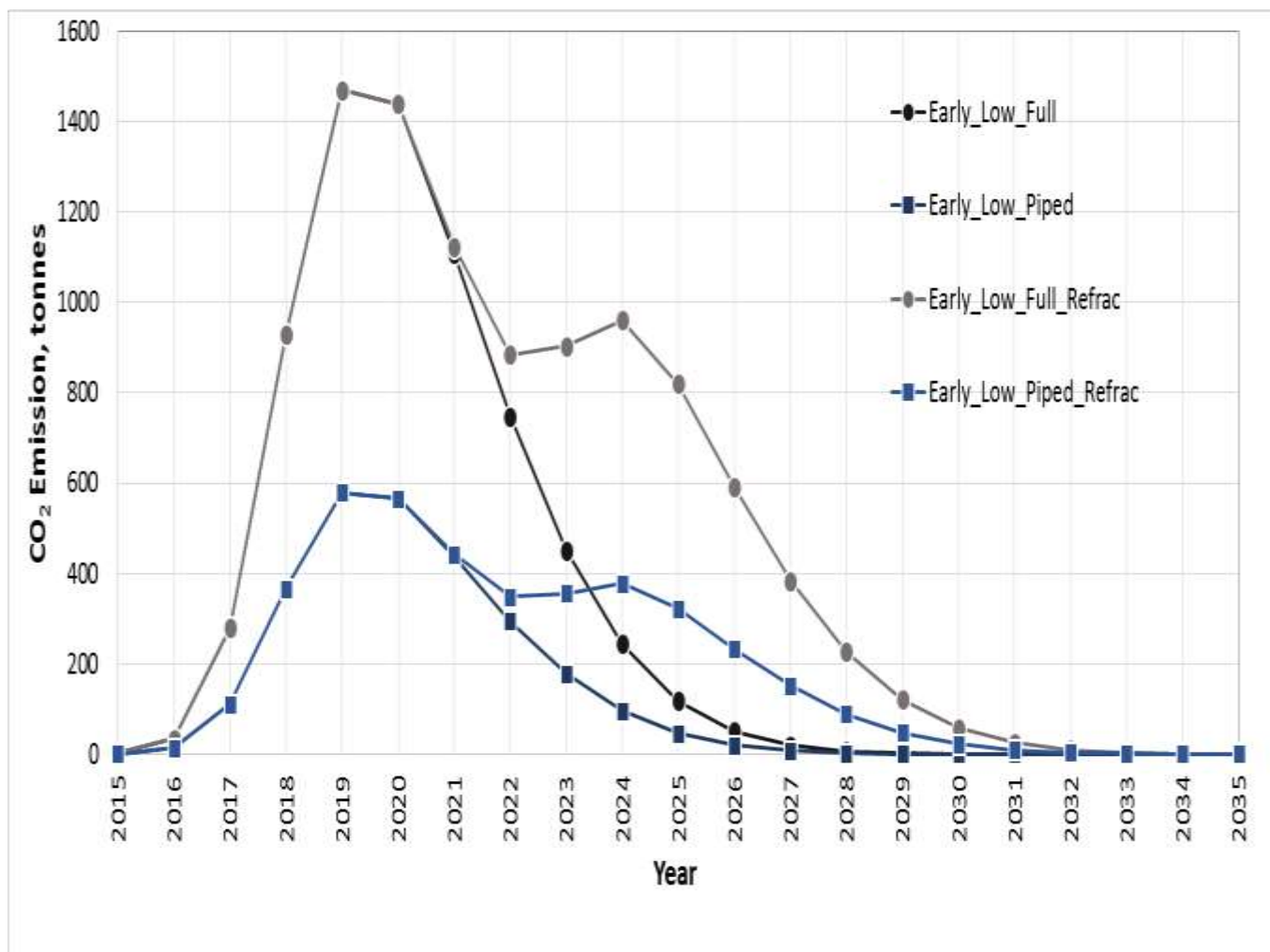
Latest trucks = EURO VI -> SCR catalyst and EGR engine technology



These profiles are from the 'Low' development scenario

Show effects of technology and refracking – but all water still delivered and removed by road.

# Tanker vs. Pipeline?



Effect on profile for low scenario, based on either:

- Full road transport

Versus:

- 90% of inbound demand by pipeline
- No flowback processing at sites
- Approximate 60% reduction in overall VKT values

Results for a single site are highly variable, depending primarily on:

- Number of wells on the pad
- Water demand and flowback produced
- Infrastructure assumptions
- Time periods/intensity of operations

%age increases over baseline could be negligible, but localised issues may occur (e.g. air quality standard exceedences)

Results for a region/development scenarios are also highly variable: need more information on the potential scale and spatial distribution of operations

- Continuing development of model on the ReFINE projects:
  - Better definition of site operations
  - Better spatial modelling
  - More detail in traffic models
  - Application to specific case studies
  - Optimisation of code
- Extension to European operations:
  - M4ShaleGas project:  
<http://www.m4shalegas.eu/project.html>
- Health and exposure impacts



- A novel simulation model has been developed to estimate the traffic-related impacts from fracking operations
  - greenhouse gas, local air quality, noise and axle loading impacts on roads
- Based on a series of *hypothetical* scenarios for illustrative purposes only, results are:
  - Single well pad can create substantial increases in local air quality pollutants during peak activity
  - Short-duration/large-magnitude events may adversely affect local ambient air quality and noise
  - Daily NOx emissions may increase by over 30% and hourly noise levels can increase significantly (+3.4 dBA), although this is highly sensitive to the baseline traffic level

# Acknowledgements and Publications



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Publication: Paul S. Goodman, Fabio Galatioto, Neil Thorpe, Anil K. Namdeo, Richard J. Davies, Roger N. Bird. **Investigating the Traffic-related Environmental Impacts of Hydraulic-fracturing (Fracking) Operations.** *Environment International*.

***Available online today***

**<http://www.journals.elsevier.com/environment-international/>**

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