

出國報告（出國類別：開會）

參加 2019 年 International Network of
Environmental Forensics 研討會

服務機關：台灣中油股份有限公司

姓名職稱：王騏璋 環境保護師

派赴國家：美國

出國期間：108 年 06 月 09 日至 06 月 14 日

報告日期：108 年 06 月 28 日

摘要

本次出國計畫目的是配合 108 年度研究計畫「汽油鑑識技術建立與應用」之執行，參加英國皇家化學會(Royal Society of Chemistry, RSC)在美國夏威夷州檀香山市舉辦之第九屆 International Network of Environmental Forensics (INEF)研討會，並且藉此機會發表一篇海報論文。本研討會共有 5 個主題演講、9 個主題共 31 篇口頭論文發表和 4 篇海報論文發表，另有 3 個場次的工作坊。在研討會中蒐集油品化學指紋圖譜鑑識、分析技術與洩漏時間推估(Age-dating)之相關資訊，並且就發表論文題目「Source identification of bottom oil spill by diagnostic ratio analysis: A case study」與專家學者進行交流。期望透過參與國際研討會，了解油品鑑識領域的最新趨勢並學習國外專家的經驗，有助於提升本公司之油品污染鑑識能力。

參加 2019 年 INEF 研討會

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壹、目的

國內自加油站開放民營後，油品市場競爭激烈，加油站經營主體或使用油品供應源更換頻繁，因此當油品洩漏污染事件發生時，其責任歸屬難以釐清，而產生許多爭議，故建立汽柴油污染調查與鑑識技術有其急迫性。由於石油產品成份非常複雜，無法僅以單一或少數成份來辨別油品種類，所以必須仰賴化學指紋 (Chemical fingerprinting) 圖譜技術，來進行油污染鑑定。要開發相關技術，首要就是先建立國內油品之化學指紋圖譜資料庫，而這已經是環保主管機關當務之急。台灣中油公司具有油品分析的技術與經驗，有利於發展油品污染鑑識技術，而且台灣中油公司擁有全台最多的加油站，必須及早因應未來可能的需求。

本次出國計畫目的是希望藉由參與國際研討會，蒐集相關研究資料、汲取專家學者的經驗並了解技術發展之趨勢，有助於在本公司內推展油品鑑識工作。International Network of Environmental Forensics (INEF) 研討會的議題主要都圍繞在環境鑑識上，有別於一些大型研討會僅將環境鑑識列為其中一個子題，所以 INEF 研討會提供從事環境鑑識工作人員一個技術交流的機會，因此參與該研討會能夠蒐集到較詳盡的相關資訊。此外，於研討會中發表一篇海報論文，內容是本公司運用油品鑑識技術，藉由化學指紋圖譜和診斷比值 (Diagnostic ratio, DR) 成功地協助環保局比對出洩漏油品的來源，期望透過論文發表和與會者進行經驗交流。

貳、過程

本次出國詳細行程如表一所示，共為期六天。108年6月9日至桃園機場搭機，10日至12日於美國夏威夷參加 INEF 研討會，會期總共三天。

表一、出國行程

日期	地點	工作內容
6/9	台北-美國夏威夷	啟程
6/10-6/12	夏威夷	參加 INEF 研討會 (International Network of Environmental Forensics conference)並發表海報論文
6/13-6/14	美國夏威夷-台北	返程

會議的議程如表二及

表三。口頭論文發表的主題包含九大項：

- (1) 分析技術 (Analytical techniques)
- (2) 持久性污染物 (Persistent organic pollutants)
- (3) 空氣 (Air)
- (4) 重金屬 (Metals)
- (5) 石油碳氫化合物 (Petroleum hydrocarbons)
- (6) 多環芳香烴化合物 (Polycyclic aromatic hydrocarbons)
- (7) 法律 (Legal)
- (8) 廢水 (Wastewater)
- (9) 數據處理 (Data analysis)

表二、會議議程(6/10)

MONDAY, June 10, 2019																													
8:00-9:00	REGISTRATION																												
9:00-9:05	Welcome and Introduction (Room: Keoni) Gwen O'Sullivan, Mount Royal University, Canada																												
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9:10-09:50	Taphonomy and the Terroir: The impact of the Environment on Human Decomposition Shari Forbes, Université du Québec à Trois-Rivières, Canada																												
09:50-10:30	Keeping our Air Pollution policies on Track Dr Gary Fuller, Kings College, UK																												
10:30-11:00	COFFEE/REFRESHMENT BREAK																												
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9:10-09:50	Best Practices for Scientific Experts in Environmental Litigation: A Canadian Perspective Ms Michelle Jones, Lawson Lundell LLP																																											
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10:45-11:30	Using Technology to Create an Immersive Data Narrative Workshop Moderator –Nadin Boegelslack (Mount Royal University, Canada)																																											

參、具體成效

本次研討會有環境顧問公司、環境檢驗公司、研究人員、教授及律師等專業人士參與，他們在環境鑑識領域有相當豐富的經驗。報告內容涵蓋儀器分析、數據解釋與案例分享等，污染物的種類則包括全氟辛烷磺酸(PFAS)、重金屬、石油碳氫化合物、多環芳香烴(PAH)與多氯聯苯(PCB)等，另外也有關於空氣、廢水及法律等相關議題的討論。在本次會期中，本著蒐集油品鑑識相關資料之目的，聆聽相關議題的論文發表。

1. Integrated Environmental Forensics

Speaker: Ileana Rhodes

Dr. Rhodes 是 GSI 環境公司的首席顧問，她曾經在殼牌公司(Shell)擁有 36 年的工作資歷，為環境化學分析和環境鑑識的專家。主要從事土壤地下水採樣和分析流程之建立、石油類化學品的化學指紋分析、煉油廠空氣污染物之危害性評估以及礦區生產的伴產水和氣體分析，也協助美國、歐洲、南美和非洲等地區的相關法規制定及官司訴訟。此外，Dr. Rhodes 曾是總石油碳氫化合物規範工作小組(Total Petroleum Hydrocarbon Criteria Working Group, TPHCWG)、美國石油協會(API)的土壤和地下水技術工作小組與環境鑑識期刊的編輯委員。目前是領導美國的州際技術與管理委員會 (Interstate Technology & Regulatory Council, ITRC) 中的一個團隊，致力於了解石油碳氫化合物的風險。

Dr. Rhodes 在演講中提到，石油碳氫化合物的環境鑑識主要涵蓋以下 8 個議題：

- (1) 何種油品洩漏?
- (2) 洩漏的來源?
- (3) 洩漏的時間?
- (4) 是否有數個洩漏源?
- (5) 處置措施採用通氣法(Venting)是否合適?
- (6) 污染物是否能生物降解?降解的程度為何?

(7) 分析結果是否僅為環境的背景?

(8) 是否建立適當的場址概念模式(Conceptual site model)?

在油品的環境鑑識調查上，最主要的分析方法為利用氣相層析質譜儀(GC/MSD)，來進行詳細的碳氫化合物成份分析。從洩漏油品的化學指紋圖譜與油品資料庫做比對，能夠判斷油品種類。若油品的譜型(pattern)受到風化影響而產生劇烈的改變，會增加圖譜比對的困難度，因此須仰賴一些特殊的化合物來進行鑑識分析。以汽油為例，異辛烷(isooctane)和甲基環己烷(methyl cyclohexane)的比值可作為區分不同辛烷值汽油的依據。而從氣相層析圖譜可判斷油品的風化程度以及造成風化的機制，例如對汽油而言，當輕成份損失較多，表示主要受到揮發作用的影響。若較多低碳數的芳香烴化合物損失，代表溶解作用影響較大。若柴油或原油的飽和烴明顯減少，表示油品受到生物降解作用的影響。

在洩漏油品的鑑識調查中，圖譜解釋、數據圖形化呈現以及對製程和油品規範的熟悉程度都相當重要。一般而言，環檢實驗室僅會提供數據和簡略的文字敘述，並不會附上層析圖譜(Chromatogram)，所以有時候難以看到污染物的全貌。例如汽油和柴油的碳數範圍有部分重疊，所以當採用標準方法分析汽油範圍和柴油範圍的石油碳氫化合物濃度時，這兩個項目都會有測值，所以僅從數據資料無法判斷是何種油品存在，因此必須搭配圖譜才能判讀資料。另外，也可用 GC/MSD 來鑑定含鉛汽油中有機鉛化合物的種類。洩漏油品的總含鉛量及含硫量則可以 X 射線螢光(XRF)及紫外線螢光(UVF)分析儀來定量。穩定同位素比值也是一個常被應用在環境鑑識的工具。若能提高對於洩漏油品的特性和場址的歷史資料之掌握程度，就愈能夠判斷洩漏源和污染物的種類。鑑識流程可分為三個層次(Tier)：

Tier 1：

- (1) 評估已有的場址資料和數據(如果有的話)。
- (2) 如果有足夠的分析數據，可不須額外進行採樣和分析。
- (3) 確認是否有數據缺口(Data gaps)。

Tier 2：

如果樣品的分析數據能提供足夠的資訊，即不須再採取更複雜的分析法。只使用化學指紋圖譜也許已經夠用。

Tier 3：

需要更詳盡的分析資料，例如生物標誌物(Biomarker)和特徵化合物等等。

在環境鑑識調查中，油品洩漏時間點通常是未知的，所以許多專家學者致力於找出能夠定年的方法。汽柴油是使用量最大的油品，而加油站經營者更換頻繁，所以經常會發生難以釐清污染行為人的問題。若能夠知道油品洩漏時間，就可知道是在哪個經營時期發生洩漏，依此追究責任。汽柴油中的一些特定成份受到法規管制，例如汽油中的硫含量、鉛含量、有機鉛的種類和含氧添加劑的種類(如表四和表五)，以及柴油中的硫含量。由於不同時期的法規有不同的限制，所以透過分析添加劑的種類、硫或鉛的含量，可以推測汽油洩漏的年份。而對於柴油而言，則可利用硫含量作為定年的工具。表六是歐盟對油品中含硫量的管制。許多國家對柴油中的硫含量有訂立標準，如圖一。

表四、汽油中含氧添加劑的歷史資料(美國)

時間	含氧添加劑
1930	EtOH Blends Marketed in Nebraska
1969	TBA Blended
1978	MTBE First Use Used primarily East Coast
1979-1988	Methanol / TBA, Higher concentrations of MTBE
1989	MTBE in California
1990	Clean Air Act Amendments Required winter oxygenated gasoline beginning 1992 Summer RFG oxygenated gasoline beginning 1995 Phase 2 RFG beginning 2000
1992	TAME
2004	MTBE banned in California (RFG)

表五、柴油中硫含量的管制標準(美國)

時間	管制標準
1976	500 ppm Max UL
1978	400 ppm Max UL

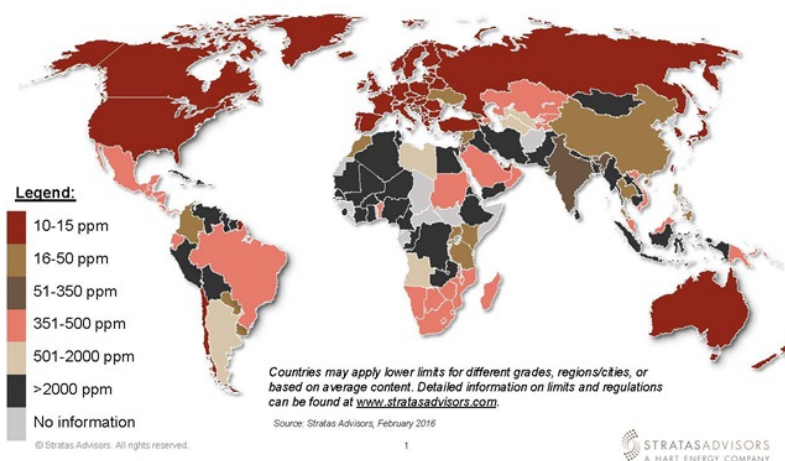
1980	300 ppm Max UL
1996	80 ppm Max / 30 ppm Avg
2004	60 ppm Max / 15 ppm Avg
2005	30 ppm Max / 15 ppm Avg

表六、柴油中硫含量的管制標準(歐盟)

年份	標準	規範
1994	Euro 1	2000 ppm
1996	Euro 2	500 ppm
2000	Euro 3	350 ppm
2005	Euro 4	50 ppm
2009	Euro 5	10 ppm

Maximum Sulfur Limits in On-Road Diesel, 2016

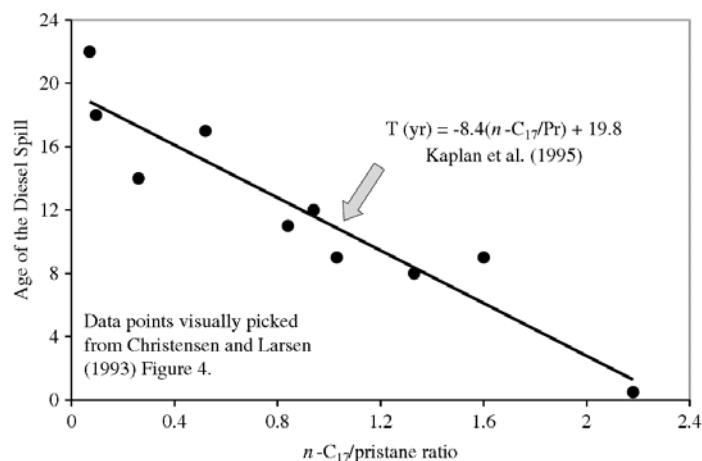
Russia implemented 10 ppm since January



圖一、在 2016 年世界各國對於柴油硫含量的管制值

另外, Dr. Rhodes 於簡報中提及 Christensen 和 Larsen (1993) 所建立的定年方法。該研究蒐集 12 個柴油洩漏場址的數據資料, 且這些場址的洩漏時間已知, 並僅有一次洩漏事件發生。研究者以 n-C₁₇/Pr 和洩漏時間做線性迴歸, 如圖二所示。但是,

該研究實際上是從 200 個以上的場址挑選其中 12 個，來建立定年的關係式，所以沒有很廣泛的實用性。此外，影響洩漏油品風化的因素相當多，所以同一種油品在不同地方發生洩漏，甚至是在同一個場址內不同位置和地下深度，受到風化的程度不會完全相同。因此，該研究僅用一個樣品的分析數據來代表整個場址，其實並不恰當。



圖二、12 個柴油洩漏場址的 n-C₁₇/Pr 與洩漏時間(年)之線性迴歸

Dr. Rhodes 認為僅單一使用風化比值來推定洩漏年份，不是一個合理可行的做法。曾有學者以 BTEX(苯、甲苯、乙苯及二甲苯)比值來推估汽油洩漏時間。但是事實上，在有氧和厭氧環境下，化合物的降解速率並不相同。例如苯和甲苯雖然在有氧條件下降解速率幾乎一致，但是苯不易在厭氧環境下降解，而甲苯在此情況下消失速率相當快。此外，深度、含氧量、營養鹽和地下水位等都是影響石油碳氫化合物風化的因素。在大部分進行污染鑑識調查的場址，洩漏都已經持續數年，甚至是有數個洩漏來源，或是有一種以上的油品混合，所以只有在發生一次大量洩漏的情況下，比較容易推測洩漏時間。因此，Dr. Rhodes 強調採用比值方式時須要相當謹慎，而且需要有足夠的科學證據來確認這個關係式的可信度，所以利用油品規範中對於特定成份的管制標準來界定年份，是比較合理可行之作法。

2. BEST PRACTICES FOR SCIENTIFIC EXPERTS IN ENVIRONMENTAL LITIGATION: A CANADIAN PERSPECTIVES

Speaker: Michelle Jones

環境法律訴訟是一種法律訴訟類型，而環境鑑識調查在環境法律訴訟中扮演相當重要的角色，有助於當事人和法庭了解相關議題。作為一個專家，不僅要懂科學，也要了解法學，如此才能知道研究的過程和結果。環境律師須借重專家的能力，提供具有可信度的調查報告。因此，專家的論點須客觀、要有詳細的環境調查、足夠採樣點數且分析數據須來自政府認可的實驗室。環境鑑識專家協助環境律師解讀數據，而環境律師須具備很好的表達能力，才能在法庭中接受另一方的挑戰。

3. ENVIRONMENTAL FORENSICS - COULD IT BE MAGIC,

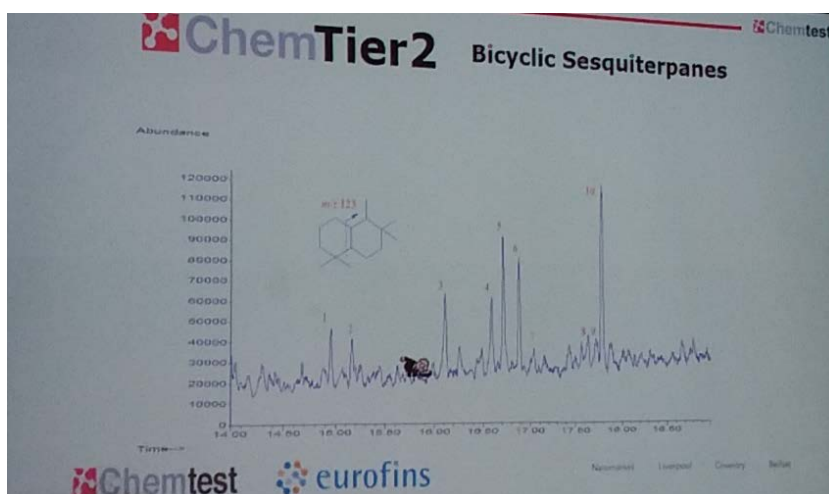
Speaker: IKen Scally

Dr. Scally 為環境鑑識化學家，現為 Chemtest 公司的技術指導，在石油碳氫化合物的分析和數據解釋擁有 24 年的資歷。主要的專長包含儀器分析、石化煉製、污染物降解、污染物定年和溯源等。簡報內容提到針對油品洩漏的環境鑑識分析，其主要步驟有三個：

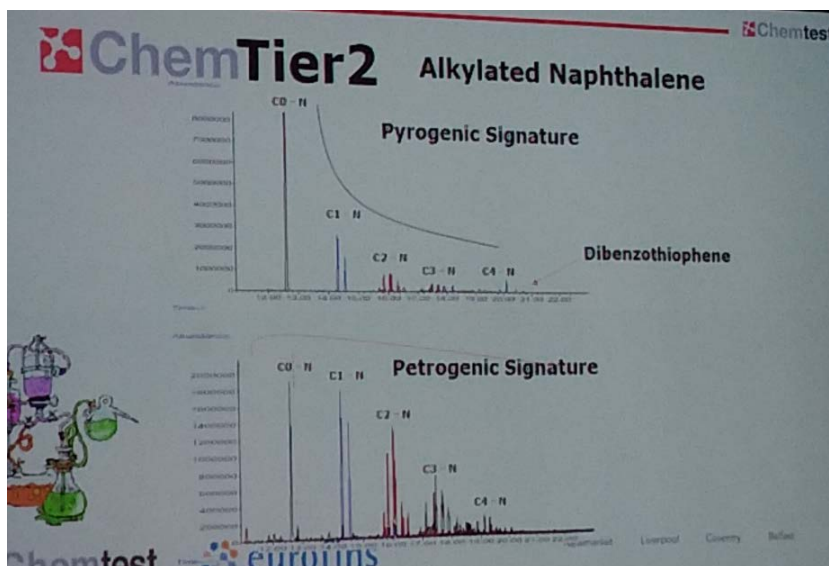
- (1) GC/MSD 化學指紋圖譜
- (2) 目標化合物(多環芳香烴)
- (3) 計算診斷比值，並以圖形呈現(如 star plot)

Dr. Scally 的報告中主要是講柴油的環境鑑識。從指紋圖譜可以判斷，污染物屬於新鮮柴油還是風化柴油。目標化合物可選擇雙環類倍半萜烷(Bicyclic sesquiterpene)， m/z 為 123，如圖三。若使用多環芳香烴(Alkylated PAHs)作為目標化合物，則須先區分其來源屬於燃燒(Pyrogenic)或石化(Petrogenic)。燃燒來源是碳氫化合物在高溫且氧氣不充足下的燃燒情況而產生，可分為自然與人為兩種。自然情況包括火山爆發和森林火災等。人為則是來自工業製造、汽機車、火力發電廠和焚化爐等。石化來源是來自原油以及煉製油品中。因此，多環芳香烴衍生物的分布情形和來源有關，如圖四、圖五和圖六分別為不同來源的 $C_0\sim C_4$ -alkylated naphthalene、 $C_0\sim C_3$ -alkylated phenanthrene 及 $C_0\sim C_2$ -alkylated dibenzothiophene 之

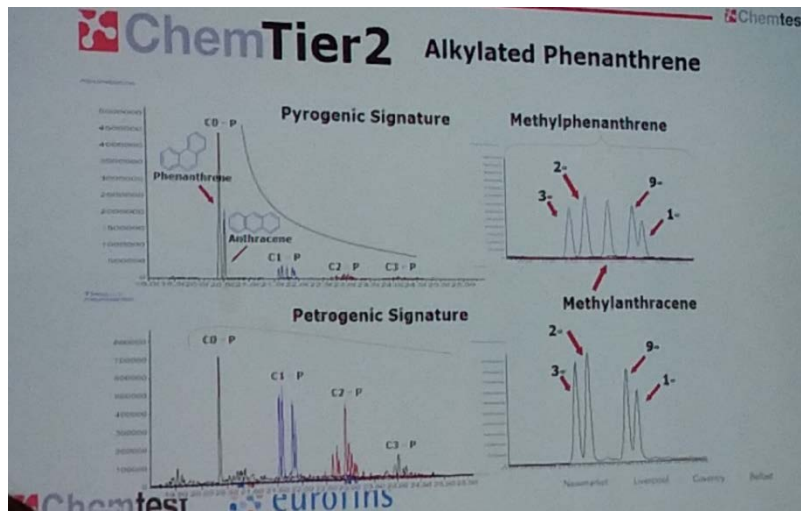
GC/MSD 圖譜。挑選出適當的化合物後，下一步是計算診斷比值。Dr. Scally 建議用圖形方式來凸顯不同樣品的診斷比值差異(圖七)。圖八列出石化來源的多環芳香烴衍伸物的分布。在這個報告中也提到定年的方法，講者也認為在許多前提成立下，才能使用 Christensen 和 Larsen 建立的關係式。另外，他也提到歐盟針對油品的含硫量管制標準之演進(圖十)，可以作為界定洩漏油品年份的依據。最後，在生質柴油和一般柴油的 GC/MSD 圖譜之間的差異，在於生質柴油中含有十八酸 (Octadecanoic acid)，從圖譜中可以看到該化合物的波峰(圖十一)。



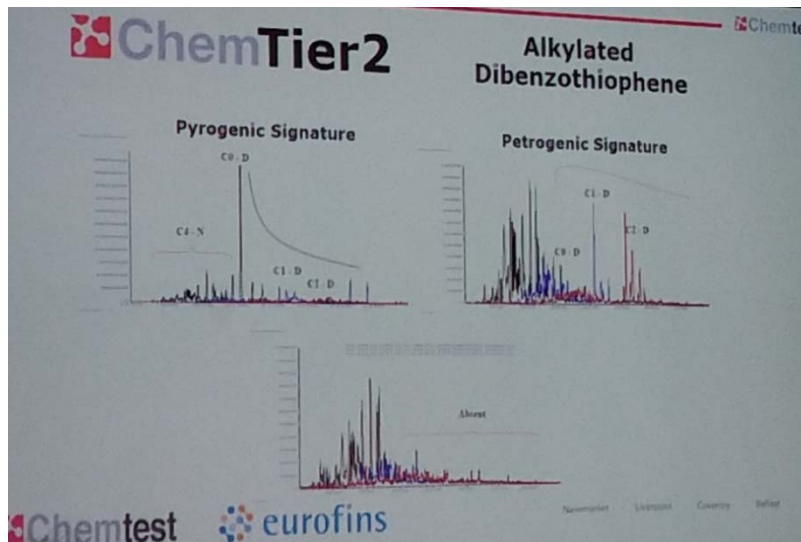
圖三、雙環類倍半萜烷之 GC/MSD 圖譜



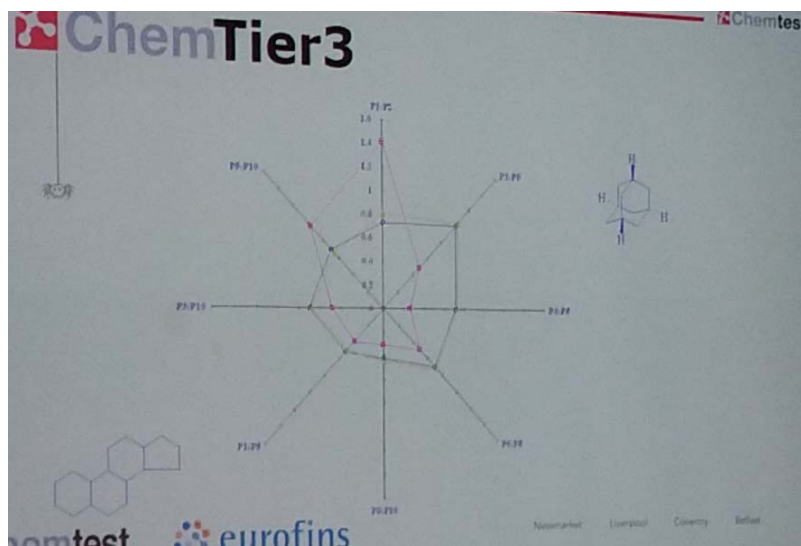
圖四、C₀~C₄-alkylated naphthalene 之 GC/MSD 圖譜



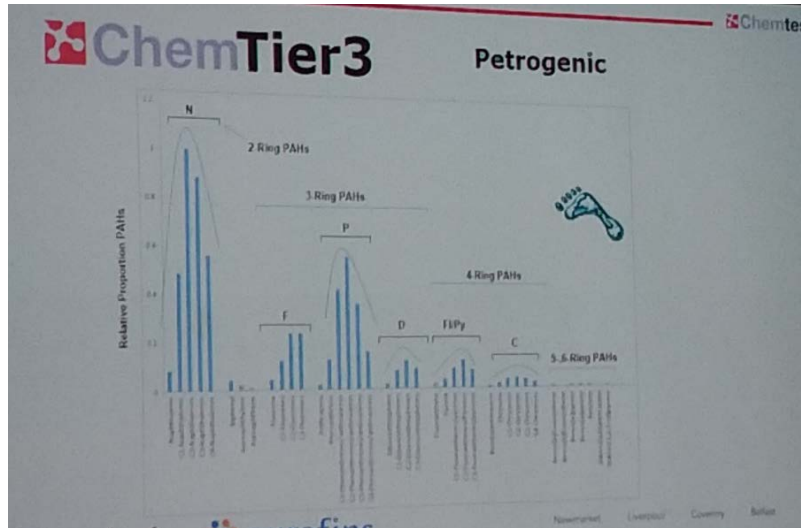
圖五、C₀~C₃-alkylated phenanthrene 之 GC/MSD 圖譜



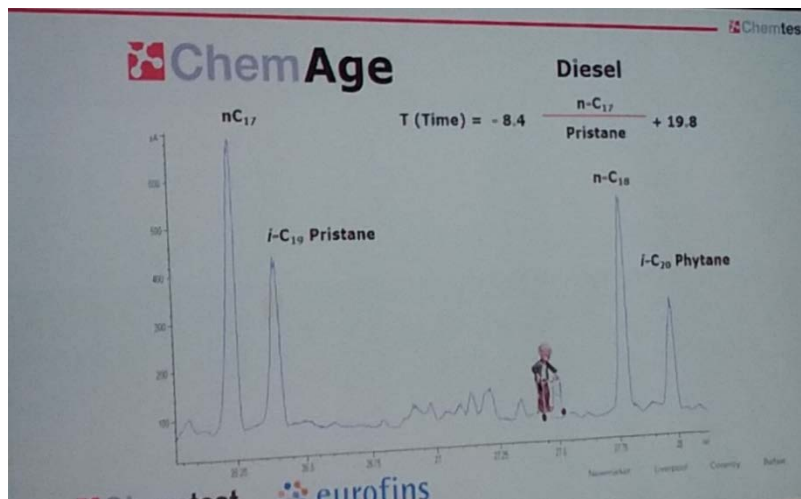
圖六、C₀~C₂-alkylated dibenzothiophene 之 GC/MSD 圖譜



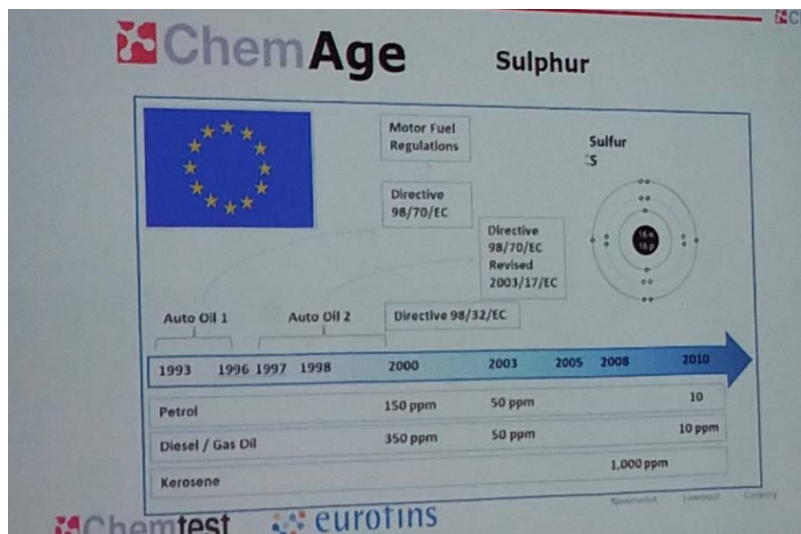
圖七、以 star plot 呈現診斷比值的差異



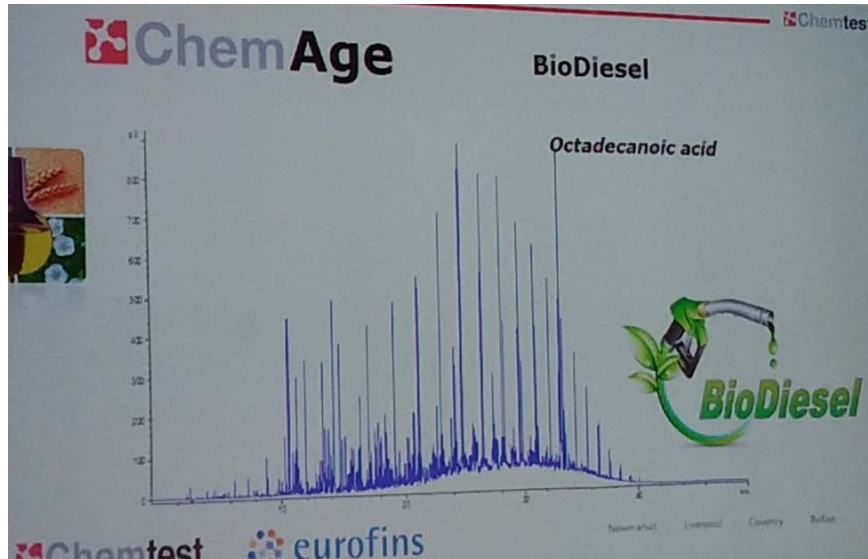
圖八、可用於計算診斷比值的 Alkylated PAHs



圖九、 nC_{17}/Pr 比值與洩漏年份的迴歸關係式



圖十、歐盟對油品含硫量的管制值



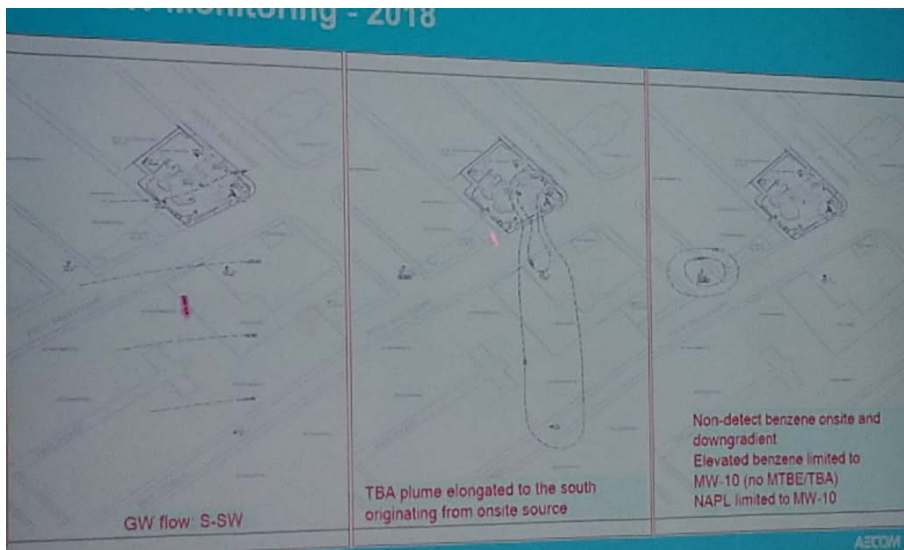
圖十一、生質柴油的 GCMSD 圖譜

4. EXPEDITING SITE CLOSURE USING DISSOLVED PHASE PIANO ANALYSIS-A CASE STUDY,

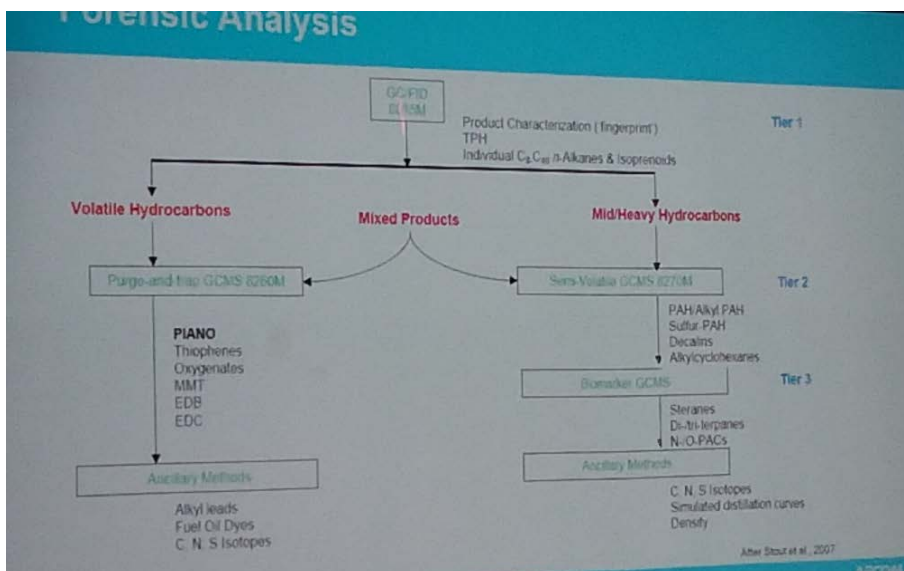
Speaker: Jun Lu

Dr. Lu 是美國加州認可的水文地質師和工程地質師。在過去二十年主要從事污染場址特性與環境鑑識之調查，這些場址包含煉油廠、管線、地下儲槽、油田、製氣廠、廢棄礦坑、含氯有機物污染場址和許多工廠等等。Dr. Lu 現職為 AECOM 公司的首席技術專家。Dr. Lu 報告內容是一個案例的探討。場址是一個位於加州西岸的地下儲槽，發生地下水污染，污染物為石油碳氫化合物(圖十二)。根據加州的低風險地下儲槽場址解除列管政策(Low-Threat UST Case Closure Policy)，該場址解列的前提是釐清一個鄰近場址周邊未知污染團(plume)的來源。從污染物的濃度分布、場址的運作歷史資料以及地下水流向的調查，得知該未知污染團的來源是上游。然而，因為現有數據不足以排除污染團與這個地下儲槽場址無關，所以執法當局不發給不需進一步行動證明(no further action letter)。因此，這篇研究是利用水樣中 PIANO(paraffin, isoparaffin, aromatic, naphthene, olefin)成份進行診斷比值分析，來提供更多有力的證據。圖十三為鑑識分析的流程圖。首先，使用 GC/FID 來檢視污染物的指紋圖譜。接著，依據污染物的揮發性，採用不同前處理方式搭配 GC/MSD 進行分析。再挑選特徵化合物做更進一步的數據分析。取樣地點包含場址內和周邊地區，共 5 個樣品：3 個地下水樣、1 個監測井中的 NAPL 和 1 個土壤鑽探(Soil

boring)取得的地下水樣。從 PIANO 成份中挑選出的化合物為 C₃-C₄-alkylbenzenes 和 methyl naphthalenes，並以 11 個比值來進行化學指紋圖譜辨識。從比值間的比較結果可知(圖十四)，MW-5 監測井中的診斷比值與其他樣品有明顯的差異，也就是未知污染團與地下儲槽無關。根據這些數據，Dr. Lu 認為至少有兩個汽油洩漏來源。土壤鑽探取得的 SB-10 水樣與 MW-10 監測井中的 NAPL 應該是來自相同的洩漏源。Dr. Lu 運用這些鑑識結果證明未知污染團是來自場址外的污染源，因此他的委託客戶不須為這個未知污染負責。



圖十二、場址的地下水監控



圖十三、鑑識分析的流程圖

Diagnostic Analysis/PIANO Ratios

$CR = \text{abs}(S1-S2)/\text{avg}(S1, S2)$

Pairing Compounds	Diagnostic Ratios				Comparative Ratios (CR) between samples					
	MW-5	SB-10	MW-10	MW-10 (oil)	MW5-SB10	MW5-MW10	MW5-MW10(O)	SB10-MW10	SB10-MW10(O)	MW10-MW10(O)
135TMB/124TMB	0.12	0.14	0.35	0.36	13.67	96.71	99.54	65.89	68.90	3.72
1M3PpB/1M4PpB	1.19	1.18	2.05	2.14	0.73	52.64	56.61	53.52	57.48	4.29
12M4EB/12M3EB	53.33	7.45	5.39	6.17	150.95	163.27	158.54	32.09	18.91	13.38
14M2EB/12M4EB	0.30	0.39	0.63	0.66	25.47	69.66	74.69	48.25	51.68	5.77
1M2PpB/12M4EB	0.07	0.21	0.31	0.31	102.67	129.67	129.36	40.47	38.95	0.54
13M2EB/13M5EB	0.12	0.57	0.45	0.30	132.41	117.55	89.61	24.33	61.98	39.13
1M3IPpB/1M2IPpB	0.78	3.56	10.42	12.31	128.80	172.30	176.30	97.71	139.88	16.64
1M3IPpB/1M4IPpB	0.82	2.00	2.44	2.39	84.11	99.74	98.15	19.78	17.69	2.11
1234TeMB/1245TeMB	0.39	NA	2.05	1.52	NA	149.44	119.68	NA	NA	53.83
1235TeMB/1245TeMB	NA	1.33	NA	1.52	NA	NA	NA	NA	13.30	NA
1MN2MN	1.41	0.30	0.46	0.41	128.94	101.39	109.41	40.62	30.17	11.09

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AZCOM

圖十四、五個樣品之診斷比值及差異比較

5. The Future of Environmental Forensics,

Speaker: Paul Philp

Dr. Philp 是地質與地物學系的教授，為地球化學領域的專家，探討油與生油岩之間的關係。現前研究為應用氣相層析同位素比值質譜儀 (Gas chromatography-isotope ratio mass spectrometer, GC/IRMS)於洩漏油品溯源，並將地化分析技術應用於環境監測調查上。環境鑑識首要是尋找以下四個基本問題的答案：

- (1) 污染物為何種石化產品?
- (2) 是否有多個污染源?如果有，是哪一個造成主要的污染問題?
- (3) 洩漏時間有多久?
- (4) 污染物是否已經風化?

氣相層析技術是一個廣泛應用的油品指紋辨識工具，但是對於汽油而言，因為煉製油品通常缺乏生物標誌物，所以難以利用這個分析方法有效地區別不同油源的汽油成份，這時穩定同位素可能有機會解決這個問題。由於輕與重同位素之間質量的差異，使得物理和化學反應的速率不同，以至於生成物與反應物的同位素組成有明顯差異，故可利用穩定同位素來進行油源鑑別。Dr. Philp 也在他的報告中提到診斷比值分析(圖十五)。多環芳香烴是常見的指標化合物，在實際應用上，會選擇不易風化的化合物，來計算診斷比值。報告者舉出三個較有潛在鑑識效果的比值：

- (1) Fluoranthene/Pyrene
- (2) Benzo(b+k)fluoranthene/Benzo(a)pyrene
- (3) C1-chrysenes/C1-fluoranthenes+pyrenes

此外，Dr. Philp 有介紹汽油定年的方法，如圖十六所示。此方法是分析不同年份的辛烷指數(Octane index, O.I.)，方程式如下：

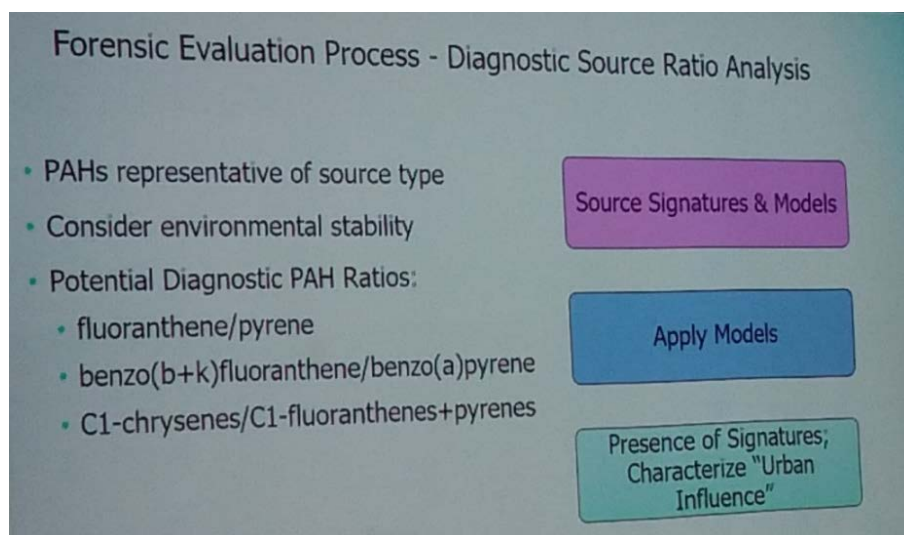
$$O.I. = \frac{Iso+T}{nC_7+nC_8}$$

其中，Iso 代表異辛烷，T 代表甲苯，nC7 和 nC8 分別為庚烷和辛烷。從圖可知，在不同時期的汽油，其辛烷指數有不同的分布。

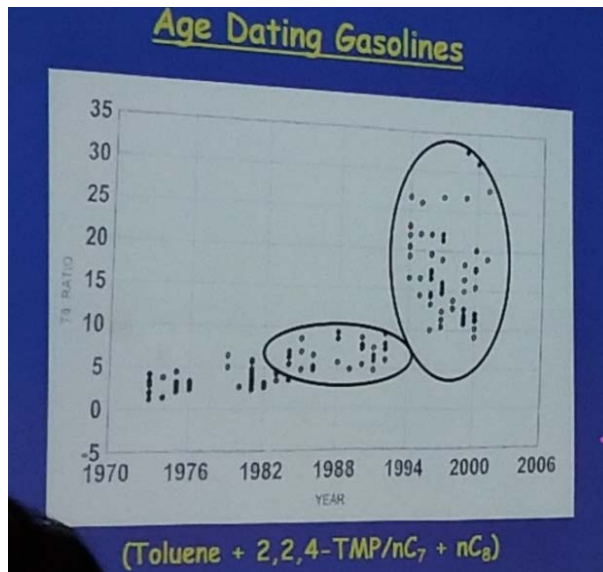
Kaplan et al.(1997)提出汽油中苯和甲苯總量與乙苯和二甲苯總量之比值(Rb)，可以用於估計洩漏時間。

$$Rb = \frac{B+T}{EB+X}$$

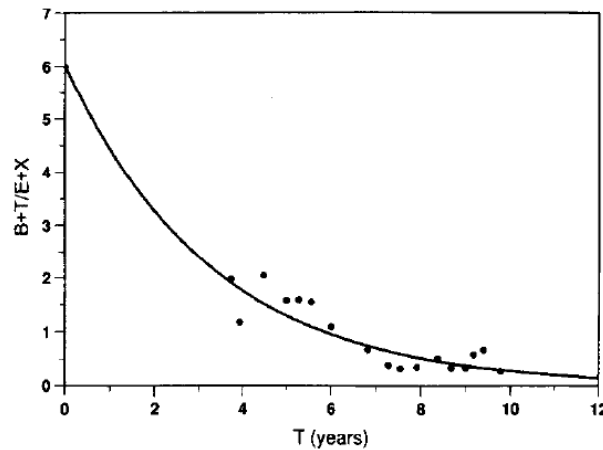
根據實際場址調查與實驗室的研究，Rb 值介於 1.5~6 之間，表示洩漏時間小於 5 年。Rb 隨著時間呈指數遞減，當小於 0.5 時代表超過 10 年以上之洩漏。此方法僅適用於水樣，而且只能用於發生一次洩漏的場址。另外，它有地區性的限制。每個地區的水文、地質和氣候等條件不完全相同，所以風化速率會有差異，因此 Kaplan et al.(1997)建立的關係式無法適用於各種場址。



圖十五、診斷比值分析

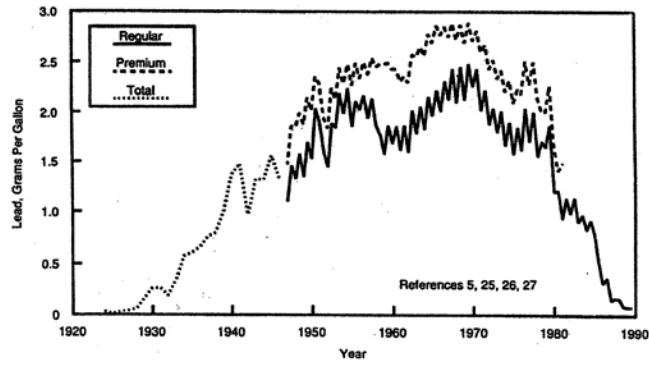


圖十六、汽油定年方法

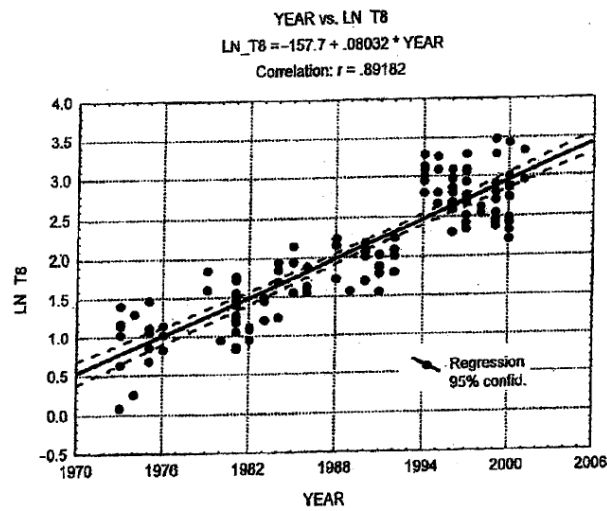


圖十七、以 BTEX 歷史數據來推測年份

關於含鉛汽油的定年，許多專家學者也有提到可利用鉛含量來界定年份。於 Gil Oudijk (2005)發表的案例探討中，引用一份汽油鉛含量調查的數據(圖十八)，來推測某汽油洩漏場址的洩漏年份。但是同樣地，採用此方法須要相當謹慎，由於有機鉛在環境中也會受到物理和化學因子的影響，而改變其濃度。另一個方式是根據汽油成份的變化來定年。從 1970 年代開始到 2000 年的 30 年之間，汽油中的甲苯及辛烷比值的自然對數與年份有相關性(圖十九)，且可以用線性迴歸來表示，所以藉由該方程式可以推算洩漏年份，但是使用時機亦有限制。許多學者認為這種以少數成份和洩漏時間的相關性，來進行汽油定年之方式，缺乏科學證據，不可太過依賴。

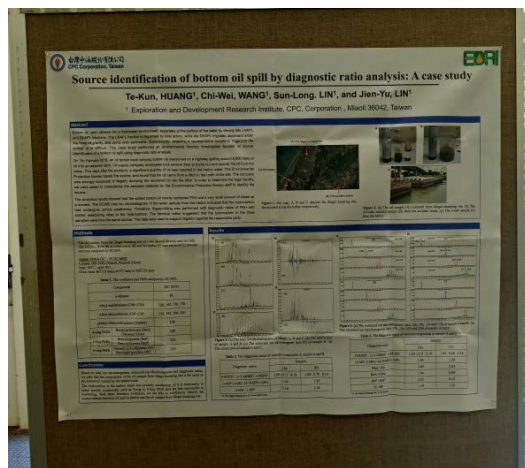


圖十八、汽油中的鉛含量變化趨勢



圖十九、汽油中 Toluene/nC₈ 比值與年份的相關性

藉由本次出國機會，在會議中發表一篇海報論文，題目為「Source identification of bottom oil spill by diagnostic ratio analysis: A case study」，內容是本公司運用油品鑑識技術，藉由 PAHs 化學指紋圖譜和診斷比值(Diagnostic ratio, DR)，成功地協助環保局比對出洩漏油品的來源。英文摘要如圖二十一。



圖二十、海報展示照片

Source identification of bottom oil spill by diagnostic ratio analysis: A case study

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Bottom oil, upon release into a freshwater environment, separates at the surface of the water by density into LNAPL and DNAPL fractions. The LNAPL fraction is dispersed by tidal action, while the DNAPL migrates downward under the force of gravity, and sorbs onto sediments. Consequently, obtaining a representative sample to fingerprint the spilled oil is difficult. This case study performed an environmental forensic investigation focused on source identification of a bottom oil spill using diagnostic ratio analysis.

An oil tanker truck carrying bottom oil overturned on a highway spilling around 6,000 liters of oil into an adjacent ditch. Oil supply company employees took several days to pump out and recover the oil from the water. Five days after the accident, a significant quantity of oil was reported in the harbor water. The Environmental Protection Bureau traced the source, and found that the oil came from a ditch in the north of the site. The company was strongly suspected of illegally dumping the recovered oil into the ditch. In order to determine the legal liability, we were asked to characterize the samples collected by the Environmental Protection Bureau staff to identify the source.

The analytical results showed that the spilled bottom oil mainly contained PAH and a very small amount of diesel as a solvent. The GC/MS total ion chromatogram of the water sample from the harbor indicated that the hydrocarbon had undergone serious weathering. Therefore, fingerprinting was performed with diagnostic ratios of PAH with similar weathering rates to the hydrocarbon. The identical ratios suggested that the hydrocarbon in the three samples were from the same source. The data were used to support litigation against the responsible party.

圖二十一、於 INEF 2019 研討會發表之海報論文摘要

肆、心得與建議

1. INEF 研討會是從 2008 年開始舉辦，內容聚焦於環境鑑識議題上，有別於其他大型研討會僅將環境鑑識列為一個子題，因此參與該研討會能夠蒐集到較多的相關資訊。此外，與會者都是這個領域的專家學者，所以能夠有較多的機會汲取環境鑑識調查的經驗。未來若有相關的出國計畫，可選擇參加 INEF 研討會，並發表本公司在油品鑑識領域的研究發展或與實際案例調查之成果。
2. 此次研討會著重概念分享和技術介紹，詳細的案例探討分享並不多。關於油品污染鑑識，國內已建立柴油指紋圖譜技術，而汽油鑑識技術發展的計畫仍在進行中。許多專家學者於報告中提及的油品洩漏時間推估，可利用法規管制值作為界線。在台灣也有數次修改柴油中硫含量在管制值，逐步降低濃度，所以也可透過這個方式來推估洩漏時間。對汽油而言，其組成主要是揮發性高的成份，不論是有機鉛化合物和含硫化合物，或是以汽油特定成份計算指數的方式，這些數值都容易受風化影響而改變，不適合作為定年依據。根據文獻回顧，過去研究者提出的方法都有其限制，沒有廣泛的實用性。因此目前尚無一個有效的工具來推測汽油洩漏時間。
3. 國內土壤及地下水污染問題已經愈來愈受到民眾的關注，而且石油碳氫化合物會對環境和人體健康造成危害，因此環保主管機關也相當重視污染鑑識和整治技術的開發。環境污染鑑識是屬於跨領域的科學，需要集結各領域的專家才能完成一個完整且詳細的調查。台灣中油公司有許多相關的儀器設備、技術及人才，在油品分析和污染整治有相當豐富的經驗，若能夠跨單位整合，則可建立一個國內最完整的油品污染鑑識調查團隊，並且能夠針對污染物制定適當的整治方案。