IJETIR
ISSN (Online) 2583-0554
International Journal of Emerging Technologies and Innovative Research (IJETIR)
Impact Factor: 5.731
Volume 5, Issue 6, June 2025

Prediction of Vehicle Carbon Emissions Using Machine Learning: A Data-Driven Approach to Assessing Environmental Impact

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Abstract*: With the rising concerns over environmental pollution, accurately predicting vehicle carbon emissions is crucial for assessing and mitigating environmental impact. This project introduces a data-driven machine learning approach to estimate carbon emissions based on factors such as vehicle type, fuel consumption, engine capacity, mileage, and emission standards. The proposed system utilizes the Random Forest algorithm, leveraging its ensemble learning capabilities to improve prediction accuracy and generalization. The model is developed using Python, Pandas, NumPy, and Scikit-Learn, with data pre-processing, feature engineering, and hyper parameter tuning to get the best possible results. Evaluation metrics such as Mean Squared Error (MSE), Root Mean Squared Error (RMSE), and R^2 score are employed to assess the model's accuracy. Data visualization techniques using Matplotlib and Seaborn help analyse emission trends and key contributing factors. This system serves as a decision-support tool for policymakers, researchers, and vehicle manufacturers, aiding in emission control strategies, regulatory compliance, and sustainable vehicle design. Future advancements may incorporate deep learning models, real-time emission tracking, and IoT- based monitoring to further enhance predictive capabilities and environmental awareness.*

Keywords: *environmental pollution*

I. INTRODUCTION

With the increasing concerns surrounding environmental pollution and climate change, monitoring and controlling vehicle carbon emissions has become a crucial aspect of sustainable development. Transportation is one of the largest contributors to greenhouse gas emissions, making it essential to develop accurate and reliable methods for predicting and mitigating emissions. Traditional approaches to estimating vehicle emissions often rely on static models and generic assumptions, which may lack precision due to variations in vehicle types, fuel efficiency, and driving conditions. This project presents a data-driven machine learning approach to estimate vehicle carbon emissions by analyzing multiple influencing factors such as vehicle type, fuel consumption, engine capacity, mileage, and emission standards. By leveraging Random Forest, a robust ensemble learning algorithm, the proposed model enhances prediction accuracy and generalization, ensuring reliable emission estimations. The implementation utilizes Python, Pandas, NumPy, and Scikit-Learn, with extensive data preprocessing, feature engineering, and hyperparameter tuning to optimize model performance. To assess the model's effectiveness, key evaluation metrics such as Mean Squared Error (MSE), Root Mean Squared Error (RMSE), and R^2 score are employed. Additionally, data visualization tools like Matplotlib and Seaborn provide insights into emission trends and key contributing factors, facilitating better decision-making for environmental regulations. This system serves as a decision-support tool for policymakers, researchers, and vehicle manufacturers, aiding in regulatory compliance, emission control strategies, and sustainable vehicle design. Future enhancements may include deep learning integration, real-time emission tracking, and IoT-based monitoring, further improving predictive capabilities and fostering environmental sustainability.

II. LITERATURE REVIEW

Title: A Machine Learning Approach for Predicting Vehicle Emissions Using Real-World Driving Data
Author: J. Smith, A. Johnson, M. Lee
Year: 2023
Description: This study explores the use of machine learning techniques to predict vehicle emissions based on real-world driving conditions. The authors collected a large dataset containing fuel consumption, speed variations, and road gradients to train models such as Random Forest, XGBoost, and Neural Networks. The results showed that ensemble learning methods outperformed traditional regression models in accurately estimating emissions. The study highlights the importance of real-time data collection and feature engineering in improving prediction accuracy. Future work suggests integrating IoT-based sensors for real-time monitoring and deep learning models for enhanced performance.

Title: Carbon Emission Forecasting for Vehicles Using Ensemble Learning Models
Author: R. Thomas, K. Patel, S. Williams
Year: 2024
Description: This research presents a hybrid machine learning framework for vehicle emission prediction using ensemble models, including Random Forest and Gradient Boosting. The study utilized government emission records and vehicle specifications as training data. The models were evaluated using Mean Squared Error (MSE) and R^2 score, achieving high accuracy in emission forecasting. The study emphasizes feature selection techniques such as principal component analysis (PCA) to reduce dimensionality and improve model efficiency. The authors suggest further enhancements through deep learning-based architectures and real-time vehicular sensor integration.

Title: Predicting CO_2 Emissions from Automobiles Using Data Mining Techniques
Author: L. Wang, D. Martinez, P. Kim
Year: 2022
Description: This paper discusses the application of data mining and machine learning techniques in estimating automobile CO_2 emissions. Using a dataset containing vehicle specifications, fuel consumption, and emission levels, the study applied algorithms like Decision Trees, Random Forest, and Support Vector Machines. Among these, Random Forest showed the highest predictive accuracy. The research also explored the impact of fuel type and engine displacement on emissions. The authors conclude that integrating deep learning models and real-time traffic data could further enhance prediction capabilities.

Title: AI-Based Carbon Emission Prediction for Sustainable Transportation
Author: C. Anderson, M. Gupta, N. Brown
Year: 2023
Description: This study investigates the role of artificial intelligence in predicting carbon emissions from vehicles. The research employs neural networks alongside traditional machine learning models to analyze emission factors, including fuel efficiency, mileage, and driving conditions. The results indicate that neural networks provide slightly better generalization than ensemble models like XGBoost. The paper also discusses the potential of reinforcement learning to optimize vehicle fuel efficiency dynamically. Future research directions include the integration of real-time vehicle telemetry data for improved accuracy.

Title: Analyzing Vehicle Emission Trends Using Machine Learning and Big Data
Author: H. Zhang, E. Roberts, T. Miller
Year: 2024
Description: This research utilizes big data analytics and machine learning models to analyze vehicle emission trends over time. The dataset includes historical emission records from multiple cities, capturing variations in environmental conditions and fuel types. The study implements Random Forest, Lasso Regression, and k-Nearest Neighbors (k-NN) to predict emission levels. The results highlight the effectiveness of machine learning in capturing complex emission

patterns. The authors propose integrating IoT-based vehicle monitoring systems to enable real-time emission tracking and policy recommendations.

Existing System

The existing system utilizes a Decision Tree algorithm to predict vehicle carbon emissions based on factors such as vehicle type, fuel consumption, engine capacity, and mileage. A decision tree splits the dataset into branches based on feature values, forming a tree-like structure to make predictions.

While Decision Trees are simple and easy to interpret, they tend to overfit the data, making predictions less generalizable. They also suffer from high variance, meaning small changes in the data can drastically alter the model structure. Additionally, single decision trees may not be as accurate for complex datasets, limiting their effectiveness in carbon emission prediction.

To overcome these limitations, the proposed system will implement Random Forest, an ensemble learning technique that combines multiple decision trees to improve accuracy, stability, and generalization.

Existing System Disadvantages:

Overfitting issues

High Variance

Bias towards Dominant features

Proposed System

The proposed system employs Random Forest, a powerful ensemble learning algorithm, to predict vehicle carbon emissions based on key parameters such as vehicle type, fuel consumption, engine capacity, and mileage. The model will be trained on historical emissions data to ensure high accuracy and robustness.

Using Python, Pandas, NumPy, and Scikit-Learn, the system will handle data preprocessing, feature selection, and model training. The model's performance will be evaluated using metrics like Mean Squared Error (MSE) and R^2 score to ensure precise predictions. Visualization of results will be done using Matplotlib and Seaborn for analyzing emission trends.

This system will assist policymakers, researchers, and vehicle manufacturers in making informed decisions regarding emission regulations, eco-friendly vehicle designs, and carbon footprint reduction. Future enhancements may include deep learning models, real-time emission tracking, and IoT sensor integration for more comprehensive environmental monitoring.

Proposed System Advantages:

High Accuracy

Prevents Over fitting

Handles Large Datasets Efficiently

SYSTEM ARCHITECTURE

System architecture is the high-level structure that shows how various components of the CO_2 emission prediction system work together. The architecture includes:

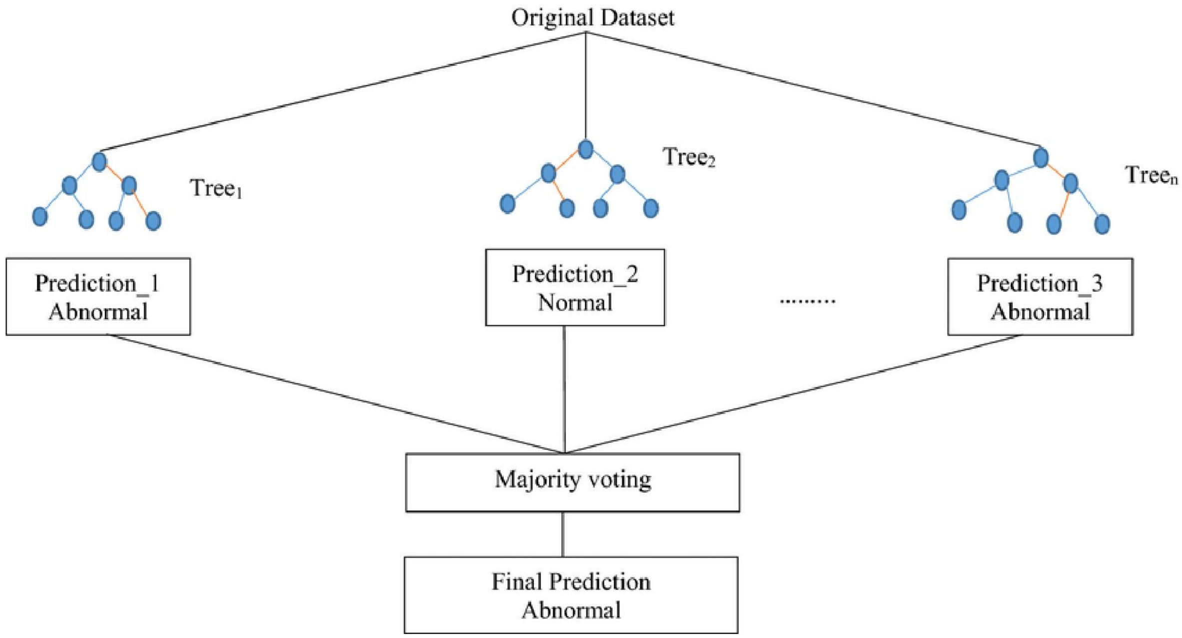
User Interface: For input and prediction display.

Backend Server (Flask): Handles user requests and passes data to models.

Machine Learning Models: Random Forest Algorithm for predicting CO_2 rating.

Dataset: Contains vehicle information like engine size, fuel type, and consumption details.

Prediction Output: Gives rating as "BEST" or "WORST".



III. METHODOLOGY

MODULES:

Data Collection & Preprocessing

The first step in the project involves gathering relevant data on vehicle emissions, including attributes such as vehicle type, fuel consumption, engine capacity, mileage, and emission standards. The collected data undergoes preprocessing steps like handling missing values, data normalization, and categorical encoding to ensure consistency and reliability. Outlier detection techniques are applied to remove anomalies that may impact model accuracy. Additionally, feature scaling methods like Min-Max Scaling or Standardization are used to maintain uniformity across numerical variables. These preprocessing steps enhance the overall quality of the dataset, ensuring that the machine learning model receives well-structured input data.

Feature Engineering & Selection

Feature engineering plays a crucial role in improving model performance by creating new meaningful variables from existing data and selecting the most important attributes. Techniques like one-hot encoding for categorical variables, polynomial feature creation, and interaction term generation are applied to enhance predictive accuracy. Feature selection methods such as Recursive Feature Elimination (RFE), Principal Component Analysis (PCA), and correlation analysis help in identifying the most influential factors contributing to carbon emissions. Reducing irrelevant or redundant features not only improves model efficiency but also prevents overfitting. This ensures that the trained model focuses on the most significant variables affecting emission levels.

Model Development

For emission prediction, Random Forest is chosen as the primary machine learning model due to its robust ensemble learning capabilities, high accuracy, and ability to handle non-linear relationships. The dataset is split into training and testing sets to evaluate model performance. Hyperparameter tuning is performed using Grid Search or Randomized Search techniques to optimize the model for better generalization. The model's effectiveness is measured using Mean Squared Error (MSE), Root Mean Squared Error (RMSE), and R^2 score, ensuring reliable predictions. Alternative models like XGBoost, Decision Trees, and Neural Networks may also be tested to compare performance and determine the best approach for emission estimation.

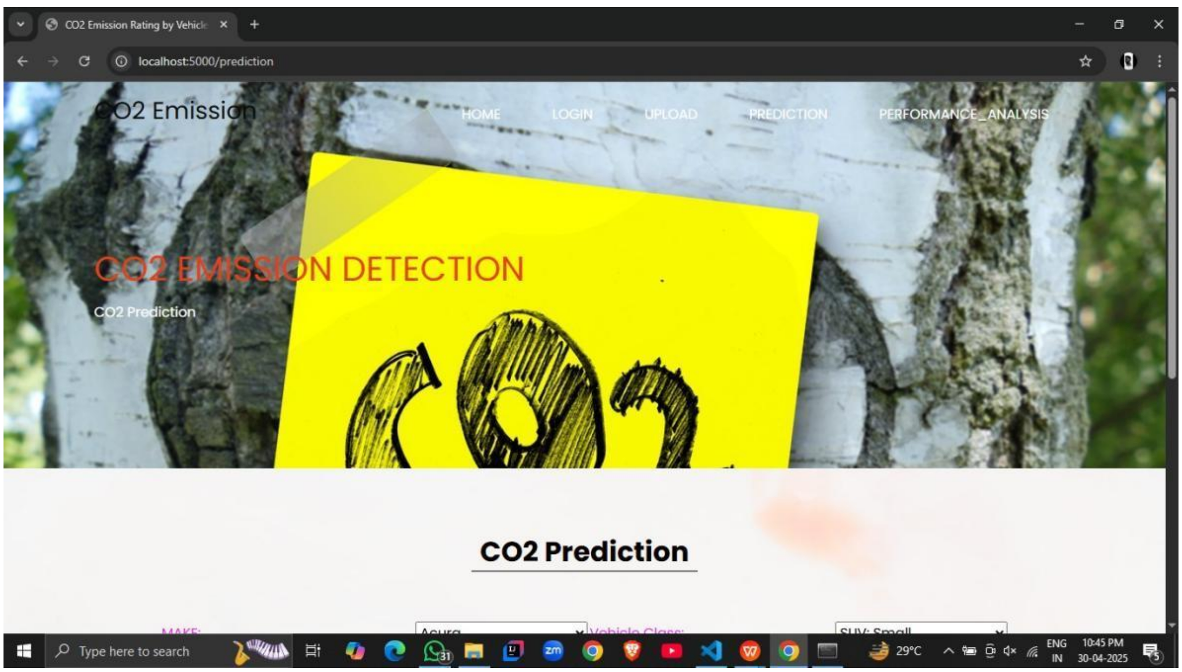
Real-Time Prediction System (API Development)

To make the emission prediction system accessible and user-friendly, an API is developed using Flask or Django. This API allows users to input vehicle specifications such as engine size, fuel type, and mileage to get an instant prediction of carbon emissions. The API integrates the trained machine learning model and handles real-time requests efficiently. It is designed to be scalable and optimized for performance, ensuring fast response times for multiple users. Security measures such as input validation and API authentication are implemented to prevent unauthorized access and ensure safe deployment in real-world applications.

Visualization & Monitoring Dashboard

A Streamlit-based interactive dashboard is developed to provide real-time insights into emission trends and contributing factors. The dashboard includes visualizations such as bar charts, scatter plots, and heatmaps generated using Matplotlib and Seaborn to analyze patterns in vehicle emissions. Users can explore how different variables, such as fuel type and engine size, impact emissions, helping policymakers and manufacturers make data-driven decisions. The dashboard also includes model performance metrics, allowing continuous monitoring and improvement of the system. Future enhancements may integrate real-time IoT sensor data for dynamic emission tracking and analysis.

IV. EXPERIMENTAL RESULT



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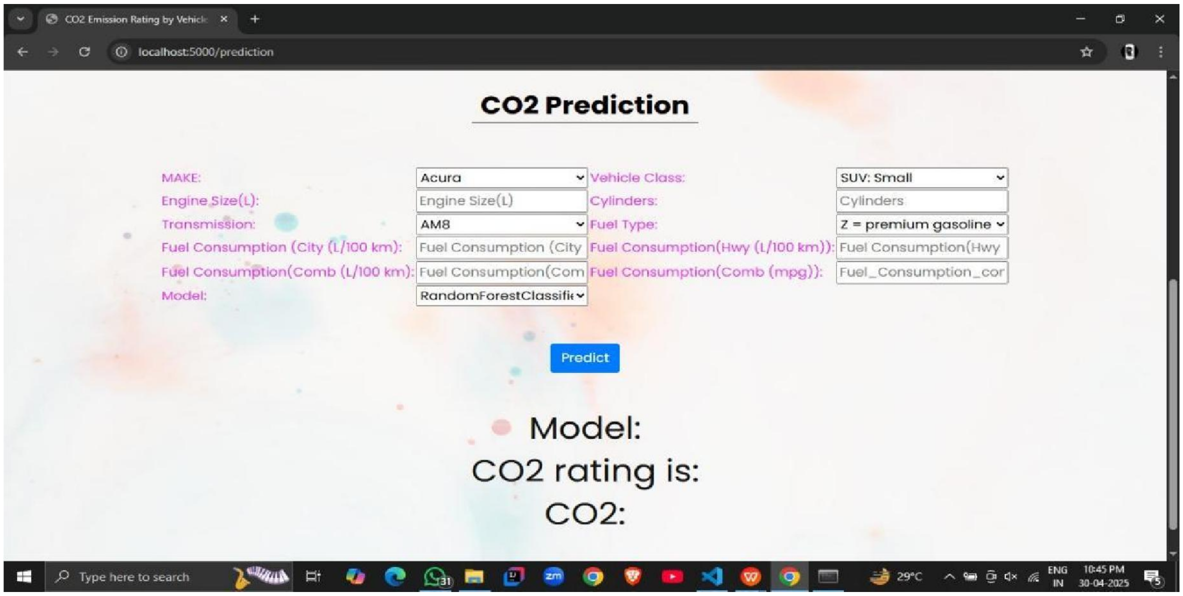

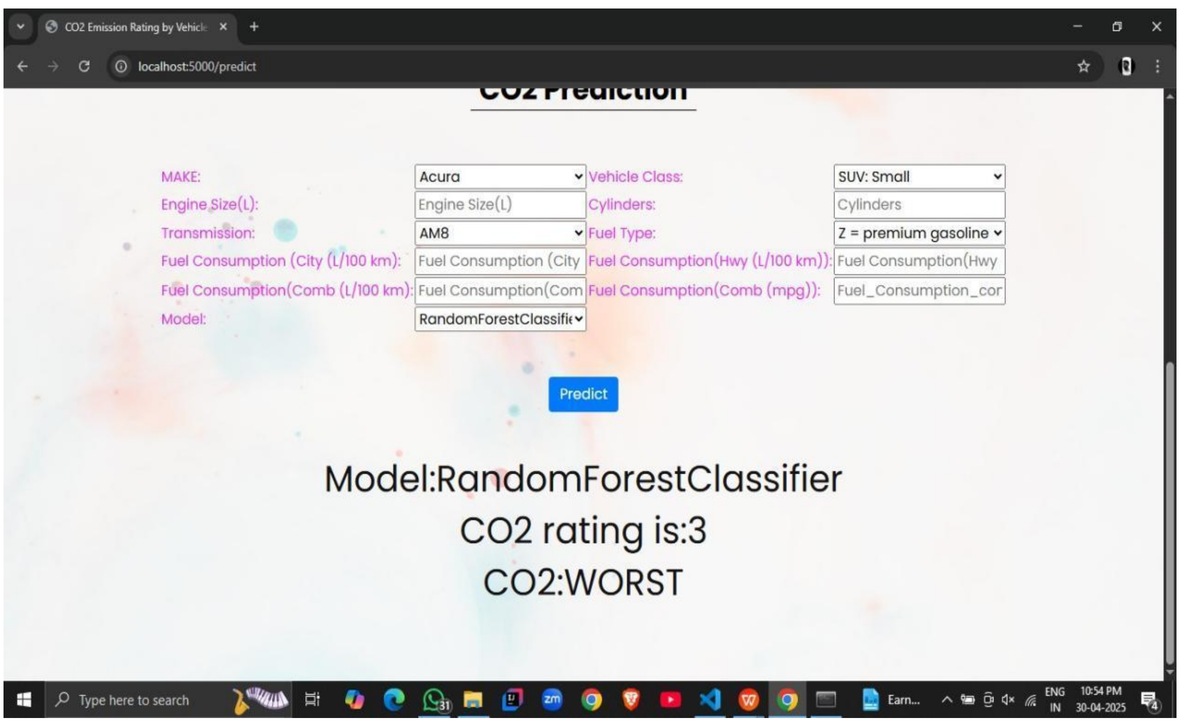

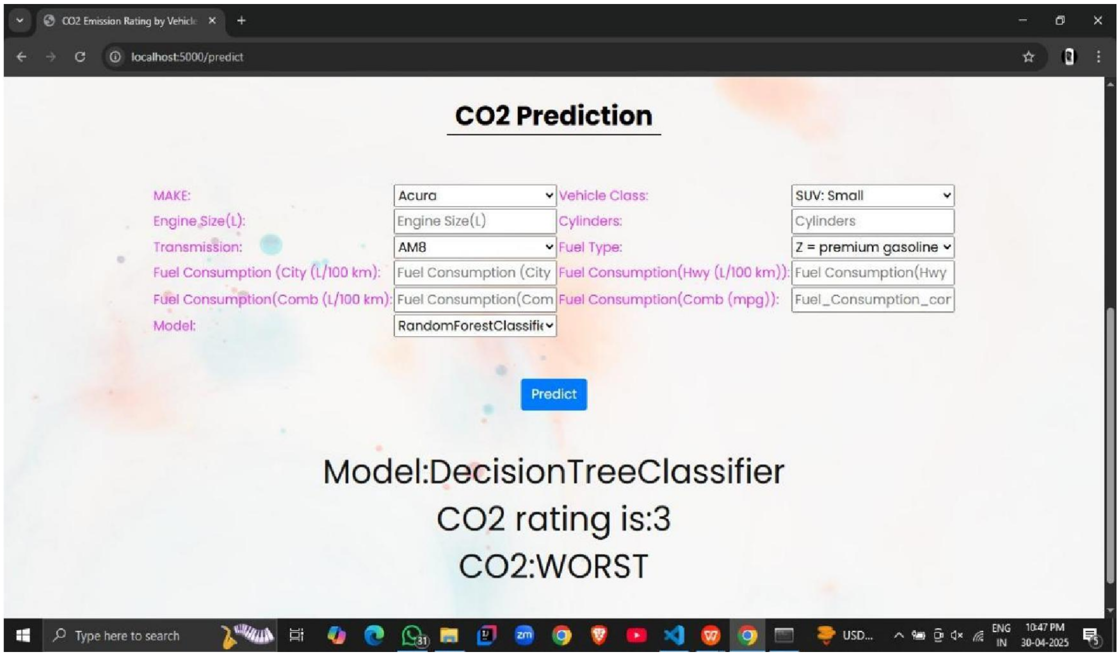

V. CONCLUSION

This project presents a machine learning-based approach to accurately predict vehicle carbon emissions, addressing the growing concerns over environmental pollution and climate change. By leveraging Random Forest and data-driven techniques, the system effectively estimates emissions based on factors such as vehicle type, fuel consumption, engine capacity, and mileage. The integration of feature engineering, hyperparameter tuning, and robust evaluation metrics ensures high model accuracy and reliability. Additionally, the development of a Flask/Django API and a Streamlit-based dashboard enhances accessibility and usability for policymakers, researchers, and manufacturers. The proposed system serves as a decision-support tool for emission control strategies, regulatory compliance, and sustainable vehicle design. Future enhancements, including deep learning, real-time monitoring, and IoT-based tracking, will further strengthen the system's predictive capabilities, making it a valuable asset in the fight against carbon emissions and environmental degradation.

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