PREFACE

When deriving proposals for national emission ceilings for negotiations of the 1999 Gothenburg Protocol, sector-specific emission estimates for the year 2010 were calculated at IIASA using a set of scenarios which assumed various technological abatement measures, policy incentives, and legislation available / in place or planned at that time. As a result, the 2010 emission by road transport in Germany was estimated at NO,,x,, (IIASA, 1999)¹⁾. The over-all 2010 national emission ceiling (NEC) for NO,,x,, was set to 1,081 kt. When negotiating the EU NEC Directive two years later, Germany agreed to reduce its NO,,x,, emissions further, resulting in a NEC of 1,051 kt.

In its 2016 NEC emissions reporting, Germany provided a national total for NO,,x,, emissions of 1,337 kt for 2010. However, this total includes emissions from agricultural soils and other source categories not accounted for when setting the NEC. In addition, some assumptions made in 1999, including on emission factors from road traffic, turned out to be wrong in reality. Like in many other European countries, non-compliance with the 2010 NEC as set in 1999 was partly not caused by failed national mitigation policies, but by changes beyond the control of, and unforeseen by, the individual Party or Member State.

In order to differentiate such changes from policy failures in the responsibility of the individual Parties to the Gothenburg Protocol, a procedure (Inventory Adjustment) allowing the adjustment of emissions resulting from new emission categories, changes in estimation methodologies, emission factors etc. provided within the EMEP/EEA Guidebook, or other effects beyond national control with respect to complying to emission reduction obligations (EB, 2012a & c)², ³ was agreed. This procedure is applicable also for existing NECs (EB, 2012b)⁴.

With respect to road transport, such an unforeseeable effect was the partial failure of several socalled "Euro norms" set on the EU level to reduce emissions from road vehicles. In this report, Germany presents an estimate of the NO,,x,, emissions resulting from the partial failure of the mitigation policy reflected by the Euro norms, and lays out the calculations leading to these estimates.

REASONS FOR MISSING THE GOTHENBURG CEILINGS

The TREMOD methodology applied for estimating emissions from road transportation in Germany has changed over time. These changes include updates of emission factors (EF) for various pollutants and other changes such as an extension of vehicle classification (and thus inclusion of emission factors associated with these new vehicle sub-categories) to improve the estimation's accuracy.

The main changes occurred for the emission factors and for the Heavy Duty Vehicles (HDV) fleet structure. This last point led to changes in emissions because of the reallocation of activities (consumption/traffic) between the sub-categories of vehicles.

For the formalism of the adjustments, it is difficult to flag whether the modifications for road transport

are due to "methodological changes" or due to "changes of emission factor". Therefore, only the term "change of methodology" will be used (even if at the NFR reporting level this may seem like a simple change in EFs).

So far as road transport is concerned, the inability to attain the emission ceiling is most likely to have been affected by a combination of technological changes within the fleet (which of course made their way into the several versions of TREMOD) combined with greater than originally expected dieselisation of the fleet.

ANALYSING THE PROBLEM: THE EUROPEAN PERSPECTIVE BASED ON COPERT

Already in 2011, these effects were demonstrated by Ntziachristos and Papageorgiou (2011) ⁵⁾. Here, the impacts of changing model versions and activity data in the context of meeting the EU NEC Directive ceiling commitments were examined for four European countries including Germany. Unfortunately, this comparison study was carried out within a COPERT environment. Therefore, the results gained cannot be transferred to the German TREMOD environment on a one-to-one level but nonetheless allow a highly illustrative insight in the reasons for not meeting the set ceiling. The study modeled fuel consumption and NO,,x,, emissions for four selected countries (Germany, France, Netherlands and Belgium) and found higher NO,,x,, emissions were estimated for the road transport sector than originally modelled by the RAINS model of IIASA (which underpinned the setting of 2010 ceilings). For Germany, this study shows that with the same activity data set (LIFE+ EC4MACS data from Amann et al. (2010)), NO,,x,, emissions estimated with COPERT II vs. COPERT 4 (v8.0) increase from 410 kt to 518 kt due to methodological changes, a difference of 282 kt. An additional consideration of changes in AD would lead to 620 kt of NO,,x,.. However, as changes in AD are no valid adjustment reason, the latter value is for information only.

This was mainly due to: * NO,,x,, emission factors updated in COPERT 4 that did not follow the reductions as set by the emission standards for diesel passenger cars; * important part of diesel fuel consumption in the total fuel consumption of the road traffic.

The results of this study showed that it is the combination of different parameters which might affect the ability (to different extents) of a Party to attain the emission ceilings. In other words, the exceeding of $NO_{,,x,,}$ ceilings for road transport is due to:

Changes in methodology and emission factors

As these technologically driven changes (as reflected in the __evolution of the different so-called Euro norms__) lie outside the country's responsibility, current methodology and EFs have to be adjusted in a way to allow the comparison of the actual inventory and the Gothenburg ceilings.

Changes in the activity data

As the development of mileage driven and fuels used within a country (__Germany: stronger dieselisation__ then originally expected) is of the country's responsibility, this effect has to be excluded from any adjustment estimation.

IN-COUNTRY ANALYSIS: THE TREMOD PERSPECTIVE

INITIAL ASSUMPTION

In order to estimate the effect of NO,,x,, emissions resulting from the failure of the so-called Euro norms, the following procedure has been agreed by expert review teams in the last two years:

proposed amount of adjustable emissions = current AD x current EF - current AD x original EF = current AD x (current EF - original EF) = current EM - "artificial" current EM^ $^1^^$

^^1^^ "artificial" current emissions = virtual current emissions assuming no changes in emission factors

math EM_\text{ adjustment} = AD_\text{ current} * EF_\text{ current} - AD_\text{ current} *
EF_\text{ original} = AD_\text{ current} * (EF_\text{ current} - EF_\text{ original}) = EM_\text{
current} - EM_\text{ current-"artificial"} math

with * *EM* ,,adjustment,, = amount of emissions to be subtracted from National Totals * *AD* ,,current,, = AD from latest TREMOD version as used for current submission * *EF* ,,current,, = EF from latest TREMOD version as used for current submission * *EF* ,,original,, = EF from TREMOD version used at the time NEC ceilings were set (here: TREMOD 3.1) * *EM* ,,current,, = EM estimated from AD and EF from latest TREMOD version = EM reported for NFR 1.A.3.b with latest submission * *EM* ,,current-"artificial",, = EM estimated from AD from latest TREMOD version and EF from TREMOD version and EF from TREMOD version and EF from TREMOD version used at the time NEC ceilings were set (here: TREMOD 3.1) * *EM* ...

APPLYING THE ORIGINAL METHODOLOGY

FRAMEWORK INFORMATION

The methodology used for estimating Germany's exhaust emissions from road transport when determining emissions ceilings of the Gothenburg Protocol (1999), was the second version of the EMEP/CORINAIR guidebook corresponding to COPERT II software. This method proposed NO,,x,, emission factors for

- passenger cars (PC): up to Euro 1
- light commercial vehicles (LCV2): up to Euro 1
- heavy duty vehicles (HDV): pre-EURO I only (conventional)

Back than, without better knowledge, the emission factors for the most recent standards were derived by directly applying the expected reductions in emission standards.

However, as Germany does not use COPERT for compliling its road transport emissions inventory but a national model called TREMOD, the following comparison has to be carried out between the oldest version of TREMOD still available and the version as applied for the current inventory submission (2020).

Unfortunately, the oldest TREMOD version available for such comparison is TREMOD 3.1 from 2002 $^{6)}$, including the following set of NO,,x,, emission factors:

- passenger cars (PC): up to Euro 4
- light commercial vehicles (LCV): up to Euro 4
- heavy duty vehicles (HDV) only up to EURO V

However, as this version includes the technocological development since 1999 (when the ceilings were set based on COPERT II), the results from this analysis and the adjustment proposal based upon these results are likely to slightly underestimate the effect of technological changes since 1999 and must tehrefore be considered conservative.

THE COMPARISON

Application of the original NO,,x,, methodology to the current road transport background activity data

The *basic activity data* (such as over-all fuel sold and traffic mileages by vehicle type, by fuel or by Euro regulation) implemented in TREMOD 3.1 differ significantly from those of the current TREMOD version especially for the more recent years as of 2005. In addition, *specific activity data* (such as fuel consumptions per vehicle type, per fuel or per Euro regulation) strongly depend on the TREMOD version.

Within this report, Germany re-estimates the NO,,x,, emission within the TREMOD 3.1 model. To isolate the requested information, the original TREMOD 3.1 activity data was combined with emission factors from both TREMOD 3.1 and the currently used TREMOD 6.02 (Knörr et al., 2019a)⁷⁾.

Description of the updated methodology used

The updated methodology, used in 2019 (for NFR submission 2021) and implemented in version 6.12 of the TREMOD software, considers emission factors of

- passenger cars (PC) up to Euro 6d
- light commercial vehicles (LCV) up to Euro 6d
- heavy duty vehicles (HDV) up to EURO VI

and

• motorized two-wheelers (M2W) up to Euro 4

Comparison of emission estimates made using the original and updated methodologies

The values of NO,,x,, emissions presented in the table below are estimated with:

• TREMOD 3.1 model equations as initial methodology

and,

• TREMOD 6.12 equations as methodology applied for NEC submission 2021.

The activity data applied to initial (here: oldest available) and most recent methodology, are those of the latest inventory provided with NEC submission 2021.

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cf. Also related columns in the Excel table

"Annex_VII_Adjustments_summary_template_extended2_V2_Aprill15.xlsx" for road transport).

Table: Aggregated impact of adjustments on NO,,x,, emissions from NFR 1.A.3.b

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Table 1: Resulting adjustment proposal 2020

||> for year ||= **2010** ||= **2011** ||= **2012** ||= **2013** ||= **2014** ||= **2015** ||= **2016** ||= **2017** ||= **2018** ||= ||~ proposed adjustment ||~ ##red| -297.8## ||~ ##red| -302.3## ||~ ##red| -301.3## ||~ ##red| -306.1## ||~ ##red| -294.5## ||~ ##red| -269.0## ||~ ##red| -244.3## ||~ ##red| -214.9## ||~ ##red | -174.6## ||>

The following screenshots show the TREMOD 3.1 / TREMOD 6.12 implementation comparisons per vehicle type/fuel/Euro regulation.

Activity Data

* current: from TREMOD 6.12, as reported with the latest inventory submission

* adjusted: has to be similar to current AD!

* **difference**: as only recent AD are to be used for adjustment estimations, this value must be zero!

Implied Emission Factor

- * current: representing the ratio of current emissions and current AD
- * adjusted: representing the ratio of adjusted emissions and current AD
- * difference: shows percentual difference

NO,,x,, Emissions

* **current**: from TREMOD 6.12, as reported with the latest inventory submission

- * adjusted: estimated based on TREMOD 3.1 methodology and TREMOD 6.12 AD
- * adjustment: adjusted emissions minus current emissions
- * difference: percentual difference between current and adjusted emissions

Adjustment overview for years 2010 to 2019

				ctivity Dat		Implied	Emissio	n Factor		NO, Em	issions	
NFR Code	Fuel	Year	current		difference			difference	current		adjustment	difference
			in [in [S]	in (kg		in [%]		in [kg]		in (%)
1.A.3.bi	gasoline		795.957	795.957	0%	97,55	84,99	-13%	77.644.842	67,650,906	9.993.935	-17%
1.4.3.61	diesel oil		629.300	629,300	0%	429,45	160,61	-63%	227.341.096	84.970.461	142.370.635	-63%
1A3.bii	gasoline		6.325	6.325	0%	255,87	214,75	-16%	1.618.432	1.358.328	260.104	-16%
1A3.68	diesel oil		113,450	113,450	0%	476.34	134,95	-72%	54.040.533	15.311.584	38.728.949	-72%
1A3.bii	diesel oil		48.044	48.044	0%	623,00	482,55	-23%	29.931.266	23.183.732	6.747.534	-23%
1A3.bii	diesel oil		566.741	566.741	0%	445.67	271,83	-39%	253.148.243	154.056.160	99.092.083	-39%
1.A.3.biv	gasoline		19.712	19.712	0%	113,68	168,43	48%	2.240.749	3.320.034	-1.079.285	48%
1A3.6 TOTA	AL	2010	2.079.608	2.079.608	0%			0%	645.965.162	349.851.206	296.113.956	-46%
1A3.51	gasoline		794,688	794.688	0%	92,09	81,61	-11%	73.185.851	64.851.951	8.333.900	-11%
1.A.3.61	diesel oil		553.564	553.564	0%	434,12	159,22	-63%	240.313.791	88,138,959	152,174,832	-63%
143.68	gasoline		6.118	6,118	0%	229,35	198,67	-13%	1.403.081	1.214.776	188.305	-13%
1A3.bii	diesel oil		115.967	115.967	0%	481,55	126,92	-74%	55.844.518	14.718.142	41.126.376	-74%
1A3.68	diesel oil		47,365	47.395	0%	692,66	448,99	-24%	28.071.221	21.266.323	6.804.898	-24%
1A3.bii	diesel oil		563.891	563.891	0%	410,38	244,97	-41%	231.410.271	138.135.342	93.273.929	-41%
1.A.3.6 M	gasoline		19.289	19.289	0%	110,79	171,60	54%	2.137.002	3.299.162	-1.162.160	54%
1.A.3.6 TOTA	AL.	2011	2.100.883	2.100.883	0%			- 0%	632.365.736	331.625.655	300.740.081	-48%
1A3.bi	gasoline		750.957	750.957	0%	85,73	78,00	-9%	64.379.994	58.577.229	5.802.765	-9%
1A3.b1	diesel oil		555.245	555.245	0%	435,96	158,66	-64%		88.096.699	153.966.203	-64%
1A3.bii	gasoline		5.657	5.657	0%	218,93	193,15	-12%	1.230.520	1.092.662	145.059	-12%
143.68	diesel oil		114.350	114.350	0%	481,91	120,17	-75%	55.106.382	13.741.354	41.365.028	-75%
1A3.bii	diesel oil		50.982	50.902	0%	533,22	384,33	-28%	27.141.913	19.563.208	7.578.704	-28%
1A3.68	diesel oil		589.585	589.595	0%	381,33	224,00	-41%			92.764.428	-41%
1.A.3.biv	gasoline		18.268	18.268	0%	107,43	173,28	61%	1.962.546	3.165.439	-1.202.893	61%
1.A.3.6 TOTA		2012	2.084.964	2.084.954	0%			0%				-49%
1A3.bi	çasoline		749.114	749.114	0%	80,35	74,85	-7%	60.190.007	56.071.797	4.118.211	-7%
1.A.3.bi	diesel oil		589.131	589,131	0%	437,14	158,71	-64%	257.533.728		164.034.718	-64%
143.51	gasoline		5.578	5.578	0%	202,80	184,07	-9%	1.131.209	1.026.727	104.482	-9%
1.A.3.b ii	diesel oil		118.777	118.777	0%	480,60	114,93	-76%	57.003.533	13.650.400	43.433.045	-76%
1A3.5H	diesel oil		51.716	\$1,735	0%	609,64	360,05	-29%	26.350.969	18.620.843	7.730.126	-29%
1.A.3.bii	diesel oil		600.139	600.139	0%	353,06	207,93	-41%	211.887.531	124.788.469	87.099.052	-41%
1.A.3.6 M	gasoline		18.229	18.229	0%	104,34	175,38	68%	1.902.088	3.197.038	-1.294.951	68%
1.A.3.6 TOTA		2013	2.132.683	2.132.683	0%				616.079.063			-50%
1.4.3.61	gasoline		752.526	752.526	0%	76,03	73,09	-45	57.215.533	54.998.921	2.216.612	-4%
1A3.bi	diesel oil		626.045	626.045	0%	435,87	159,12	-63%		99.613.892		-63%
1.A.3.b ii	gasoline		5.845	5.845	0%	190,34	176,49	-7%	1.112.584	1.031.612	80.972	-7%
1A3.58	diesel oil		128.578	128.578	0%	475,55	110,95	-77%	61.146.575	14.267.237	46.879.338	-77%
1.A.3.b ii	diesel oil		49.143	49.143	0%	468,37	339,99	-27%	23.017.115	16.708.234	6.308.881	-27%
143.58	diesel oil		672.754	672.764	0%	314,05	196,05	-38%			67.588.551	-38%
1.A.3.biv	gasoline		18.673	18.673	0%	100,59	179,24	78%	1.878.294	3.345.794	-1.468.499	78%
1.A.3.6 TOTA		2014	2.153.563	2.153.563	0%	24.00	24.22	0% .4%				-49%
1A3.bi	çasolme		715.156	715.158	0%	74,38	71,73		53.190.787	51.300.983	1.889.905	-4%
1.4.3.61	diesel oil		645.565	645.595	0%	426,19	159,80	-63%				-63%
143.51	gasoline		5.793	5.793	0%	187,12	172,80	-4% -77%	1.083.927	1.000.999	82.928 48.897.953	-8% -77%
1A3.61	diesel oil		135.306	135.306	0%	469,35 458,96	107,96	-77%	63.505.443 23.997.817	17,149,448	6.848.370	-77%
1A3.58	diesel oil		52.287	52.287				-225%	157,109,675		46.668.973	-25%
1.A.3.bii	diesel oil		589.411	589.411	0%	266,69	187,51	82%	1.833.382	3.334.472	-1.501.090	82%
1A3.6W 1A3.6T0T/	gasoline	2015	18.459	18.459	0%	99.32	100,65	02%		301.077.596	274,853,670	-485
		2015		715,272	0%	70.93	70.65	05	50,736,967	50.535.049	201,918	-46%
1A3.bi 1A3.bi	gasoline diesel oil		715.272 675.119	675.119	0%	410,36	160,76	-61%	277.041.660			-61%
1A3.61	gasoline		5.926	5.926	0%	190,27	171.05	-45	1.068.292	1.013.678	54.614	-5%
1A3bi			144.068	144.058	0%	456,12	105,62	.77%	65.712.732	15,215.007	50.496.726	-77%
1A358	diesel oil diesel oil		54.157	54.157	0%	424,73	308.24	-27%	23.002.109	16.693.117	6.308.992	-27%
1A3.58	diesel oil		54.157	54.157	0%	226,31	100,97	-20%		107.495.262	26.935.637	-21%
1A3.biv	gasoline		18,785	18,785	0%	95,14	181,66	-21%	1.805.897	3,412,476	-1,606,579	19%
1A3.0W		2016	2.207.339	2.207.339	0%	33,14	101,00	07%	553,799,558			-45%
1A3.bi	gasoline	2010	724.571	724.571	0%	67.66	69,88	3%	49.026.874	50.634.714	-1.607.840	-43%
1A3.61	diesel oil		696.592	696.692	0%	390.65	161,95	-59%	272.126.091			-59%
1A356	gasoline		6.186	6.185	0%	171,15	167,18	-2%	1.058,799	1.034.211	24,588	-2%
1A301	diesel oil		153.284	153,284	0%	424.66	103.89	-765	65.093.930	15.925.216	49.168.714	-76%
1A358	diesel oil		53.382	53.382	0%	370,80	286,71	-23%	19.793.901	15.304.828	4.489.073	-23%
1A3.68	diesel oil		598,263	558,253	0%	195.02	175.92	-10%	116.671.141		11.424.633	-10%
1A3.biv	gasoline		19,160	19,160	0%	92,83	183,39	98%	1.778.674	3.513.787	-1.735.114	98%
1A3.6 TOTA		2017	2.251.437	2.251.437	0%			0%				-42%
1A3.61	gasoline		699.027	699.027	0%	64,42	61,36	65	45.032.996		-2.753.820	6%
1.A.3.bi	diesel oil		666.074	666.074	0%	371.66	163,30		247.555.053			-56%
143.54	gasoline		6.315	6.315	0%	158.22	160,11	15			-11.939	1%
1A3bi	diesel oil		154.259	154.259		384.71	182,69				43.504.215	-73%
1A3.68	diesel oil		51.634	51.634		309,76	263.63			13.607.106		-15%
1A3.58	diesel oil		585.186	585.185		171,18	172,10		100.173.337		-537.532	1%
1.A.3.b.W	gasoline		18.497	18.497		89,66	184,61		1.658.558	3.414.767	-1.756.209	106%
1.A.3.6 TOTA		2018	2.180.993	2.180.993			10.100		470.758.206			-38%
1.A.3.bi	gasoline		704.691	704.691		62,30	68,45		43.901.941		-4.336.084	10%
1A3.51	diesel oil		663.841	663.841		345.01	165.07		229 566 088			-52%
1A3.bii			6.683	6.683		146,08	153,25		976.219			5%
	gaspline.						101,90			16.221.445		-71%
14356	gasoline diesel oil		159,183	159 181	1.1	347.42						
1A3.68 1A3.68	diesel oil			159,183		347,42 274,41			14.527.012	13,118,578	1,408,434	-10%
1A3.bii	diesel ol diesel ol		52.939	52.939	0%	274,41	247,81	-10%	14.527.012 91.380.700	13.118.578 100.809.376		
	diesel oil						247,81	-10% 10%	91.380.700		-9.428.676	-10% 10% 117%
1A358 1A358	diesel ol diesel ol diesel ol gasoline	2019	52.939 596.913	52.939 595.913	0% 0%	274,41 153,35	247,81 169,17	-10% 10% 117%	91.380.700	100.809.376 3.502.941	-9.428.676 -1.889.491	10%

1A.13 h ii. Canalise Canalise				Activity Data				ed Ereission	F BCTOR		NO ₃ Emi		
1A.13 h ii. Canalise Canalise	FR Code	Fuel		CUITERS		difference	CUTIENT	adjusted	difference	CUTIENT	adjusted	adjustment	
1A.13 h ii. Canalise Canalise				in (in [5]		g/TJ]	in [5]		in [kg]		in [5]
1A.35 H. Lotter Bases Lotter Bases Lab H. Bases Day Vehicles Bases Day Bases Day Bas			ребиз	13.686	13,686	4%	564,75	614,25	-12%	7.966.060	6.996.917	-969.143	
14.3.3 k ii. Can 14.3.3 k ii. 14.3.3 k ii. 14.3 k ii. 15.7 k ii.			Ears 1	76.661	76,661	0%	338,50	297,74	-30%	25.915.925	19,199,292	-7.716.663	-30%
1A.3.5 H. I.A.3.5 H. I.A.5.5 H. I.A.5.5 H. I.A.5.5			Ewa 2	96.425	96.425	4%	172,05	135.00	-22%	16.590.020	13.020.026	-3.569.995	
1A.3.5 i. Passesger Cars Direct Of Error Direct Of Error Direct Of Error Direct Of Error Eror Error		andina	Ears 3	133,139	133,139	PN	58,51	70,18	20%	7.790.304	9.343.433	1.553.129	
1A.3.5 H. 1A.3.5 H. 1A.3.5 H. 1A.3.5 H. 1A.3.5 H. 1A.3.5 H. Beeren 1A.3.5 H. Beeren 1A. Beeren 1A.3.5 H. Beeren 1A.3.5 H. Beeren 1A			Ears 4	444.991	444.991	45	42,27	42,19	0%	18.811.389	18.173.529	-37.858	
1A.3.b.1. Finite of the sector o			Ears 5	31.234	31,234	95	18,61	42,19	127%	581.142	1.347.737	736.595	
Passenger Can Can Desid 0 Err Err Err Err Can Desid 0 Err Err Can Err Err Can Err Err Err Err Err Err Err Err Err Er			Ears 6	0	0	- 4%	25,08	42,19	62%	2	3	1	
Caw Ear 1 Ear 2 Ea			Gasoline total	795.957	795.957	65	97,55	84,99	.135	77.646.042	67.650.986	.9.993.935	
LAJA H I Reverse Casaline Earl Earl S Lata S Earl S Earl S			ребиз	1.916	1,915	4%	318,13	264,95	-16%	683,790	687,256	-96.905	
LA3.5 III. LA3.5 III. See of the set of th	Cars		Eara 1	10.338	10.338	e%	296.62	296,17	-11%	3.066.428	2,741,307	-325.121	
Lasa Die Lasa Die Lasa Die Casaline Casaline Lasa Die Lasa D			Ewa 2	50.068	50.068	PN .	405.90	219,19	-45%	20.372.795	10.974.210	-8.398.584	
14.3.5 iii- lawy by			Ears 3	134.025	134.025	PN	542,04	178,54	-67%	72.646.173	23.929.276	-48.716.957	
1A.3.b H - ILA3.b			Eart 4	279.154	279.154	95	364,37	140,58	-63%	107.299.100	39,243,811	-68.855.348	-635
1A.35 H. Rear Day Vehicles Beres Light Day Derel Di Light Day Vehicles Beres Light Day Prefer Light Day Vehicles Beres Light Day Vehicles Beres Light Day Beres Light Day Prefer Light Day Light Day Prefer Light Day Lig			Ears 5	\$3.547	\$3.547	0%	434,70	140,58	-60%	23.276.735	T.527.706	-15.745 829	-625
1A.3.b ii - Iiaayi Day Hababiai - Iiabibii - Iiabi			Ears 6	334	334	- PS -	267,62	140,58	-45%	85.044	46.953	-39.891	-655
A 2.5 H- Newson Karlow - LA.2.5 H- Labe Day Vehicles pre-E Barro Day Dend Day			Diesel oil tatal	529,380	529.380	65	409,65	160,58	.635	227.341.096	84.970.461	.142.376.635	.631
1A.3.b ii - Light Day Vebicles Bares Labornes 1A.3.b ii - Light Day Vebicles Bares Desel Oi Eard			PCs Total	1.325.337	1.325.337	65	238,12	115,16	-50%	364.985.938	152.621.367	-152.364.578	
1A.35 H Light Day Vehicles Baves 1A.35 H Light Day Vehicles Baves 1A.35 H Baves 1A.35 H Baves Densil Of Baves Light Day Vehicles Baves Light Day Baves Light Day Baves			Na Ena	1,249	1,249	4%	627,09	645.95	3%	783.320	886.871	23.651	
1A.3.b ii - Light Day Vebicle ILBVN) TA.3.b ii - Light Day Vebicle ILBVN Desel OI Tome TA.3.b ii - Tears Desel OI Tome Tarse Desel OI Tome Tears Desel OI Tome Tears Desel OI Tome Tears Desel OI Tome Tears Desel Tome Tears Desel Tears Desel Des			Ewe 1	367	367	4%	861.05	297,39	-45%	305.969	106.020	-200.950	-855
Laborne Euro Laborne Euro Laborne Euro Laborne Euro Laborne Vehicles Euro Euro Euro Euro Euro Euro Euro Euro			Ears 2	1.383	1.393	45	254,75	184,41	-30%	368.848	256.917	-111.931	-305
1A.3.b ii - Guodi Light Day Pre-5 Veloce Earl i II.0Veloce Earl i Earl i			Ears 3	895	895	05	82.47	90.63	10%	70.631	77.625	6.994	105
1A.3.5 H - Light Day Light Day Light Day Light Day Light Day Deed (0) Ear 1 Ear 2 Ear 3 Ear 4 Ear 3 Ear 4 Ear 3 Ear 4 Ear 5 Ear 4 Ear 5 Ear 4 E	04	asoline	Ears 4	2.420	2,420	05	36.32	44.50	24%	87.987	185.679	20.772	245
1.3.3.b ii - Light Day Vehicles (LBW) Vehicles (LBW) Detail 00 Ears 0 Ears 0 Ea			Ears 5	49	49	0%	15.34	44.90	193%	750	2,210	1.458	1935
Light Day Vehicles (LDVs) Desci O Love LDVs Desci O Love Vehicles Beres Derei O LOVE Vehicles Derei O LOVE Vehicles Derei O LOVE Vehicles Derei O LOVE Vehicles Derei O LOVE Vehicles Derei Derei O LOVE Vehicles Derei Derei O LOVE Vehicles Derei Derei O LOVE Vehicles Derei Derei O LOVE Vehicles Derei Derei O LOVE Vehicles Derei Derei Derei Derei D LOVE Vehicles Derei Derei Derei D LOVE Vehicles Derei Derei Derei D LOVE Vehicles Derei Derei D LOVE Stable V- Berei Derei Derei D LOVE Vehicles Derei Derei D LOVE Vehicles Derei Derei D LOVE Vehicles Derei D LOVE Derei D LOVE DE DE DE DE DE DE DE DE DE DE DE DE DE			Ears 6	0	0	4%			0%	5	0		01
Light Day Light Day (Light Cay (Light) Light Cay Deniel (C) Earrol Earr			Gasoline total	6.195	6.105	85	255.87	254,75	.163.	1.618.432	1.158.128	.368.104	
TA.3.b HI- Baver Draw Devel OF Ear 1 Start Draw Draw Draw Draw Draw Draw Draw Draw			pre-Euro	4.876	4.876	0%	425.99	306,79	-29%	2.077.142	1,495,903	-681.239	
LA3b H- Keny Day Vehicle: Berei Diensi Di				5.989	5.989	15	395.59	215.24	-47%	2.369.098	1,299,030	-1.080.059	
LA.3.b H- LA.3.b H- Beerer TA.3.b H- Beerer Densil Office Beerer TA.3.b H- Beerer TA.3.b H- Lorrien Lorrien Lorrien Eart I Eart	(Cows)			13.125	13,125	65	336.76	153,10	-45%	4,420,380	2,534,731	-1.855.629	
Lash Bi- taological Control Co				33,249	33,249	15	531.01	150.58	-72%	17.685.883	5.086.780	-12.648.123	
LA.3.b Hi - Beers Denot Of La.3.b Hi - Beers Den	Di	esel Oil		54.581	54,581	15	491.42	85.00	-12%	25.621.635	4.840.722	-21.501.114	
Lovis Lovi Lovi Lovi Lovi Lovi Lovi Lovi Lovi				1.629	1.629	45	427.50	80.00	-72%	696,296	164.434	-651.772	
1A.3.b iii . Ear iiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii				0	0	45	161.73	80.69	-42%	7	4	-1	
LOW UN LOW			Direct of total	111.450	111.450	15	416.34	134.96	.775	54,040,533	15.311.584	38,728,545	
A.3.3 k H. Haary Day Webble Desel D Errol Beser Desel Beser Errol E			LDVs Total	119,725	119,775	85	464,70	139,18	-70%	55.658.966	96.649.953	-38.889.853	
1A.3.5 H - Earl Markey Day Desid Di Earl Markey Day Desid Di Earl Markey Day Base Di Earl Markey Day Desid Di Earl Markey			pre-2 arg	3.382	3.382	15	1086.25	1029.78	475	3.674.087	3,452,644	-221.423	
1.A.3.b H. Barry Day Velokie Beres 1.A.3.b H. Barry Day 1.A.3.b H. Barry Day Velokie Barry Day Velokie Lorrie Lorrie 1.A.3.b H. Barry Day Velokie Lorrie Lorrie Lorrie Can b Can b				2,825	2,825	15	748.41	752,14	0%	2,117,871	2.125.585	7.723	
Newsy Duty Vehicle Desid 01 Earl 1 Ea				10.152	10.152	15	801.86	643.47	-20%	8,140,119	6.532.213	-1.607.906	
Vehicle Date of Earls Bese Earls Ear	and Date			15.090	15.090	15	633.22	457,25	-20%	10.065.775	7,289,299	-2,797,567	
Beses East Event Event Beses Proto Event Event Netholic Event Netholic Event E	Can LA.3.b i. Interreget Can De A.3.b ii. A.3.b ii. Beese A.3.b ii. Neidele Robert A.3.b ii. Lorrise A.3.b ii. Two. Ca	IIO lease		5.461	5.461	15	441.63	361,85	-22%	2,450,015	1.921.627	-528,409	
TAL36 H- Barro Day Network - Veldes Denel On Earn I Veldes Denel On Earn I Lorries Earn V Lorries Earn V Tacks 5 (A.3.b Iv - Earn V Natorised Earn 2 Two Gastine Earn 2				10.326	10.325	15	337,28	182,30	-40%	3.482.417	1.982.544	-1.696.873	
TA35 H. Ears IA35 H. Ears Notice Density Ears Notice Density Ears Tacks & Ears Lories Ears IA35 H. Ears Ear				0.125	10.025	15	311,28	184,00	0%		1.082.044	-1.698.817	in [N] · · · · · · · · · · · · · · · · · · ·
1.4.3.b H - Barry Day Webbe Devel OF Earth Tacks 6 - Lories Earth				48.044	48.044	Ph 05	621.00	482.55	-235	25.511.265	23.183.732	4.747.534	
1A.3.5 H - Earl New Duty Vehicle Densi D Earl Touch & Densi D Earl Lorries Earl H Earl M Touch & Earl M Touch A Touch A T													
14.3.b H - Ear I Bary Day Vehicle: Denel OF Ear I Faces & Ear I Ear I Ea				10.185	10.185	PN	1040,15	787,37	-25%	10.510.623	7.754.138	-2.758.488	
Havy Doly Vehicle: Devel OF Ears II Toucks & Ears II Lorrise Ears II Ears II Toucks & Ears II Touck LALD IV Ears II Notoxisad Ears II Theore Ears II Theore Ears II	A350.			5.677	5.677	PS	758,59	575,55	-23%	4.201.383	3.267.601	-993.792	
Vehicle: Denel Of Earl I Inacle & Earl V Earl V Earl V Teach 1.4.3.b Iv - Earl I Motorised Earl 2 Two. Gatoline Earl 3 Wheeler: Earl 3				38.555	38.555	PS	817,62	524,79	-36%	31.525.526	20.234.619	-11.290.907	
Teach & Lease A Lorries Ears V Ears V Teach 1.4.1.b iv Ears V Notorised Ears 2 Two Gaudine Ears 2 Wheelers Ears 4	Vehicle: Di	IO lease		158.933	158.933	15	636,28	374,48	-415	101.126.192	59.547.274	-81.608.921	
Earline Earline Tracks TA.3.b IV - Earline Notorised Earline Two. Gaussine Earline	Trucks &			69.535	69.535	15	398,94	290,02	-36%	27.183.067	20.166.635	-7 817 232	
Track pr-Ex 1.A.3.b.W - Extra 1 Monoired Extra 2 Two Gaussine Extra 3 Wheelers Extra 3	Lorries			283.904	283.934	2%	276,62	161,85	-45%	78.640.643	43.115.897	-36.424.746	
preEx 1.A.3.b ly . Earl 1 Notarised Earl 2 Two Gatalite Earl 2 Wheelers Earl 3				0	0	1%			0%		0		
1.A.3.b.lv - Euro 1 Notorised Euro 2 Two- Gaussine Euro 3 Wheelers Euro 3			Trucks Total	566,741	566,741	65	446,67	271,80	-39%	253,148,243	154,056,160	-99.092.083	
Notorised Ears 2 Two- Gasoline Ears 3 Wheelers Ears 4			pre-Euro	7.973	7.973	9%	122,00	149,16	Z2%	972.721	1.189.303	216.552	
Two. Gassine Euro 3 Wheelers Euro 4				5.231	5.231	0%	323,77	185,74	34%	647.479	867.039	219.558	
Wheelers Ears d				3.587	3.587	0%	941,95	194,21	30%	506.362	686.661	190.309	
		aspine		2.900	2.900	4%	39,91	194,21	201%	114.190	667.002	452.834	
			Ears 4	0	0	4%			0%		0		01
	(manual		Eara 6	0	0	4%			0%		¢		05
M2Ws			M2Ws Total	19,712	19,712	65	113,68	168,43	485.	2.240,749	3.320.034	1.079.285	481
A.3.5 - Road Transport Total	A.3.b - Road Tra	ansport	Total	2.079.688	2.079.688	65	310,62	160,20	-465	645.965.162	349,851,206	296.113.956	461

NFR Code Fuel				Activity Date	8	Impli	od Emission			NO ₃ Emi			
NFR Code	Fuel		Current		difference	CUTIENT	adjusted	difference	CUTER	adjusted	adjustment	differenc:	
			in (in [5]		(LT)gr	in [5]		in [kg]		in [5]	
		ребиз	13.053	13.053	4%	592,06	634,68	-10%	7.729.235	6.979.435	-748.801	-1	
		Ewa 1	61,979	61,979	0%	347,86	240,16	-31%	21,660,430	14.884.951	-6.675.479	-3	
		Ews 2	87,083	87,083	4%	179.38	136,58	-24%	15.620.983	11.883.792	-3.727.191	-3	
		Euro 3	124,330	124,330	0%	61.64	71.52	16%	7.663.891	8.891.671	1,227,780		
	Gasoline	Ears 4	442,185	442,185	15	43.84	43.68	0%	13.384.914	19.316.439	-58.478	1	
		Euro 5	85.057	85.057	15	18.58	43.68	135%	1,227,301	2,885,636	1.058.255	12	
		Euro 6			15	25.00	43.68	60%	17	20	11	0	
		Gasoline total	754,680	754,688	65	52.09	01,61	.515	73,185,051	64,851,951	.0.333.900		
1.4.3.6 i.		prefera	1.711	1.711	15	318,90	264,95	-15%	631.983	453.197	-78.606	-1	
Passenger Cars			8.426		15			-19%					
Cars		Ewa 1		8.426		297.32	295.85		2,685,115	2.239.997	-265.119	-1	
		Ewe 2	42.614	42.614	9%	407,03	219.27	-45%	17.384.549	9.321.916	-7.982.634		
	Diesel Oil	Eare 3	121.429	121.429	9%	555,36	178,55	-65%	87.437.053	21.681.366	-48.755.887		
		Ears-4	264.943	264.943	PN	368,98	143,46	-63%	102.817.801	38.089.755	-64.808.846	-4	
		Ears 5	113.647	113.847	0%	435, 12	143,46	-67%	49.535.965	16.332.974	-33 203 994	-4	
		Euro 6	685	635	0%	258.59	143,46	-45%	180.582	99.754	-00.748	-	
		Diesel oil tatal	553,564	553,564	05	434.12	159,32	.635	240.313.791	00.130.959	.152.174.832		
		PCs Total	1.348.252	1.348,252	65	212.52	113,47	.515	313.499.642	152,990,910	160,508,712		
		po-Euro	1.084	1.084	2%	629.25	645.95	3%	682.274	780.373	18.099		
		Errs 1	283	283	15	858.74	384.47	-85%	243,289	86.158	-157.132		
			1.184	1.184	15								
		Eare 2				268,66	191,68	-28%	310.529	223.189	-87.340		
	Casaline	Eare 3	783	783	PS	85,97	95,39	11%	67.320	74.702	7.381		
		Ears 4	2.562	2.562	- PS	37,38	46,51	24%	95.786	119.162	23.376		
		Ears 5	201	201	4%	16,13	46,51	180%	3.082	11.190	7.308		
		Ears 6	0	0	4%	15,33	46,61	263%	1	3	2	21	
A368.		Gasoline total	6.118	6,118	65.	229,35	198,52	.13%	1.463.081	1,214,776	-188.305		
ight Duty Vehicles		pa Eura	3,995	3,995	0%	425.09	306,79	-29%	1.698.290	1,225,642	472.598		
(LOV)		Ears 1	4.787	4.787	4%	395.71	215.24	-45%	1.854.350	1.030.425	-863 925		
(rows)		Ears 2	10.818	10.818	15	335.90	153,25	-43%	3,644,582	2.091.063	-1.953.530	線線の2010年後 	
		Euro 3	25.575	25.575	PS 1	541.53	150.54	-72%	15.637.249	4.346.870	-11,200,379		
	Diesel Oil	Eart 4	60.832	60.632	15	403.62	49.25	-12%	30.039.914	5.429,811	-24.610.104		
		Euro S	6.659	6.629	15	448.05	69.26	-10%	2.930.190	584.364	-2.335.835		
										101.364			
		Eas 6	0	0	1%	166,21	89,25	-43%	14		-4		
		Diesel oil tatal	115,967	115,967	65	485,55	126,92	-745	\$5,844,518	14,718,142	-41.126.376		
		LDVs Total	122,085	122,085	65	468,52	130,51	-725	\$7,247,599	15.932.918	-41.314.681		
		pre-Euro	2.620	2.620	9%	1082,89	1019,78	-6%	2,836,189	2.671.331	-164.778		
		Eart	2.255	2.255	95	752,91	751,40	0%	1.689.787	1.686.297	-3.410		
A3bil.		Ears I	9.074	9.074	4%	804,17	643,36	-20%	7.297.125	5.837.959	-1.453.155		
eavy Duty		Care II	14.087	14.007	45	633.96	457.38	-20%	9,425,690	6.889.064	-2.616.827		
Vehicle:	Desel Oil	Ears N	6.131	6.131	4%	448.00	361,01	-22%	2,000,000	1.005.274	-498.054	-	
Bases		Eas V	13.396	13.396	4%	336.60	182.62	-40%	4.689.062	2.446.399	-2.062.663		
		Ewa M	0	0	15		100.000	0%		0	2.002.000		
				47,365		F10.0 4.00	448.99				4.804.898		
		Buses Total	47,365		65	592,65		-24%	28.071.221	21,296,323		-	
		pre-Euro	8.044	8.044	9%	1038,87	783,88	-26%	8.385.423	6.144.903	-2.210.491	1	
		Earol	4.384	4.384	- PS	758,96	574,04	-23%	3.288.422	2.5%377	-772.044	-	
A35H-		Care I	29.277	29.277	- PS	817,97	520,31	-36%	23.947.723	15.233.223	-8.714.429	-	
eavy Duty	-	Ears II	121.581	121.581	45	635,56	372,68	-01%	77.271.520	45.312.437	-31.959.004	-	
Vehicle:	Desel Oil	Ears N	68.430	68.430	4%	393,25	289,48	-36%	22.977.764	10.989.685	-6.068.019	-4	
Trucks & Lorrise		Ears V	342.175	342.175	4%	279,30	152,00	-46%	95,569,479	52 019 687	-43 549 793	-	
		Ewa M	Ó	Ó	4%			0%		Ó			
		Trucks Total	563,891	563,891	85	411.38	244,97	-40%	211,410,271	138.136.342	-83.273.529	-	
				7,389	15								
		pe-Care	7.389			122,96	150,24	Z2%	968.588	1.110.178	201.558	-	
A3biv -		Ears 1	4.885	4.885	PS	124,72	165,25	35%	589.299	888.547	209.248	3	
Motorised		Ears 2	3.544	3.544	- PS	137,85	194,58	41%	488.552	689.683	201.051	4	
Two	Gasoline	Ears 3	3.680	3.590	45	39,59	194,58	382%	140.553	680.834	558 208	31	
Wheelers		Ears 4	0	0	4%			0%	0	0			
(M2W4)		Ewa 6	0	0	4%			0%	0	0			
		M2Ws Total	19,289	19,289	85	110,79	171,04	545	2.137.082	3,299,162	1.162.168		

letails for 2062 Factor differences in [N] -12% -31% -35% -15% -15% -15% -140% -7% NO, Emin adjunted in [kg] 6.189.786 11.426.129 10.035.380 7.875.172 18.436.736 4.631.311 12.736 Implied Emission rent adjusted is [kg/L] [72 636,39 (56 241,02 (27 137,52 39 72,62 39 72,62 39 46,13 51 46,13 56 46,13 adjustment NFR Code Fuel CATER in [14] 7.026.041 16.671.746 13.487.749 6.927.983 18.541.881 1.897.396 4 11.661 47.467 72.761 108.443 405.541 101.901 436 256 6.145 817 -3.372 369 547 269 -105.145 2.703 954 5.709 47,487 72,761 108,443 405,541 101,961 348,56 184,27 63,89 45,39 18,61 Earn 1 Earn 2 Earn 3 Earn 4 Earn 5 Earn 6 Ganoline PreCarn Earn 1 Earn 3 Earn 3 Earn 4 Earn 5 Earn 5 Earn 6 Diseal of Diseal of 7.338 64.379.994 463.983 1.980.384 13.887.432 58.398.037 91.724.138 75.284.384 484.664 282 750.957 1.487 6.660 33.967 183.539 234.943 173.112 5.200 5.802.765 468.801 -308.517 -8.361.787 -39.903.200 -57.315.201 -49.253.900 28 790.95 1.45 12.736 581.577.226 383.577.226 383.577.226 383.587 7.445.646 37.445.646 37.445.646 37.445.027 225.033.577 225.036 881.096.649 146.673.920 146.673.920 146.673.920 146.673.920 153.558 82.092 96.601 29.011 25,00 85,73 311,56 297,79 408,62 564,62 200,41 434,80 45,13 78,00 2964,96 2966,44 279,27 178,63 146,45 146,45 146,46 159,66 645,96 645,96 383,22 195,74 96,33 47,58 47,58 1A3bi Pauroas Cars 1.487 6.660 33.967 103.539 234.943 173.112 -11% -#5% -45% -42% -42% 75.284.364 464.664 342.062.982 396.442.896 687.739 199.885 288.134 74.623 76.155 9.941 40 530 990 -176 578 **.153 966 203 .159 368 968** 13.411 -729 861 -74 596 7.463 16.445 15.063 4 1.557 555,245 1.386,282 982 232 989 635 2.030 610 253,54 435,36 234,61 632,00 863,24 271,16 83,38 38,49 16,30 445 535 20 205 205 245 125 41% 57% 57% 2% 45% 2% 57% 2% 2% 57% 2% 10% 10% 1.557 555.245 1.304.262 962 232 969 835 PCs Tar PCs Tar Exer 1 Exer 2 Exer 3 Exer 4 Exer 3 Exer 4 Exer 5 Exer 4 Exer 5 Exer 1 Exer 2 Exer 1 Exer 2 Exer 1 Exer 2 Exer 3 Exer 4 Exer 5 Exer 2.030 47,58 183,15 386,79 215,24 193,39 150,44 89,85 89,85 4 .145.859 .376.661 .458.528 .1.212.953 .0.454.129 .24.621.453 .4.611.555 .44 15,27 218,83 428,45 395,34 358,40 559,53 559,53 559,53 559,53 409,22 442,70 151,34 409,21 409,21 1003,46 727,34 468,51 727,34 468,51 337,84 468,51 337,84 468,52 533,22 533,22 28、 精影縣也仍然該納州南南各方法仍近近派派南方法的公式 前部 一個一個一個一個 2 1.238.520 1.368.754 1.445.580 2.882.325 13.050.281 29.368.070 7.040.461 492 6 1.092.662 982.083 787.034 1.635.772 3.566.082 5.337.395 1.420.985 1.A.3.b ii Light Duty Vehicles (LOVs) 5.657 3.291 3.666 8.479 23.785 59.485 15.964 5.457 3.291 3.656 8.479 23.785 59.485 15.984 Euro 6 Diseased 89.85 120,17 123,41 1919,45 751,15 643,34 457,51 364,85 182,99 182,99 182,99 384,33 798,82 570,57 516,43 72 - 44 13.741.354 -41.365.828 14.834.016 -41.516.887 122 55.106.382 114.150 120.088 114.350 114.350 129.068 1.325 1.245 7.765 14.463 6.331 20.762 25 55.106.382 56.344.983 1.410.646 967.476 6.085.891 9.073.197 2.442.179 7.210.663 9.941 LDA's Total pre-Eirre Ears II Ears II Ears II Ears IV Ears V Ears V Ears V Ears I Ears I Ears I Ears I 41.510.807 -58.352 29.708 -1.658.413 -2.453 -566.402 -3.421.096 § 334 1.326 1.245 7.765 14.4E3 6.301 20.752 20 1.382.283 937.184 4.987.478 6.589.344 1.076.377 3.797.467 13.995 4% 3% -1% -1% -2% -1% 14388 Vehicle: Bases 73 50,962 6,922 3,630 23,577 56,726 50,550 485,981 2,380 8.334 -7.578,704 -1.525,798 -850,215 -7.116,208 -25.578,472 5.444,221 -27% -27% -24% -37% -42% -37% 18.296 19.563.298 5.252.345 2.071.111 12.175.855 50.962 27.141.913 7,177,543 2,721,326 19,282,283 61,387,137 19,982,680 114,149,866 108,467 745,70 818,27 634,65 396,50 291,24 3.630 A351 23.577 96.726 370,21 280,44 152,32 Vehicle: Trucks & Lorries Care II 35.000.665 Ears N Ears N Ears V Ears M Trucks Ter proCars Ears 1 Ears 2 Ears 3 Ears 4 Ears 5 90.690 14.580.877 61.825.577 -6.411.723 -62.324.278
 30%
 108.447
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 41%
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 27%
 822.538
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 241,856 -82,764,428 109,361 201,435 101,846 620,230 2.300 589.585 6.780 4.385 3.267 3.994 2.305 567,565 6.700 4.305 3.207 3.954 381,33 122,76 124,61 136,22 39,66 224,09 151,03 171,39 194,95 194,95 1.4.3.6 iv Two Eara 5 M2Ws Total 0% 8% 0% 0 0 0 61% 1.962.546 3.165.439 1.202.893 18,268 18,268 173,28 107,43 1.4.3.6 65 295,79 151,71 616.721.438 3%301.343 300.420.894 495 495 Activity Data current adjunted a in [7.4] 11.480 11.490 37.743 37.743 62.680 62.644 37.755 ment details for 2013 Implied Emission Factor correct adjusted difference in (kg/TJ) in (N) 618.22 679.36 -15% 563.78 241.98 -22% 189.53 139.33 27% NO, Emia adjusted in [kg] 6.967.452 9.129.406 8.722.344 7.156.920 alona adjust difference in [N] 2% 2% 2% 2% NFR Code Fuel in [N] -15% -22% -27% -27% 7.011.641 13.352.986 11.889.922 -1.844.899 -4.223.901 -3.167.678 Ears 1 Ears 2 6.491.618 665.303

Lika Is Bins 4 Bins 4 Bins 3		Gataline					100,000	10,10		10.000	1.100.000	1000 2000	10.00
H.L.B.I. Pusseage Came Eur E 2.714 2.714 2.714 9.78 9.85 9.852 1.920 19.97 9.73.91 19.91			Eart 4	397.911	397.911	9%	47,22	46,52	-1%	18,790,345	18.589.937	-250.407	-1%
14.1.1 Passage Cam Generics intol (1999) 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 77.191 77.191 77.191 77.191 77.191 78			Ears 5	138.863	138.863	PN	18.60	46.52	150%	2,583,150	6.459.601	3.876.451	150%
14.1.1 Passage Cam Generics intol (1999) 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 78.191 77.191 77.191 77.191 77.191 77.191 78			Euro 6	2.7%	2,714	15	25.99	46.52	20%	20.526	126,237	55,711	755
Passage Can p=Gar Eve 1.99 1.99 1.99 1.94 1.94.28 24.64 -4.54 -2.50 -2.60													
Case Ews 1 5455 2545 995 995.9 -0115 1154.22 120.22 120.25 -120.25													
Base 100 Energinal States Exercited Sam 1 22:05 Energinal States 4400 File 15:05:02 File 6:05:05 File													
batat (D) Euro 12,75 32,75 91,8 91,33 176,87 499,4 52,75,90 92,75,75 32,75,90 495,75 Lan 5 223,716 222,93 96,75 203,76	Cars												
Late Dis Eurol 202 403 202 403 202 503 20150 40027 4055 67 504 11 322 505 44372 4505 4502 4505 4502 4503 4503 4502 4505 4503 4502 4505 4503													
Lik Like II. Eurol 4 222:43 222:43 295.4 146:27 40:57 405.47 32:25:58 43:37:265		Distail Oil	Ewe 3									-36.715.583	
Los 6 4.435 4.435 95.0 99.0 99.07 4.435 177.151 6.77.00 6.07.06 4.95.7 Res fact 1.332.85 1.332.85 1.332.85 1.332.85 1.332.85 1.332.85 1.332.85 1.45.35 1.17.732.176 1.82.59.88 1.81.25.88 4.55 Sea 1 1.832.85 1.832.85 1.81 4.01.77 2.01.8 1.87.732.176 1.82.59.88 1.81.25 4.55 5.55 1.81.25			Ears 4	222.583	222.583	PN	393,55	149,27	-62%	87.598.471	33,225,566	-54.372.905	-62%
Elsend of Intal 990.11 980.11 <t< th=""><th></th><th></th><th>Ears 5</th><th>233,766</th><th>233,766</th><th>0%</th><th>435,42</th><th>149,27</th><th>-86%</th><th>101.787.275</th><th>34.884.758</th><th>-56.892.507</th><th>-86%</th></t<>			Ears 5	233,766	233,766	0%	435,42	149,27	-86%	101.787.275	34.884.758	-56.892.507	-86%
PA Satual 1382.45			Euro 6	4.536	4.536	0%	258.53	149.27	-42%	1.177.151	677.045	-508.106	-42%
Gamma 997 997 998 </th <th></th> <th></th> <th>Diesel oil tatal</th> <th>589,131</th> <th>589,131</th> <th>05</th> <th>437.54</th> <th>150,71</th> <th>.645</th> <th>257,533,720</th> <th>33,499,010</th> <th>.164.004.218</th> <th>.64%</th>			Diesel oil tatal	589,131	589,131	05	437.54	150,71	.645	257,533,720	33,499,010	.164.004.218	.64%
Gamma 997 997 998 </th <th></th> <th></th> <th>PCs Total</th> <th>1,118,245</th> <th>1,038,245</th> <th>65</th> <th>212.42</th> <th>111.77</th> <th>515</th> <th>317,723,735</th> <th>149,520,896</th> <th>168 153 828</th> <th>575</th>			PCs Total	1,118,245	1,038,245	65	212.42	111.77	515	317,723,735	149,520,896	168 153 828	575
Gastali Euril 154 194 196 80.59 20121 20123 192 20						2%							
Light Lise / Early Early CO CO </th <th></th>													
Lat.bit Eurol TH TH PK S2,08 P11,71 PCN PCN <th< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th<>													
Light Light Euri 4 1.80 1.80 95. 44.70 46.80 20% 77.28 32.20 15.40 20% Light Light Light 59.6 966 966 96.6 96.0 97.90 46.80 107.95 36 72.20 35.40 20% Light Light Light Light 59.6 96.6 96.6 97.60 46.80 107.95 36 72.20 45 179% Velkiles 10.77 2.56 2.76 97.6 97.9 2.90 198.0 199.7 2.90 198.0 199.7 2.90 198.0 199.7 2.90 199.0 199.7 </th <th></th>													
LALB II. Light Dary Website BUNN Euro S 5 965 5 965 5 965 5 965 7 915 5 917 5 918 5 917 5 917 5 917 5 918 5 917 5 918 5 917 5 918 5		Gasaline											
Light Line Euror 6 1 9 50 70.06 800.00 100.00 35 70.2 6.6 100.00 Light Large Vehicles Gooding terms 55.50 60.6 800.00 100.00 200.00 100.000 200.00 200.00 200.00 200.00 200.00 200.00 200.00 200.00 200.00 200.00 200.00 400.00 100.00 400.00													
LA.LB I. Light Lay Weikeles B.0NN Gasolise trust 5.59 5.58 9.5 80.28 186.07 9.9 1.7528 7.064.20 9.04.42 9.9 1.95287 1.064.20 9.04.42 9.9 9.04.42 9.9 9.04.42 9.9 9.01.21 9.90.41 9.90.41 9.90.41 9.90.41 9.90.41 9.90.11 9.90.12													
Light Largy Vehicles BLINN Burn 1 Link 2 Link 2 <thlink 2<="" th=""> Link 2 <thlink2< th=""><th></th><th></th><th>Ears 6</th><th></th><th></th><th>4%</th><th>17,60</th><th>40,09</th><th>179%</th><th>26</th><th>72</th><th>46</th><th>179%</th></thlink2<></thlink>			Ears 6			4%	17,60	40,09	179%	26	72	46	179%
Visible BLINN Entrol PPC-PP Entrol 2.194 2.194 2.194 2.194 2.194 2.194 2.194 2.194 2.194 2.194 2.194 2.194 2.194 2.195 2.090 1.196 / 124 0.04.36 3.201 / 135			Gasoline total	5.578	5.578	65	202,80	184,07	-95	1.131.209	1.026.727	.104.492	-8%
BANA Event 0. Even 1 2.988 0.99 705/5 276/5 -40% 515/172 603/28 -42% Even 3 0.947 0.942 0.942 0.942 0.953 0.955 2.246147 1.93004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.73004 -42% 1.737 45% 44% 1.7400 -75% 1.742 1.74 1.717			pa Ena	2,754	2,754	0%	424.37	306,79	-28%	1,168,757	844.928	-323 828	-28%
Normal Eurol 2 6.952 9.952 9.952 9.9532 9.953 4.755 2.944 Fr 1.350 Fr 3.950 70 4.350 70			Ears 1	2.948	2,948	4%	395.75	215.25	-45%	1,165,782	634 586	-532 136	
Desit OF Even 3 Data 3 20 421 29 421 29 421 29 54 29 543 29 504 29 504 29 504 29 504 29 504 29 504 29 504 29 504 29 504 29 504 29 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 29 504 20 504 20 504 20 504 20 504 20 504 20 504 20 504 20 504 20 504 20 504 20 503	(rows)				6.982	15			-47%	2 345 147	1 350 014		-47%
Desid Dis Eurol Eurol Eurol Eurol Eurol Eurol Eurol Eurol Eurol Eurol Eurol Eurol Eurol Eurol Eurol Discretion Eurol Eurol Discretion Eurol Eurol Discretion Eurol Discre													
Law 5 29.08 29.08 95. 44.19 80.64 -05.00 51.03 2.64.764 -05.10.241 -05.00 <th></th> <th>Diesel Oil</th> <th></th>		Diesel Oil											
Fun 6 d1 d1 95 95/28 90/48 -40% 51/89 -3.68 -3.69 <th></th>													
Essent of Intent 198.77 198.77 198.77 198.27 <													
Ethy Foreir 194.554 192.54 0.5 48.54 195.25 -175 54.274.72 44.672.59 47.57 44.672.59 47.57 44.672.67 44.672.59 47.57 54.57 44.672.59 47.57 54.57 45.57													
I A.3.b H. PP-Cars 1.172 1.182 PN 999.08 1911.23 4.46 1.290.08 1.194.10 4.86 4.96 I A.3.b H. Ewel 1 0.66 0.66 PN 779.63 779.53 779.63 779.74 779.64 779.64 779.64 779.64 779.74 779.76 779.77 779.76 779.76 7													
La.3.B H. Makedy Mark Welkely Beneric Eurol En 1.094 10.04 PN 77.95 79.05 79.151 24.561 255 - - - - 255 - - - 17.151 24.561 255 - - - - 255 - - - - 17.151 24.561 255 - - - - - - 257 - - - - - - - 57.05.00 70.111 24.561 - - - - - - - - - - - 27.05 57.05.00 - - - - - - - - - - - - - - 22.05.05 5.09.02 - - - - - - - - - - - - - - - - - - -													
LA.3.8 H. News/ Bases Euroli E 6.894 bit 15 6.894 bit 121 HF 955 bit 121 HF 956 bit 121 HF 956 bit 121 HF 956 b			pre-Cara	1.172		9%	1056,05			1,249.028	1.154.143	-54.835	
Hanny Dury Weise/se Densit Dir II. 13.197 13.197 19.51 COLAD 4.57.65 -3.775 8.22.800 5.995.220 -3.264.575 -275. Bease Even V 20.06 9.64 64.65 3.177 45.22.800 5.995.220 -3.264.575 -275. Bease Even V 20.06 9.20.06 9.64 46.65 41.78 -4.07 8.22.800 5.995.202 -3.264.575 -275. Bease Total 9.176 81.79 9.64 44.76 18.148 -9.017 84.22.90 9.20.02 4.20.710			Eart	1.054	1.054	95	727,66	750,99	3%	765.620	791.181	24.561	3%
Vehicle Desk (5) Earls (V) 2.696 4.596 4.696 361.01 361.71 -3.4% 2.200.81 1.729.730 -5.23.361 -3.4% Breach Earls (V) 2.606 2.006 1.729.730 -5.23.361 -3.4% Breach Earls (V) 5.67 5.77 PN 4.476 183.48 -9.76 8.23.563 2.047 88.772 74.555 199.6 Breach 5.176 PN 4.476 183.48 -970 3.23.047 88.752 74.555 199.6 Breach 5.176 PN 44.76 183.48 -970 3.240 73.785 277.78 279.6 40.780240 27.787.85 278.78 Breach Earls 1 2.95 79.77 77.73 -279.6 40.780240 -77.87 287.85 277.77 77.78 77.77 77.77 77.77 77.77 77.77 77.77 77.77 77.77 77.77 77.77 77.77 77.77 77.77 77.77 <th>14316</th> <th></th> <th>Care I</th> <th>6.884</th> <th>6.884</th> <th>PS -</th> <th>764,07</th> <th>643,48</th> <th>-10%</th> <th>5.334.985</th> <th>4.378.271</th> <th>-856.637</th> <th>-10%</th>	14316		Care I	6.884	6.884	PS -	764,07	643,48	-10%	5.334.985	4.378.271	-856.637	-10%
Weeker Eury M 4.946 4.946 361,95 <th>Heavy Duty</th> <th></th> <th>Ears II</th> <th>13.107</th> <th>13,107</th> <th>0%</th> <th>638,43</th> <th>457,65</th> <th>-27%</th> <th>8.262.680</th> <th>5.998.226</th> <th>-2.264.575</th> <th>-27%</th>	Heavy Duty		Ears II	13.107	13,107	0%	638,43	457,65	-27%	8.262.680	5.998.226	-2.264.575	-27%
Env V. 637 537 9% 44,7% 112,44 9100 26,07 106,522 74,626 1905 mark 500 5,083 9% 44,7% 112,44 9100 26,047 106,522 74,626 1905 mark 20,050 5,083 9% 900,54 300,04 -24% 23,050 23,02 27% 1,4,3,5 81 2,985 2,955 5,533 9% 501,21 -24% 23,02 25% 23,059 42,02 42,03 -24% 23,056 23,03 25% 74,054 10,039 42,039 -24% 23,05 24,55 24,18 10,039 42,039 <	Vehicle:	Densel Oil	Ears N	4.946	4.946	0%	468.55	361,71	-34%	2.270.061	1.739.786	-638.354	-24%
Fun VI 537 537 9% 44.76 181.84 990% 32.047 98.75 77.555 19% Beese Fund 51.76 9% 58.76 9% 595.06 597.82 278.78 278.78 278.78 278.78 278.78 279.76 50.78 278.78 279.78 279.76 45.075.00 425.288 1.73.8 295. 45.075.00 425.288 1.73.8 295. 45.075.00 425.288 1.73.8 295. 45.075.00 45.075.00 295.87 2.57.85 295.85 74.87.8 295.85 74.87.8 295.85 4.07.00 45.075.00 75.78 295.66 297.87 2.57.86 297.87 2.57.86 297.87 2.58.86 247.97 1.07.87 4.07.00 0.08.01 4.02.00 0.08 2.07.97 1.07.171.70 4.09.00 2.50.97 2.57.97 2.29.97 4.07.18 2.37.87 2.59.86 2.49.79 2.17.07.77 4.07.18 2.29.97 4.07.18 2.29.97 2.50.18 2.57.97 2.45.17	Bases		Ears V	26,096	34,095	25	358.00	183.45	-49%	8,435,583	4,420,743	-4.014.261	-075
Beese Fabril 91.719 91.718													
p=Ears 5.893 5.893 PN 902.72 727.38 -29% 6.502.100 4.32.89 -1.28.20 -29% 1A.3.8 H- Heavy Dety Webster Eurol 1 2.965 9.662.77 2.97% 6.050.99 4.52.88 7.74.29 2.96% 9.650.99 -2.97% 6.050.99 -2.85.877 -3.4% 2.175.86 1.600.99 -5.8177 -3.4% 2.175.86 1.600.99 -5.8177 -3.4% 1.600.99 -5.8177 -3.6% 6.750.984 2.49.99 -6.078 5.817 -3.4% 1.600.99 -5.617 -3.618 5.617 -3.4% 5.757 -5.617 -5.6													
A 3.8 H- Heary Detry Wehcles Track 5 Eurol 1 2.995 2.985 PN PI 42.7 986.27 -3.4% 2.105.860 1.005.960 -3.08 2.344 2.105.860 1.005.960 -3.08 2.344 2.105.860 1.005.960 -3.081 2.345 2.105.860 1.005.960 -3.08 2.344 2.105.860 1.005.960 -3.085 -3.755 -3.455 2.105.860 -3.055 -3.05 <th></th>													
TA.3.b H- Newry Dery Wehchen Exer 8 Eur 8 13.444 918.444 918.474 913.444 918.474 913.444 918.474 913.444 918.474 913.444 918.474 913.444 918.474 913.444 918.474 913.444 918.474 913.444 918.474 913.444 918.474 913.444 918.474 913.444 918.474 913.444 918.476 917.33 -275.554 47.971.470 -919.986 -375.55 Exercle B Exer 9 42.178 42.178 495.66 2817.37 -375.56 49.67 42.287.77 -4.627.62 -375.55 Exer 9 43.059 910.07 110.00 916.46 1152.66 -0.675.21 21.10.56.06 110.22 21.95.68.0 21.95.85 291.55 110.02 21.95.08.0 110.49 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55 275.55													
Preserve Dary Vehicles Darwing Early in the set of the set of th	14358.												
Weiseler Deard Col Earls / Link Al DS Al DS </th <th></th>													
Track 8 Levis 0 24 181 42 1		Diesel Oil											
Lorrise Ewit V 435 998 245 998 245 998 245 998 245 998 245 998 245 998 245 998 245 998 245 998 245 998 245 998 245 998 245 998 245 998 245 998 247 97 110 202 210 900 245 998 247 97 110 202 210 900 245 988 247 98 248 98 </th <th></th>													
Texts Texts Texts Texts 990.179 990.139 991.99 287.09 247.03 14.11 21.087.031 13.18.08.04 40.099.892 475 t_A_1b ir Event 6.352 6.352 9% 123.07 151.73 20% 716.756 964.179 122.44 23% t_A_1b ir Event 4.013 4.013 19% 123.17 151.73 20% 562.073 604.800 122.407 21% Mostived Event 3.582 3.382 3.382 15% 126.143 40% 436.660 664.504 200.106 40% Texe. Gaustine Event 3 6.562 6.562 116.563 20% 516.007 50% 200.106 40% 435.660 664.504 200.106 40% 435.660 662.517 716.563 21% 716.563 21% 716.563 21% 716.563 21% 716.563 21% 716.563 21% 716.563 21% 716.563 21% 716.563 <t< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>													
pr-Ears 0.552 0.582 95 92.87 191.79 20% 171.76 94.179 102.43 23% \$4.3.3.16 Euro 1 4013 95% 102.51 117.15 30% 964.179 102.43 23% 23.80 23.80 23.80 23.80 23.80 23.80 23.80 23.81 107.15 30% 962.017 644.80 205.01 20% 107.16 20.43 20% 107.16 20.44 20% 100.24 20% 100.16 20.10 100.16 20.10 100.16 20.10 100.16 20.10 100.16 20.10 100.16 20.10 100.16 20.10 100.16 20.10 100.16 20.10						2%							
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Mutanizari Tenini (MXWA) Euror 2 3.382 3.382 9.5 112.24 195.58 4.0% 4.05.600 6.06.804 200.105 48% Tenini (MXWA) 5.847.6 6.452 6.452 6.452 9.75 32.81 195.58 39% 195.060 292.175 7.16.60 29% 39.11 195.58 39% 195.07 7.16.060 29% 39% 195.76 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 39% 195.68 29% 195.68 196.76 195.68 196.76 195.68 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.76 196.			pre-Caro	6.382	6.352	PN	123,07	151,79	23%	781.736	964.179	182.443	23%
Massissid Euro 2 3.382 3.382 2.382 PN 102.24 195.58 4.0% 4.05.683 645.84 200.105 48% Two. Gasatile Euro 3 4.652 4.652 PN 30.81 185.68 562.84 200.105 48% Witnewisers Euro 4 0° 0 PN 201.01 201.05 21% 196.58 30% 196.58 201.05 21% 306.20 210.05 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 306.20 21% 21% 21% 21% 21% 21% 21% 21% 21% 21% 21%	14358		Ears 1	4.013	4.013	PN .	125, 11	173,15	35%	582.073	684.880	192.807	38%
Twee Gaussine Euro 3 4.562 4.562 9% 30,91 195,58 391% 181,640 882,175 718,655 391% Witeweives Euro 4 0" 0 9% 0% 0%% 0%% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 8 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0% 0 0% 0 0% 0 0% 0 0 0% 0 0% 0 0% 0 <t< th=""><th></th><th></th><th></th><th>3,382</th><th>3,362</th><th>15</th><th></th><th></th><th>45%</th><th></th><th></th><th></th><th></th></t<>				3,382	3,362	15			45%				
Witnessors Even 4 0" 0 PN Onu15 0 8 Onu (MXWA) Even 4 0" 0 PN Onu15 0		Gausine											
(MXW4) Even 5 0" 0 % 0%								a margared					
M2Ws Total 18.229 16.229 05 104.34 175.38 685 1.592.088 3.197.038 1.294.351 685													
							-	101.10				4 101 101	
1A.3.b. Road Transport Total 2.132.083 2.132.083 05 200,00 145,76 505 616.070.063 310.054.371 305.224.092 505									985				
	1.A.3.b - Rose	d Transport	Total	2.132.683	2.132.683	85	208,00	145,76	-505	616.079.063	310.854.371	305.324.692	-58%

etails for 2064 Implied Emission current adjusted is [sq/TJ] 612,37 644,11 368,77 245,90 796,58 140,37 69,31 75,39 49,15 47,80 15,59 47,80 Factor difference in [N] -11% -22% -29% T% -3% 15T% Har NO, Emi adjunted in [kg] 6.337.484 7.480.541 7.584.432 6.4595.757 78.586.009 8.187.581 433.000 alona adjustment NFR Code Fuel CATER in [14] 11.647 30.667 53.486 87.374 387.759 571.278 47.278 7.132.680 11.082.246 10.514.477 6.055.583 19.089.585 3.183.292 267.665 -796.844 -3.521.706 -3.818.844 404.218 -523.557 5.804.209 226.348 Earn 1 Earn 2 Earn 3 Earn 4 Earn 5 Earn 5 Earn 5 Earn 1 Earn 2 Earn 3 Earn 4 Earn 5 Earn 5 Earn 5 Earn 5 30.667 53.486 87.374 387.159 171.275 10.315 752.536 1.341 4.882 23.934 82.749 211.237 285.011 45.081 10.315 752.526 1.341 4.892 23.934 82.749 211.237 285.611 45.010 287.650 57.245.533 417.967 1.462.284 9.734.484 48.451.630 83.917.680 124.721.385 4.170.580 225.348 3.316.613 482.722 -155.161 433.088
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1.307.043
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60.576 25,97 76,03 311,73 294,92 404,71 585,53 297,27 436,38 47,00 73,09 264,96 287,20 220,45 178,81 151,77 151,77 151,77 151,77 152,15 646,96 389,96 287,11 116,21 50,15 50,15 1A3bi Patersa Cars 小田小田 供募供及数化品品 有我的方式就能做不可要要找我的法的品牌的方式成仍然通道的 医达达德德斯 建四磷达酸 自自用 4 458 894 338 805 595 51 857 708 51 343 896 172 344 173 345 595 375 478 343 173 344 18 348 18 124.721.396 4.170.580 272.874.061 330.091.594 568.683 150.074 2712.888 75.982 81.129 23.611 542 285.011 15.081 636.045 1.308.571 886 173 748 771 1.867 1.304 177 15.081 636.045 1.378.571 896 173 415 AM 25 AM 25 BM Disease of PCs Tate pre-Earn 1 Earn 2 Earn 3 Earn 4 T48 T71 1.067 Euro S Euro 6 Gasolini pro-Euro 1 Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 193% 45.401 667 48.972 48.972 425.559 447.329 425.125 -7.675.621 -21.204.740 -56.207.700 -11.656 4.6775.330 870 1.011.612 778.259 539.808 1.160.889 2.742.056 4.759.746 4.259.526 179% 21% 45% 45% 45% 45% 45% 45% 45% 45% 45% 312 1.112.584 1.065.819 987.136 1.985.995 10.417.076 26.164.486 20.466.234 99.019 80,15 176,49 396,79 275,25 133,25 150,59 91,09 91,09 91,09 110,08 1133,48 1019,23 133,48 1019,23 133,48 1019,23 135,48 1019,23 135,48 1019,23 135,48 1019,23 135,48 1019,23 135,48 1019,23 135,48 1019,23 135,48 1019,23 135,48 1019,23 135,48 1019,23 135,48 1019,23 1019,24 1019,25 101,29 1019,29 1019,20 100,20 100, 1.A.3.b ii Light Duty Vehicles (LDVs) 17 5.845 2.585 6.087 18.220 52.361 45.749 5.845 2.537 2.588 6.087 18.220 52.361 46.769 187 128.578 134.423 Euro 6 Diesel 197 128,578 134,423 984 837 5,595 11,221 4,270 22,042 29.029 61.146.575 17.974 Devel of the LDVs Total pre-Earn Earn I Earn I Earn II Earn II Earn V Earn V Earn V Earn V 61.146.525 62.299.160 1.052.384 689.232 4.394.328 7.082.748 1.972.610 7.726.921 1.78.913 14.247.207 15.298.849 1.082.921 625.359 3.683.441 5.143.528 1.584.979 4.065.532 789.475 48.966.311 45.443 15.127 -750.857 4.539.220 -467.639 3.671.309 939.963 **4.330.881** -1.420.134 412.848 4.121.131 -3.6651.841 -3.775.262 -60.544.749 110 984 837 5.586 11.221 4.270 22.042 4.182 4.843 4.782 2.285 13.629 54.685 34.037 389.283 3% -1% -1% -1% -1% -1% -1% 14388 Vehicle: Bases 4,182 275 - 2 178.913 23.017.115 4.545.542 1.650.605 11.146.809 34.589.677 13.481.150 110.112.782 3.917.009 789.475 16.788.234 3.525.808 1.237.759 6.955.738 Ears VI Beses Tota pro-Ears Ears I Ears I 2.285 A351 54.685 Vehicle: Trucks & Lorries Care II 19.927.835 Ears II Ears IV Ears V Ears V Inacts Total Pre-Cars Ears 1 Ears 2 Ears 3 Ears 4 Ears 5 M2W Total 34.037 396, 37 282, 92 285,34 153,05 -201 9.711.896 7 421 413 47.588.551 218.152 192.346 226.504 801.467 189% -38% 29% 40% 52% 86% 0% 8 3.907.089 11.358.562 179.804.133 112.285.562 176.814.135 174.368 475.514 670.859 433.674 660.378 289.722 1.041.189 74.214 572.754 6.185 3.837 3.365 6.385 74.214 572.754 6.165 3.837 3.365 5.365 50.05 314,09 322,68 324,71 321,94 30,53 153.05 196.05 158.04 174.84 196.25 196.25 1.4.3.6 iv Two 0% 0% 78% 1.878.294 3.346.794 1.468.499 18.673 18.673 108,59 179,34 1.4.3.6 2 65 217,27 140,35 597.120.297 392.252.271 294.868.825 495 495 ment details for 2015 Activity Data current adjusted in [TJ] 11.300 11.300 34.112 34.112 42.925 42.925 72.871 72.871 323.474 323.474 180.783 494 NO, Emin adjunted in [kg] 6.191.542 6.924.674 6.099.059 5.446.237 17.326.221 17.326.221 d Ermination activated (FL) 644,11 246,71 142,09 74,74 Birrence in [N] -12% -32% -32% -52% -52% -52% -55% -57% Impiles NFR Code Fuel difference in [5] 15 15 15 15 15 15 15 15 normaca in [N] -52% -52% -52% -52% -55% -55% in jiq 7.206.112 8.963.001 8.918.705 5.381.361 18.485.637 -1.014.168 -3.029.228 -2.019.648 64.007 -1.152.418 430,23 371,34 207,78 73,88 52,30 Ears 1 Ears 2 Ears 3 Ears 4 49.02

14.3.5 Isolate and P 1516 91.50 91.30 91.30 91.300 1.08.90 1			Euro 6	29.612	29.612	0%	25,70	49,02	64%	790.701	1.451.403	660.793	04%
Case Em 1 2.29 4.29 9.16 99.1 27.03 0.790 129.90 112.929 .10.92 .990 Bust Di Em 3 7.044 71.044 9.96 97.93 .790 427.978.80 127.998 .27.978.80 127.998.9 .27.978.80 .27.97	14351.		Gasoline total	715.156	715.156	65	24,38	71,23	.45	53,190,787	51.380.983	1.889.805	-6
Like Emr. 2 1949 1949 1950 497.98 2023.91 499.9 2023.91 439.97.92 439.97.93 331.47.98 499.97 Emr. 4 192.49 195.44 195.44 195.44 195.45 195.97 177.94 177.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 229.57.16 177.97.95 179.95 429.58 179.95 129.71 43.95 129.95 437.9 437.95 439.95 179.95			ребих	1,282	1,282	4%	318,32	264,95	-16%	367.917	309,733	-68.194	-16%
Base Di P1 044 P1 044 P104	Cars		Ewa 1	4,219	4,219	4%	299, 14	267,84	-10%	1,261,930	1,129,909	-132.821	- 10%
Link Di Emri 4 192-40 192-40 194-60 194-67 194-67 192-705 520-5044 4-200 -025 Emri 5 383-36 593-56 95 248-76 946-70 -419 10.677.02 6.190-34 45.190-70 -419 10.677.02 6.190-34 45.182-70 -419 Fig. Total 1.360-70 1.360-70 1.362 0.55 -419 423.182-20 162.422.44 471.964.25 471.964.25 -419 Fig. Total 1.360-70 1.360-70 1.360-70 0.482 111.52 -0.319 154.442.44 471.964.25 -379 Emri 1 150 170 170 170 170 170.40 151.30 171.97 173.00 171.97 173.00 171.97 173.00 171.97 173.00 173.97 173.00 173.97 173.00 173.97 173.00 173.97 173.00 173.97 173.97 173.97 173.97 173.97 173.97 173.97 173.97 173.97 173			Ewe 2	19.689	19,689	4%	407,00	220.36	-45%	8.013.587	4.338.719	-3.674.788	-45%
LALLA II. Bis AH0		Press 4 (20)	Ewe 3	71.044	71.044	0%	595.01	179.04	-70%	42.271.648	12,719,962	-29.551.685	-70%
Line for Base of the second Property of the s		Dese Oil	Eart 4	152,410	152,410	0%	401.42	154.07	-42%	77.237.685	29.644.450	-47.593.206	-62%
Image data was 645.85 645.85 645.85 645.95 95.90 40.99 20.90 <th></th> <th></th> <th>Euro 5</th> <th>304.346</th> <th>304.346</th> <th>05</th> <th>434.67</th> <th>154.07</th> <th>-45%</th> <th>132,290,483</th> <th>45.880.424</th> <th>-85.400.853</th> <th>-65%</th>			Euro 5	304.346	304.346	05	434.67	154.07	-45%	132,290,483	45.880.424	-85.400.853	-65%
No. Tunit 1.580/21 1.580/21 1.580/21 1.580/20			Ears 6	\$2.576	\$2.576	0%	258,76	154,07	-41%	13.657.082	0.180.384	-6.956.778	-41%
I.A.1.b.B.I. Gaseline PF-Em 899 90 Ph. 964.07 645.07 716 755.80 647.97 7.9.01 715 Gaseline Em 100 100 90 976 976.97 715.90 716.97 73.91 715 715.97 73.91 715.97 73.91 715.97 73.91 715.97 73.91 715.97 73.90 715.97 73.90 715.97 73.90 77.96 75.96 77.96 75.96 77.96 75.96 72.98 75.97 75.96 72.98 75.97 75.96 72.98 75.97 75.96 72.98 75.97 75.96 72.98 75.97			Diesel oil tatal	645.565	645.565	65	436,19	159,00	.635	275.130.233	183,163,501	.171.966.732	675
Ala Bi Exen 5 Exen 5			PCs Total	1.360.721	1.368.721	6%	241,28	113,52	-53%	328.321.020	154.464.484	.173.856.536	.57%
Alade Emp 2 6629 6629 777.00			Na Ena	879	879	0%	664,37	646.95	-1%	675.380	667,977	-7.404	-1%
Nome Band TH TH FM MOM Biologi MOM TOUD PD Allogi MOM Biologi TOUD PD Allogi Biologi TOUD PD 1.1.1 bit Euro 1.600 1.600 1.700 PD 1.700 PD 1.800 1.800 1.700			Ewe 1	150	150	0%	895.63	311,90	-45%	134,623	46.851	-87.672	-65%
Clusteries Eurol 4 17.00			Ewe 2	629	629	0%	298.27	212.94	-29%	187.533	133.879	-63.854	-29%
LA.LA II Eurol 4 1.700 1.700 1.950 1.913 0.794 20.905 80.396 80.396 80.396 80.396 80.396 20.306 60.316 7728 LAJA II Eurol 5 160 1500 1500 1728 1.712 4.84 3.850 17215 Light Dave 180 197,59 172,50 1725 4.84 3.850 17215 Light Dave 2.832 2.330 176 4.141 3.851 1725,51 4.84 3.852 -3755 Even 1 2.865 5.055 176 971,255 4.964 971,256 4.963,270 4.964 -476,40 -476			Euro 3	701	701	05	105.50	185,62	3%	73.969	76.155	2.156	3%
1.1.2.1 µ Fun 6 56 66 97.9 97.20 97.80 97		Classifine	Euro-4	1.720	1,720	05	47,06	51.30	9%	80.955	85,245	7.290	2%
1.1.2.1 µ Fun 6 56 66 97.9 97.20 97.80 97			Euro S	1.620	1.630	0%	18.41	\$1,30	179%	29.012	83.086	63.274	179%
Light Rung Weikake BLDWq Immedia (marker function) Altas			Ears 6	54	54	4%	18,71	61,30		1.752	4.994	3.852	174%
Vikikov (BDV) Bill Bill Bill Bill Bill Bill Bill Bil			Gasoline total	5,783	5,793	65.	167,12	172,88	.85.	1.083.997	1.080.999	32.528	
Bits 1 2.108 2.108 71.0 217.20 4.0% 455.207 457.407 474.00 <t< th=""><th></th><th></th><th>pa Eura</th><th>2.323</th><th>2,323</th><th>0%</th><th>416,01</th><th>306,79</th><th>-26%</th><th>966,185</th><th>712.531</th><th>-253.654</th><th>-26%</th></t<>			pa Eura	2.323	2,323	0%	416,01	306,79	-26%	966,185	712.531	-253.654	-26%
Base 0 Sum 2 Sum 2 Sum 2 Sum 3 Sum 4 Sum 4 <t< th=""><th></th><th></th><th>Ewe 1</th><th>2,105</th><th>2,105</th><th>476</th><th>391.47</th><th>215.25</th><th>-45%</th><th>824,270</th><th>453,227</th><th>-371.843</th><th>-45%</th></t<>			Ewe 1	2,105	2,105	476	391.47	215.25	-45%	824,270	453,227	-371.843	-45%
Direct (b) Line (c) Line	(Cows)			5.025	5.025	65	334.81		-40%			-660 529	-40%
LALB H. Memory Dury Bessen Emri 4 Euro 5 Euro 5 Euro 6 Euro 6 Euro 6 Euro 6 Euro 6 Euro 6 Euro 7 Euro			Euro 3	15.701	15,701	45	588.35		-74%	2,112,414	2.365.713	-6.746.701	-74%
Image Gam Gam </th <th></th> <th>Desel Oil</th> <th>Euro-4</th> <th>47,480</th> <th>47,480</th> <th>05</th> <th>501.73</th> <th>91.74</th> <th>-42%</th> <th>23.782.396</th> <th>4.348.298</th> <th>-19.434.090</th> <th>-82%</th>		Desel Oil	Euro-4	47,480	47,480	05	501.73	91.74	-42%	23.782.396	4.348.298	-19.434.090	-82%
Heart of trans 135.186 135.186 135.186 146.25 197.08 2716 55.86.3 15.497.09 427.07 55.86.3 15.497.09 427.07 55.86.3 15.497.09 427.07 55.86.3 15.497.09 427.07 55.86.3 15.497.09 427.07 55.86.3 15.497.09 427.07 41.998.40 427.07 41.998.40 427.07 41.998.40 427.07 41.998.41 55.96 55.97 55.97 57.97			Ears 5	62.116	62,116	0%	406.10	91,76	-79%	27.090.214	5.680.295	-21.392.009	-79%
Idea Even Ioal FM Food FM Food <thfm food<="" th=""> FM Food <thf< th=""><th></th><th></th><th>Euro 6</th><th>636</th><th>636</th><th>0%</th><th>154.01</th><th>91,74</th><th>-40%</th><th>\$7,759</th><th>68,230</th><th>-09.528</th><th>-40%</th></thf<></thfm>			Euro 6	636	636	0%	154.01	91,74	-40%	\$7,759	68,230	-09.528	-40%
I.A.3.b iii. pre.Emp 979 959 976 9773.34 1971.23 056 1645.912 999.256 46.969 059 1.A.3.b iii. Eural 5.211 747 747 747 796 731.51 396 546.471 591.056 746.053 395 Rever (by Weeklein Eural 5.211 15.21 195 673.26 731.51 396 546.471 591.056 746.052 -285 Weeklein Eural 1.232 11.232 11.232 155 641.64 -205 7144.171 25.174.090 -1566.02 -285 Veeklein Eural 1.232 155 633.05 461.69 -205 214.01 -243.82 -245. Eural 5.2347 26.267 1% 641.69 327.99 -247.82 474.841 -235.64 -245.41 -243.82 -245.82 425.84 -247.8 127.996 4.275.41 4.238.42 -247.8 247.84 -287.8 247.997 4.416.517			Diesel oil tatal	135.306	135,386	6%	468,35	107,96	.77%	63,585,643	14,687,490	48,897,953	.17%
A LA B.I. Intervery Marketing Weak-bing Beame II TAT TAT<			LDVs Total	141.098	141.098	05.	457,76	110,62	-76%	64,589,370	15.688.490	-48.986.881	-76%
A 1.8 H. Mexery Day Bessen Diral () La 1.8 H. Euro II Tri 1.5 21 Tri 5.2 H. Diral () Tri 5.2 H. Sen V. Tri 5.2 H. Sen V. <thtri 5.2 H. Sen V. Tri 5.2 H. Sen V</thtri 			pr-500	979	979	0%	1070.34	1015.23	-876	1.048.312	558.255	-50-858	-8%
New Direct Dir			Evel	141	147	0%	738.26	751.91	3%	545.471	561.636	16.155	3%
New Direct Dir	14358		Ears I	5.211	5.211	05	767.43	644.46	-10%	4.103.687	3.355.604	-745.853	-85
Vertexim Ears iv 4.666 4.666 4.666 916 361,70 371,740 44,780 371,730 370,760 371,742 44,718 371,740 44,781 371,750 370,760 371,742 44,781 371,750 370,760 371,742 44,781 371,750 370,761 371,742 44,781 371,750 370,761 371,742 44,781 371,750 370,761 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750 371,750			Ears II	11,282	11,282	0%	633,00	450,67		7.141.732	5.174.989	-1.966.822	-20%
Early 1 6/201 6/201 1/1 6/201 1/1 6/201 1/1 6/201 1/1 6/201 1/1 6/201 1/1 6/201 1/1 1/2		Desel Oil	Ears N	4.586	4.686	4%	468,70	361,99	-25%	2.154.085	1.614.177	-639.829	-25%
Image: Total 92.207 92.207 93.207 91.40 92.207 92.207 91.40 92.207 91.40 92.207 91.40 92.207 91.40 92.207 91.40 92.207 91.40 92.207 91.40 92.207 91.20 91	Beses		Ears V	24.257	34.257	4%	368,77	184,59	-49%	8.727.068	4.477.641	-4.349.427	-49%
Image: Base of the second s			Ewa M	6.224	6.224	4%	60,13	184,59	247%	277.542	964.225	696.694	247%
Process Final 1 1803 1803 9% P44 F1 95544 -30% 537241 102551 -301148 -30% Newsy Division Eurs II 11002 11002 P5% 10155 36159 -3074 102551 -301148 -30% 537241 102551 -301148 -30% -30% 537241 102551 -301148 -30% 537401 -31231 -40% 537401 -31231 -40% -30% 537401 -31231 -40% -301172 -40% -301172 -40% -32111 -41251 -40% -32111 -41251 -40% -32114 -41261 -40% -40% -40% -32114 -41261 -40% -32114 -41261 -40% -40% -41214 -41261 -40% -40% -41161 -32117 -40% -231147 -40% -321147 -40% -41161 -32114 -112641 -40% -41161% -41161% -41161% -41161% -41161% -41161% -41161%			Beses Total	52.287	52.287	0%	458,96	327,99	-295	23,997,817	17.149.448	4.848.379	-29%
1A.3.b H- Insert Day Webches Euror B Euror D Euror Day Euror Day E			pre-Cara	4.319	4.319	0%	1034.69	737.35	-29%	4,488,571	3.184.428	-1.284.143	-29%
Newry Divy Welkskie Tancks 6 Daws 0 Lurs 8 43.481 (20.21) 0.95 (20.22) 351.56 (20.21) 361.66 (20.21) -40.95 (20.21) 17.460.779 (20.21) 45.724.631 -41.726.147 -40.756 (20.21) Tancks 6 Lorriso Euro 10 20.223 29.223 29.523 29.223 29.523 29.223 29.523 29.223 29.523 29.223 29.523 29.223 29.523 29.223 29.523 29.223 29.523 29.223 29.523 29.223 29.523 29.223 29.553 29.558 29.557 49.5724.01 157.58 29.57 49.592.070 99.588.692.07 39.58 29.588 29.58 29.58 29.58 29.58 29.58 29.58 29.59 29.58 29.59 29.59 29.59 29.59 29.59 29.59 29.59 29			Eart	1.883	1.853	0%	748.71	553,48	-25%	1.307.291	1.025.551	-361.740	-26%
Website Duration Control Control Sector 5 Sector 5 <t< th=""><th></th><th></th><th>Ears I</th><th>11.082</th><th>11.092</th><th>05</th><th>817,98</th><th>587,98</th><th>-35%</th><th>9.072.840</th><th>5.633.460</th><th>-3.439.381</th><th>-38%</th></t<>			Ears I	11.082	11.092	05	817,98	587,98	-35%	9.072.840	5.633.460	-3.439.381	-38%
Tracks 8 Ears N 29,233 29,233 29,439 280,189 280,129 -30% 152,143 -30% 150% <th></th> <th>Pres - 194</th> <th>Ears II</th> <th>43.481</th> <th>43.481</th> <th>4%</th> <th>631,55</th> <th>361,64</th> <th>-43%</th> <th>27.460.779</th> <th>15.724.631</th> <th>-11.736.147</th> <th>-0%</th>		Pres - 194	Ears II	43.481	43.481	4%	631,55	361,64	-43%	27.460.779	15.724.631	-11.736.147	-0%
Lorsten Eine V 308 756 298 756 298 757 155,48 -40% 93.119/25 20.456.46 -29.57 47 -40% Eine V 307 77 307 77 307 77 57.47 55.48 -107% 591354 -2952077 53.084 157.19 Incels Tends 595.41 95.44 195.43 155.48 157.19 591354 252.07 53.084 157.19 Incels Tend 595.41 95.44 95.47 157.48 259.1 57.44 59.1354 259.07 53.084.917 -397.9 1.4.2.b br Eurol 3.517 5.514 97.41 157.28 259.1 157.28 259.1 157.28 259.1 157.28 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23 259.1 157.23		Densel Oil	Ears N	29.233	29.233	4%	396,88	283,72	-20%	11.672.060	0.294.100	-3.278.768	-20%
Euro VI 103 787 103 787 105 157.48 157.84 157.94 25.322.07 15.384.84 157.94 Texche Toward 59.441 95.441 916.74 191.76 <td< th=""><th></th><th></th><th>Ears V</th><th>329,726</th><th>329.726</th><th>4%</th><th>264, 17</th><th>153,48</th><th>-45%</th><th>93.413.973</th><th>50.456.496</th><th>-42 967 477</th><th>-46%</th></td<>			Ears V	329,726	329.726	4%	264, 17	153,48	-45%	93.413.973	50.456.496	-42 967 477	-46%
pre-Enry 5.744 5.1744 975.41 157.28 20% 720.41 983.470 103.527 25% Matastand Gaussine Gaussine (MWWei 5.744 5.744 975.41 197.23 20% 445.066 695.90% 117.33 20% 175.22 20% 445.066 695.90% 117.33 20% 175.22 20% 445.066 695.90% 117.33 20% <th></th> <th></th> <th>Ewa VI</th> <th>170,797</th> <th>170.767</th> <th>4%</th> <th>67,49</th> <th>153,48</th> <th>167%</th> <th>9.813.354</th> <th>26.292.007</th> <th>16.308.694</th> <th>167%</th>			Ewa VI	170,797	170.767	4%	67,49	153,48	167%	9.813.354	26.292.007	16.308.694	167%
LA.3.b iv Euro 1 3.517 3.517 9% 107.40 176.22 3.0% 443.066 619.810 117.33 30% Monoired Energy 2.382 3.382 3.382 9% 196.32 55% 433.660 669.965 228.306 258.96 238.12 55% 146.475 916.92 326.12			Trucks Total	585,411	585.411	65	265,59	107,51	-30%	157,189,675	110.520.703	-46.668.913	-38%
Manufacturiant Euror 2 3.342 3.342 9% 97.35 196.30 50% 430.600 665.966 235.356 55% Two Gassinic Eurori 3 5.011 5.014 9% 105.03 106.93 106.93 106.93 106.93 106.94 106.93 106.94 106.93 106.93 106.93 106.93 106.94 106.93 20.61% 106.93 106.94 106.93 106.94 106.93 20.61% 106.94 106.93 20.61% 106.94			pre-Euro	5.T44	5.T44	4%	125,41	157,28	25%	720.441	983.470	183.828	25%
Bitotriad Euro 2 3.382 3.382 9.5 107.35 195.30 5.0% 4.30.600 665.956 225.356 555. Tave Gaulin Euro 3 5.0% 6.0% 195.50 195.40 224.155 114.4455 120.80 2005.95 223.356 125.50 2004.95 224.155 114.4455 120.80 2005.95 200.95 224.155 114.4455 120.80 2005.95 200.95 224.155 114.4455 120.80 2005.95 200.95 20	14355		Ears 1	3.517	3.517	45	127,40	176,22	35%	445.085	619.819	171.733	38%
Two: (MDWee) Gaseline Euror 3 Euror 3 5.011 5.011 9% 48.29 196.50 380% 234.126 1.144.4% 948.299 380% MMeeelers Euror 4 4 4% 9% 145.0% -190% 69 984 275 1061% MMeeelers Euror 5 0 9% 0% 68 0 8 0% 8 0 8 0% 8 0% 8 0% 101.0%			Euro 2	3.382	3.382	4%	127,35	196,93	55%	430.680	685.985	235.306	55%
(M2WW) Euro 5 0 0 1% 0% 0% 0% 0 8 0% M2WW Total 18.499 18.499 1% 190.85 82% 1.833.382 3.334.472 1.501.898 82%	Teres	Gasoline	Ears 3	5.011	5.011	0%	40,29	196,90	382%	234.126	1.164.415	910 209	389%
M2Ws Total 18.499 18.499 0% 99.32 180.65 82% 1.833.382 3.334.472 1.501.898 82%			Ears 4	4	4	4%	16,96		-180%	69	904	736	1061%
M2Wy Total 18.459 18.459 0% 99.32 180.65 82% 1.833.382 3.334.472 1.501.898 82%	(M2WN)		Ewa 6	0	Ó	4%			0%	0	0		0%
1A.3.b. Road Transport Total 2.161.505 2.161.505 P5 266,39 120,26 4P5 525.501.265 311.077.596 374.853.679 4P5				18.459	18,459	65	99.32	180,65	825	1.833.382	3.334.472	1.501.890	82%
A REAL AND	1435.800	Transmort	Total	2.161.925	2 101 035	15	205.70	470.26		525 901 265	301.077.594	374 853 678	485

djustment det	ails for 2066											
NFR Code	Fuel		CUITERS		difference	OWNER		difference	current	NO ₃ Emis adjusted		difference
		рнбаз	in (1 11.782	11,782	in [5] 0%	634,75	φ/TJ] 644,11	in [5] -12%	7.478.914	in [kg] 6.410.967	-1.067.967	in [5] -12%
		Ears 1 Ears 2	20.270 36.062	20.270 36.062	PK PK	372,26 212,73	241,68 143,11	-35%	7,645,483	4.898.808 5.160.897	-2.646.596 -2.510.893	-35%
	Gaustine	Ears 3 Ears 4	63.039 334.413	63.029	PN	28,17 53,74	75.50	-1%	4.801.482	4.759.259	-42.233 -1.192.450	-1%
		Euro S	183.374	183.374	PS PS	19,09	50,17	163%	3.580.745	9.199.834	-1.192.468 5.099.868	163%
14351		Ears 6 Gasoline total	65.332 715.272	65.332 715.272	05 05	26,67 70.93	50,17	80%	1.763.917	3.327.850	1.558.533	85
Passenger Cars		рнбаз	1.280	1,280	4%	308,76	264,95	-14%	395.262	309.173	-66.099	-14%
		Ears 1 Ears 2	3.749 16.584	3.749 18.584	2% 2%	299.38 407.19	299.66 221.48	-10% -46%	1.122.449 6.720.132	1.011.025 3.653.964	-111.425 -3.066.168	-10%
	Diesel Oil	Ears 3 Ears 4	61.398 175.840	61.398 175.840	PN	602,50 405,78	179,24	-70%	38.991.999 71.352.220	11.085.049 21.474.086	-25.598.550 -43.878.214	-70%
		Euro S	299.684	299.654	4%	433,94	155,24	-64%	130.032.044	45.819.229	-83 212 815	-64%
		Ears 6 Diesel oil tatal	675.119	675.119	0% 0%	268,75 418,36	195,34 190,75	-40%	30.427.585 277.041.660	10.232.785 100.535.230	-12.194.770 .160.506.430	-40%
		PCs Tatal pro Euro	1.390.391	1.398.391	05. 05.	235,75 662,79	114,41 645,95	-51%	327.778.627 583.788	199.070.280	-168.208.342 -6.225	.57%
		Ewe 1	136	136	4%	908.31	312,78	-85%	122,126	42.425	-79.708	-85%
	Gasaline	Eare 2 Eare 3	540 680	540 650	PN PN	308,39 108,43	217,84 111,97	-21% 3%	70.432	117.707 72.731	2.299	-27% 3%
		Ears 4 Ears 5	1.684	1.684	PS	49,05	52,36 52,36	154%	78.114	84.003 90.258	5.209	75
14388.		East 6	363	363	1%	18,65	62,36	181%	6.764	19.992	12.228	181%
Light Duty Vehicles		Gosoline total pro-Euro	5.996 2.169	5.996	05. 05i	414,87	171,05 306,79	-5%	1.068.292	1.013.678 685.433	-54.614 -234.415	-5%
(LOVA)		Ears 1 Ears 2	1.790	1.790	PN	391,09	216,25	-45%	780.189	385.371 816.452	-314,798 -548,542	-45% -45%
	Diesel Oil	Ears 3	13.582	13.582	4%	558,91	150,77	-74%	8.064.323	2.049.233	-5.955.020	-74%
		Ears 4 Ears 5	43.141 74.231	43.141 74.231	PS PS	504,48 434,10	92,40 92,40	-82%	21.763.989	3.985.141 6.050.790	-47.777.768 -25.364.903	-82% -75%
		Ears 6	4.901	4.901	0% 8%	153,49	10,40	-40%	755.285	454.676	-300 609	-40%
		Diesel oil tatal LDVs Total	149.994	149,994	8%	445,23	108,29	-76%	66.781.025	16.229.684	-50.551.340	-76%
		pre-Euro Euro I	881 583	891 583	1% 1%	1070,81 731,38	1015,23 752,57	-8% 3%	964.197 433.675	988.234 446.236	-48.963 12.968	-8% 3%
14388.		Ears I	4.375	4.375	4%	768,25	645,03	-10%	3.445.614	2.822.021	-626.594	-85
Heavy Duty Vehicle:	Diesel Oil	Ears II Ears N	10.333 4.449	10.333 4.449	PS	632,87 475,90	458,91 362,28	-21%	6.539.364 2.117.210	4.741.827 1.566.001	-1.797.536 -650.330	-27% -26%
Bases		Ears V	24.390 9.126	31,390	2% 2%	365,38 62,79	185,22	-49% 195%	8.935.974 673.066	4.617.617	-4.418.457 1.117.336	-49% 195%
		Ears VI Bases Total	54,157	\$4,157	8%	494,73	388,24	-27%	23.062.189	16.683.117	-6.308.992	-27%
		pro-Euro Euro I	3.933	3.933	85. 85	1034,01 748,16	737,38 587,52	-29% -32%	4.067.249	2.980.379 789.813	-1.168.530 -373.569	-29% -32%
1.A.3.b H - Heavy Duty		Ears I	8.876	8.876	- PS	817,75	585,52	-38%	7.258.045	4.485.828	-2.771.218	-38%
Vehicle: Trucks &	Desel Oil	Ears II Ears N	34.167 34.287	34.167 24.267	PS	630,01 396,94	368,66 281,66	-43%	9.640.394	12.251.155 6.845.581	-9.302.133 -2.794.893	-0%
Lorrise		Ears V Ears M	259.735 261.460	269,735	PK	267,22 61,77	153,92	-49%	74,680,233	39.978.610	-04.621.623 24.094.748	-46%
		Ears VI Trucks Total	594,013	594,013	8%	226,31	180,97	-205	134.431.899	107.496.252	-26.535.637	-28%
1A3bir-		pre-Caro Earo 1	5.543	5.543	PN	125,59	155,76	24% 39%	696.072 427.113	883.299 585.796	167.218	24%
Motorised		Ears 2 Ears 3	3.375	3.375	4%	125,04	197,68	50%	421.951	667.078	245.127	58%
			6.443	6.443	0%	40,30	197.68	391%	259.627	1.273.571	1.013.543	391%
Two- Wheelers	Gasoline	Eart d	66	65	4%	17,47	197,68	1031%	1.134	12.802	11.698	1001%
	Gazzline	Ears 4 Ears 6	0	0	4%			0%		0	0	0%
Wheelers		Ears 4				17,47 96,14 258,89	187,68			0 3,412,476 382,991,820	11.698 8 1.606.579 250.897.738	
(M2Ws)	d Transport	Ears d Ears 5 M2Ws Total	0	0 18,785	0% 0%	96,14	181,66	0% 89%	1.805.897	0	1.606.579	0% 89%
Wheelers (M2W4) 1.A.3.b - Roa djurtment det	d Transport ails for 2017	Ears d Ears 5 M2Ws Total	0 18,785 2,207,339	0 18,785	0% 0% 0%	96,14 250,89	181,65 137,22 od Ereission I	0% 89% .42%	1.805.897	0 3.452.476 382.901.820 NO ₃ Emil	0 1.606.579 .250.897.738 alona	0% 89% 45%
(M2Ws)	d Transport	Ears d Ears 5 M2Ws Total	0 18,785 2,267,339	0 18,785 2,267.339 cctivity Data	0% 0% 0%	96,14 250,89 Impli- current	181,65 137,22 od Ereission I adjusted	0% 89% .42%	1.805.897	0 3.452.476 382.501.820 NO ₃ Emis adjusted	0 1.606.579 .250.897.738 alona	0% 89% 45%
Wheelers (M2W4) 1.A.3.b - Roa djurtment det	d Transport ails for 2017	Eara 4 Eara 5 M2WS Total Tasal	0 18,785 2,267,339 current in (1 12,282	0 18,785 2,207,339 cetivity Data adjusted UJ 12,282	0% 0% difference in [%] 0%	96,14 258,89 Implic current in () 636,73	181,65 137,22 od Ernimion I adjusted g/TJ] 644,11	0% 89% .40% Factor difference in [N] -12%	1.885.897 553.799.558 current 7.014.207	0 3,452,476 382,991,820 NO ₂ , Emin adjusted in [kg] 6,680,117	0 1.606.579 .256.897.738 adjustment -1.125.108	0% 89% .45% difference in [%] .42%
Wheelers (M2W4) 1.A.3.b - Roa djurtment det	d Transport ails for 2017	Eara 4 Eara 5 M2Ws Total Total	0 18,785 2,207,339 current in []	0 18,785 2,207,339 Instituted adjusted Lijj	0% 0% 0% difference in [%]	96,14 258,89 Implic current in (i	181,65 137,32 od Ermineion I adjunted g/T,0] 644,11 201,68 141,75	0% 8% .45%	1.885.897 553.799.558 current	0 3.452.476 382.591.820 MOy Emile adjusted is [kg]	0 1.606.579 .256.897.738 mions adjustment	0% 8% 45% 6#teresce i= [5]
Wheelers (M2W4) 1.A.3.b - Roa djurtment det	d Transport ails for 2017	Euro d Euro d M2WY Total Taral Euro 1 Euro 3	0 18,785 2,267,339 current in [1 12,282 17,449 30,435 54,271	0 18,785 2,267.339 adjusted Lij 12,282 17,449 30,435 54,271	05 05 dBerence in [5] 05 05 05 05 05 05 05	96,14 258,89 Impli- current in [9 636,79 372,99 217,43 78,40	181,65 137,22 od Ernimion I adjunted g/TJ] 644,11 241,68 141,75 76,27	0% 1 89% .45% difference in [N] .14% .35% .35% .35%	1.885.897 553.799.558 Current 7.914.287 6.588.311 6.617.570 4.254.938	0 3.452.476 382.981.820 MO ₂ Embr adjusted in [kg] 6.680.107 4.217.044 4.394.140 4.139.376	0 1.606.579 .250.807.738 adjustment -1.126.108 -2.291.267 -2.303.438 -115.562	0% 89% .45% .45% .45% .45%
Wheelers (M2W4) 1.A.3.b - Roa djurtment det	d Transport alls for 2017 Fuel	Euro d Euro 6 M2WY Total Total Euro 1 Euro 1 Euro 2 Euro 3 Euro 5	0 18,785 2,267,339 current in [] 12,282 17,449 30,435 54,271 315,085 180,245	0 18,785 2,207,339 adjusted Lij 12,292 17,449 30,435 54,271 315,005 180,248	th the second se	96,14 258,89 correct in [9 636,73 372,99 217,43 78,40 54,98 19,17	181,65 137,22 ed Ereission I adjusted g/T.J] 644,11 241,68 141,75 76,27 51,25 51,25	0%1 89% .45% difference in [N] -14% -35% -35% -35% -35% -35% -35% -35% -35	1.885.897 553.799.558 current 7.914.287 6.588.311 8.617.570 4.254.938 17.315.320 3.455.382	0 3.452.476 382.901.820 NO, Emis adjusted in [kg] 6.680.197 4.217.044 4.314.140 4.314.140 4.319.376 76.151.881 9.229.815	8 1.606.579 .250.897.738 adjustment -1.125.108 -2.291.267 -2.303.438 -115.902 -1.156.400 5.784.513	0% 89% 45% is [5] -45% -5% -5% -5% -5% -5% -5% -15%
Wheelers (M2W4) 1.A.3.b - Roa djurtment det	d Transport alls for 2017 Fuel	Euro d Euro 6 M2Wy Total Tonal PreEuro Euro 1 Euro 1 Euro 2 Euro 3 Euro 5 Euro 5 Euro 5 Euro 5	0 18,785 2,267,339 current in [] 12,282 17,449 30,435 54,271 315,085	0 18,785 2,207,339 cctivity Data adjusted 12,282 17,459 30,435 54,271 315,085 180,734 194,734 734,551	2% 0% 0% 0% 0% 0% 0% 0%	96,14 258,89 current in (9 636,73 372,99 217,43 78,40 54,26	181,68 137,22 adjusted g/TJJ 644,11 201,68 141,75 76,27 51,25 51,25 51,25 65,88	0% 89% .43% difference in [N] -14% .35% .35% .35% .7% (TT% 12% .15% .15% .35% .35% .35% .35% .35% .35% .35% .3	1.885.897 553.799.558 Current 7.914.297 6.589.311 8.617.570 4.254.938 17.316.320 3.455.382 3.060.226 4.90.026.874	0 3.452.476 382.901.820 NO, Emin adjusted in [kg] 6.680.197 4.217.044 4.314.140 4.139.376 5.151.881 9.229.815 5.684.372 5.064.375	5 1.606.519 250.807.738 adjustment -1.126.100 -2.291.267 -2.303.430 -1154.400 5.704.513 2.824.146 1.607.848	(% 87% 45% 68breace in [N -41% -5% -5% -5% -5% -5% -5% -5% -5% -5% -5
Wheelers (NOW4) 1.A.3.b Ros djurtment det	d Transport alls for 2017 Fuel	Euro d Euro d MANY Total Tatal Tatal Tatal Euro 1 Euro 1 Euro 3 Euro 3 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5	0 18,785 2,287,339 40,07968 40,07 12,282 47,242 47,242 47,242 47,242 47,242 49,245 49,245 49,245 49,473 41,774,574 41,744 41,744 41,745	0 18,785 2,207,339 activity Data activity Da	ris 65 difference in [X] ris ris ris ris ris ris ris ris ris ris	96,14 258,89 current in (p 436,73 372,99 217,43 372,99 217,43 378,40 54,26 19,37 25,66 47,66 47,66 306,89	181,66 137,22 adjusted grT2j 644,11 241,68 141,75 76,27 51,25 51,25 51,25 51,25 51,25 51,25 51,25 51,25 51,25 51,25 51,25 51,25 51,25	0% 8% 455 adar diference in [N - 41% 34% 34% 34% 34% 34% 34% 34% 34% 34% 34	1.885.887 553,799.558 553,799.558 553,799.558 553,799.558 7.814.287 6.688.311 6.617.570 4.254.538 7.3455.382 3.000.285 49.004.694 40.004.694	0 3.432.476 342.981.420 MOy Emin adjuated is [94] 6.680.170 4.237.044 4.334.140 4.339.764 4.339.764 5.151.061 9.229.075 5.644.372 50.634.374 347.020	1 406 579 256.807738 adjustment - 1 126 108 - 2 201 207 - 2 303 438 - 11 592 - 1 156 492 5 704 513 2 824 486 - 1 467 493 - 1 602 803	(% 875 455 is [N - 455 35 35 35 35 35 35 35 35 35 35 35 35 3
Wheelers (KOW) 1.A.J.b. Roa djurtment det NER Code	d Transport alls for 2017 Fuel	Ean 5 Ean 5 Ean 5 MONY Total Tatal Tatal Ean 1 Ean 2 Ean 3 Ean 3 Ean 4 Ean 3 Ean 4 Ean 5 Ean 5 E	0 18.185 2.207.339 in [] 12.282 17.449 30.35 54.271 774.595 100.245 14.734 1.370 3.350 13.780 13.780	0 18,785 2,267,309 12,262 17,262 17,262 17,262 14,791 54,271 54,576 160,248 144,791 734,576 13,310 3,310 3,310 3,310 3,310 3,310	ni 65 difference in [N] Ni Ni Ni Ni Ni Ni Ni Ni Ni Ni Ni Ni Ni	96,14 258,89 correct in [b 616,73 372,99 217,43 75,49 217,43 75,49 21,74 54,26 19,17 25,65 67,66 206,89 299,17	181,66 137,32 adjusted adjusted (g/TJ) 644,11 241,68 141,35 51,25 51,25 51,25 51,25 51,25 69,88 264,96 274,96 222,48	0% 8% 45 6% 6% 6% 6% 5% 5% 5% 5% 5% 5% 5% 5% 5% 6% 4% 6% 4%	1.885.897 553.799.558 553.799.559 553.559 553.799.559 5555.799.559 5555.799.55	0 3.452.476 342.501.820 MO3, Emis adjusted 6.680.137 4.217.044 4.314.140 4.319.376 5.054.372 5.064.372 5.064.372 5.064.372	8 1.606.575 350.807.738 adjustment -1.156.108 2.291.307 2.203.438 -115.952 2.1156.451 3.2057.468 5.704.513 2.024.468 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.0000 4.51.00000 4.51.00000 4.51.00000 4.51.00000000000000000000000000000000000	0% 88% 45% 26% -5% 25% 15% 15% 15% 15% 25% 16% 25% 25% 25% 25% 25% 25% 25% 25% 25% 25
Wheelers (KOW) 1.A.J.b. Roa djurtment det NER Code	d Transport alls for 2017 Fuel	Ean d Ean S Webb Total Tatal Tatal Ean 1 Ean 2 Ean 1 Ean 2 Ean 3 Ean 4 Ean 5 Gaoolise total ph-Gao Ean 1 Ean 5 Gaoolise total Ean 2 Ean 5	0 18,785 2,287,339 current in [] 12,282 17,282 17,282 17,282 17,282 17,282 17,282 17,282 17,282 17,282 17,282 17,282 17,282 10,285 10,295 10,285 10,295 10,2	0 18,785 2,207,339 adjusted 14 12,382 17,449 30,435 54,271 315,005 100,245 144,731 734,531 15,310 14,731 15,310 3,360	ni 65 difference is [N] ni 15 n 15 n	96,14 258,89 correct in () 645,73 372,99 217,43 73,40 54,35 19,17 25,65 67,66 206,97 209,17	181,66 137,22 ad Emission 1 adjusted grT2j 644,11 241,68 141,35 76,27 51,26 51,25	0% 88% 425 factor 68%resce is (5% -14% -5% -5% -5% -5% -5% -5% -5% -7% -6% -6% -7% -6% -6% -6% -7% -6% -7% -7% -7% -7% -7% -7% -7% -7% -7% -7	1.885.897 553.799.558 553.799.558 553.799.558 7.914.297 6.589.211 6.617.570 4.254.938 17.315.320 3.455.3200 3.455.32000 3.455.3200000000000000000000000000000000000	0 3.432,476 342,501,820 MO, Emili adjuaned 6.680,187 4.271,044 4.334,100 6.680,187 4.273,044 4.334,100 5.064,372 50,634,374 50,634,374 50,634,374	5 1.606.575 250.807.738 adjuatment -1.125.108 2.291.267 2.303.430 -1.15.92 -1.154.400 5.704.54 2.823.440 1.607.840 4.5.263 4.5.264444444444444444444444444444444444	0% 88% 45% 68% 5% 5% 5% 5% 15% 15% 15% 15% 15% 15% 15
Wheelers (KOW) 1.A.J.b. Roa djurtment det NER Code	d Transport allo for 2017 Fuel Gassline	Ean 3 Ean 5 Webb Total Tatal Tatal Ean 1 Ean 1 Ean 2 Ean 3 Ean 4 Ean 5 Ean 4 Ean 5 Ean 1 Ean 2 Ean 2 Ean 2 Ean 2 Ean 2 Ean 2 Ean 3	0 18,185 2,287,339 12,282 17,49 30,435 54,271 33,540 180,245 190,245 194,731 1,736,547 1,346 52,728 52,728 55,747 2,85,447	0 18,785 2,207,339 activity Data activity Data	ni 65 difference is [N] 155 155 155 155 155 155 155 155 155 15	94,14 256,89 Logitic Current in [k 455,73 372,96 217,43 217,45 21	181,66 137,22 ed Emission adjusted g/Taj 644,11 241,65 141,35 141,35 141,35 141,35 142,35 142,35 142,35 143,35 143,35 144,35 145,355 145,355 145,355 145,355 145,355 145,355 145,355 145,355 145,355 145,355 145,355 145,3	0% 9% 455 68meco is [N] -445 -555 -355 -355 -355 -355 -355 -355	1.885.897 553.799.558 553.799.558 553.799.558 553.799.558 7.915.287 6.689.911 6.67.570 4.294.958 7.7315.320 3.465.322 3.060.226 6.04.01 1.022.298 6.614.130 31.056.475 6.473.455 5.01.137.465	0 3.452.476 382.581.826 MO, Emil adjuand in [Fg] 6.680.107 4.2917.044 4.391.4100 4.179.376 5.604.372 5.604.372 5.604.372 5.004.333 9.304.708 9.006.333 9.304.708 9.304.708	6 1.606.579 326.807.738 addpattment -1.126.108 -2.201.807 -2.201.418 -1.15.592 -1.15.592 -1.15.4420 5.704.513 -2.204.460 -4.3180 -4.2116 -2.547.284	04 200 200 200 200 200 200 200 200 200 2
Wheelers (KOW) 1.A.J.b. Roa djurtment det NER Code	d Transport allo for 2017 Fuel Gassline	Exn 1 Exn 5 M20% Total Tatal Exn 1 Exn 2 Exn 3 Exn 4 Exn 5 Exn 4 Exn 5 Exn 4 Exn 5 Exn 1 Exn 2 Exn 3 Exn 1 Exn 2 Exn 1 Exn 5 Exn 5 E	0 18,185 2,287,339 current 12,282 17,449 30,435 54,271 17,449 30,435 54,271 17,449 10,246 10,246 10,246 10,246 10,246 10,316 10,	0 18,185 2,207,339 acjuand 12,382 17,449 30,455 54,271 315,046 190,246 190	ド、 市	94,14 254,89 current in [b 217,43 75,46 54,26 19,17 35,46 54,26 67,46 47,46 47,46 47,46 47,46 47,46 47,46 47,46 47,46 47,46 306,89 209,17 40,17 40,18 40,19 20,29 20,21 20,29 20,20	181,66 137,22 ad Doubsien adjusted 47,21 51,26 51,26 51,25	0% 9% 4% 4% 4% 4% 4% 4% 4% 4% 4% 4	1.885.887 553.789.558 553.789.558 553.789.558 553.789.558 7.946.287 4.658.311 6.617.570 4.254.55 3.002.256 4.204.573.465 5.614.130 3.7.056.478 4.6173.465 120.157.656 44.531.163	0 3.452.474 382.581.820 MO, Emil adjuated in [Pg] 6.680.137 4.277.044 4.374.100 4.374.101 5.0434.374 3.045.375 5.0434.374 3.045.375 9.344.375 9.345.375 9.344.375 9.345.375 9.355.375 9.355.375 3.355.375 3.355.375 3.355.375 3.355.375 3.355.375 3.355.375 3.355.375 3.355.375 3.355.375 3.355.375 3.355.375 3.355.375 3.355.3755.37	6 1.606.579 250.8907.738 adjustment -1.126.108 2.201.807 -2.201.807 -2.201.807 -1.15.926 -1.15.926 -1.15.926 -1.15.926 -1.15.926 -1.15.926 -1.15.926 -2.201.708 -2.2547.738 -2.547.738 -2.547.738 -2.547.738 -2.542.738 -2.542.738 -2.542.738 -1.52.944.65 -5.524.455 -5.944.55 -5.944.55	20 20 20 20 20 20 20 20 20 20
Wheelers (KOW) 1.A.J.b. Roa djurtment det NER Code	d Transport allo for 2017 Fuel Gassline	Ean 3 Ean 5 Moore Total Total Ean 1 Ean 2 Ean 2 Ean 2 Ean 3 Ean 3 Ean 3 Ean 4 Ean 5 Ean 4 Ean 5 Ean 4 Ean 5 Ean 1 Ean 5 Ean 1 Ean 5 Ean 1 Ean 2 Ean 2 Ean 3 Ean 3 Ean 4 Ean 5 Ean 4 Ean 5 Ean 4 Ean 5 Ean 7 Ean 5 Ean 7 Ean 5 Ean 7 Ean 5 Ean 7 Ean 7	0 18,185 2,387,339 (3,27894) 10 [1 12,282 17,449 30,435 54,271 315,085 190,245 194,731 1734,574 194,734 19,185 52,738 52,738 157,047 283,460 184,176	0 18,185 2,207,339 adjusted [4] 12,282 17,449 30,435 54,271 315,086 190,245 190,245 191,245 194,734 19,747 282,480 194,784 195,747 283,480 194,747 284,480 194,747 284,480 194,747 285,480 194,747 285,480 194,747 285,480 194,747 285,480 194,747 285,480 194,747 285,480 194,747 285,480 194,747 285,480 194,747 194,980 194,747	ni es diffuence in Ni ni ni ni ni ni ni ni ni ni ni ni ni ni	96,14 256,89 k36,73 372,99 217,43 373,96 217,45 373,96 217,45 217,45 373,96 217,45 210	181,66 137,22 ad Emission 1 adjusted wpT21 644,11 241,68 141,35 75,25 51,25	0% 8% 455 455 455 455 455 455 455 455 455 45	1.885.897 553.799.558 553.799.558 553.799.558 7.814.287 6.6875.50 4.254.938 4.254.938 7.7315.538 2.306.265 4.254.938 5.614.730 3.465.538 5.614.730 3.065.265 4.056.874 6.673.485 6.41.730 3.065.474 5.014.734 6.673.485 6.41.734.85 6.41.734.85 6.41.734.85 6.41.734.85 6.41.521.162 3.201.152.464 3.21.152.464	0 3.452.476 3362.581.820 WO, Emit adjusted is [kg] 6.680.137 4.217.044 4.334.100 4.334.100 5.0151.861 9.229.055 5.084.372 5.044.374 3.066.355 9.344.736 3.046.355 9.344.736 2.9.345.325 4.4575.100 9.344.736	6 1.606.579 256.892728 adjustment -1.126.108 2.201.307 -2.303.430 -1.156.402 5.204.517 2.204.786 5.704.517 2.204.786 -2.517.786 -2.517.786 -2.517.786 -2.527.586 -2.527.586 -2.527.586 -2.527.586 -2.527.586 -2.527.586 -2.526 -2.527.586 -2.526 -2.527.586 -2.527.586 -2.527.586 -2.527.586 -2.527.586 -2.526 -2.527.586 -2.526 -	0% 87% 45% is [N] - 54% 3% 3% 10% 10% 10% 10% 10% 10% 10% 40% 40% 40% 40%
Wheelers (KOW) 1.A.J.b. Roa djurtment det NER Code	d Transport allo for 2017 Fuel Gassline	Ean 3 Ean 5 Work Total Tatal Ean 1 Ean 1 Ean 2 Ean 2 Ean 3 Ean 3 Ean 3 Ean 3 Ean 4 Ean 5 Ean 4 Ean 5 Ean 4 Ean 5 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 2 Ean 3 Ean 2 Ean 3 Ean 3 Ean 3 Ean 4 Ean 2 Ean 3 Ean 4 Ean 5 Ean 1 Ean 1 E	0 18,185 2,287,339 2,287,339 12,282 17,449 30,435 54,271 190,246 190,246 194,734 1,310 3,360 14,174 2,310 14,174 14,176 14,17	0 18,785 2,207,339 ctively Data adjusted 12 12,252 17,245 30,435 54,271 30,435 54,271 315,005 180,245 190,245 190,245 190,245 190,245 190,245 1,370 3,500 13,788 52,737 123,400 13,788 52,737 123,400 124,405 124	1% 6% difference in [N] 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7% 7%	96,14 259,89 207900 217,39 217,39 217,39 217,43 75,40 54,56 54,56 54,56 206,59 209,57 400,55 410,50 209,57 400,55 410,50 209,65 209,59 202,61 209,65 205,58 205,58 205,58	181,46 133,22 133,22 ac(acsoc) ac(ac	0% 0% 4% 4% 4% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5	1.885.897 553.799.558 553.799.558 553.799.558 7.814.287 6.582.511 6.687.530 4.254.538 4.254.538 4.254.538 5.614.530 3.002.26 6.5614.530 3.005.538 6.473.485 6.472.245 6.472.445 6.472.445 6.472.445 6.472.445 6.472.445 6.472.457 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.4556 6.472.45566 6.472.45566 6.	0 3.432.476 332.584.820 MO ₂ Ensist adjusted is pagi 6.680.187 4.217.644 4.314.100 5.0181.881 9.229.875 5.0484.372 50.634.374 3.066.385 9.344.738 3.066.385 9.344.735 3.046.355 9.344.735 1.422.859.595 1.422.859 1.423.859 1.423.859 1.423.859 1.423.859 1.423.859 1.423.859 1.423.859 1.423.859 1.4457.859 1.44	6 1.606.579 356.827.738 a56.827.738 a56.827.738 1.607 2.211.367 2.211.367 2.2131.702 3.204.142 2.243.7126 1.607.866 1.607.866 2.247.738 4.2137.702 3.2337.702 3.337.702	0% 87% 45% 45% 45% 45% 45% 45% 45% 45
Wheelers (KOW) 1.A.J.b. Roa djurtment det NER Code	d Transport alls for 2007 Fuel Gassiline Diesel Oil	Ean 3 Ean 5 MoON Total Tatal Ean 1 Ean 1 Ean 2 Ean 3 Ean 4 Ean 5 Gaantike total Philips Ean 2 Ean 3 Ean 4 Ean 5 Gaantike total Philips Ean 5 Ean	0 18,185 2,287,339 current in [] 12,282 17,449 30,435 54,271 35,506 190,295 190,295 190,295 190,295 190,295 190,295 190,295 190,295 194,59	0 18,785 2,267,339 ctivity Data meljantad 14 12,352 17,449 30,435 10,245 10,245 10,245 14,734 734,574 734,574 734,574 734,574 734,574 734,574 13,788 15,7,847 13,788 15,745 15,746 15,745 15,	15. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0	98,14 250,89 Longild Current In [9 545,73 372,99 217,45 54,35 373,40 54,35 374,40 54,35 374,40 54,35 206,99 207,99 206,99 205,99 20	187,86 137,22 adjusted adjusted gr12j 644,11 241,68 147,36 147,36 147,36 147,36 148,36 254,96 254,96 254,96 254,96 254,96 155,34 155,34 155,34 155,34 155,35 155,55 155,56 155	0% 0% 4% 4% 4% 4% 5% 5% 7% 1% 5% 4% 4% 4% 4% 4% 4% 4% 4% 4% 4	1.885.897 553.799.598 553.799.599 553.799.599 553.799.599 553.599.599 553.799.599.599 553.799.599.599555575555555555555555555555	0 3.432,476 332,981,820 MO, Emb adjuared in [kg] 6.680,197 4.217,044 4.214,140 4.219,376 4.217,044 4.219,376 4.219,016 5.084,372 50,654,780 9.006,533 9.344,786 9.006,533 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,535 9.006,5355 9.006,535555555555555555555555555555555555	6 1.606.579 256.897.738 256.897.738 266.897.738 1.125.108 2.211.257 2.303.410 2.2303.410 2.303.410 2.303.410 2.303.410 2.303.410 2.231.709 3.27.748 1.420.2547 7.5.294.405 3.25.748 1.420.2547 7.5.294.405 3.25.748 1.420.2547 7.5.294.405 3.25.748 1.420.2547 7.5.294.405 3.25.748 1.420.2547 7.5.294.405 3.25.748 1.450.2537 1.450.2557 1.450.2537 1.450.2557 1.450.2557 1.450.2557 1.450.2557 1.450.2557 1.450.2557 1.450.2557 1.450.2557 1.450.2557 1.450.2557 1.450.2577 1.450.2577 1.450.2577 1.450.2577 1.45	0% 8% 6% 6% 6% 6% 6% 6% 6% 6% 6% 6
Wheelers (KOW) 1.A.J.b. Roa djurtment det NER Code	d Transport allo for 2017 Fuel Gassline	Ean 4 Ean 5 Mathy Total Tatal Ean 1 Ean 1 Ean 2 Ean 2 Ean 4 Ean 5 Ean 6 Ean 7 Ean 7	0 18, 185 2,287,339 2,287,339 2,287,339 17,232 17,232 17,232 17,232 17,232 17,232 17,232 17,232 17,232 17,232 18,237 18,377 1	0 18,785 2,267,339 (cft)vig Data adjuand 12,282 17,449 30,455 54,271 375,086 40,249 33,509 40,781 33,509 40,781 33,509 40,781 40,781 40,785 40	15 6 6 6 6 6 6 6 6 6 6 6 6 6	98,14 258,89 258,89 10,000 217,83 217,83 217,83 217,83 217,83 217,83 217,83 217,83 217,83 217,83 217,83 217,83 217,83 217,83 217,83 217,84 217,85 217,95 217	181,66 181,66 137,22 137,22 137,22 141,72 141,75	40 489 489 489 489 489 489 489 489	1.885.887 553.799.558 7.914.297 7.91	0 3.4.82,478 3.82.561.280 10,0000 10,0000 10,0000 10,0000 10,0000 10,0000 10,00000000	6 3.606.579 3.60.897 3.60.897 3.60.897 3.60.897 3.60.408 4.155.952 -1.155.952 -2.283.164 4.02.815 5.764.513 -2.824.155 -2.824.155 -2.824.155 -2.824.155 -2.547.75 -2.547.75 -2.547.75 -2.547.75 -2.547.75 -2.547.75 -2.547.75 -2.547.75 -2.547.75 -2.547.75 -2.547.75 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.547.25 -7.52.04.455 -2.547.75 -2.54	0% 80% 40% 40% 40% 40% 40% 40% 40% 40% 40% 4
Wheelers (KOWs) 1.4.1.b. Ros djurtment det NFR Code 1.4.1.b i. Passesger Can	d Transport alls for 2007 Fuel Gassiline Diesel Oil	Euro 4 Euro 5 Matter Tasal Euro 1 Euro 1 Eur	0 18,195 2,207,339 10,207,0	0 18,785 2,267,339 ccfvitg Data adjurned 12,382 12,382 12,382 12,382 12,382 12,382 12,382 12,382 13,786 13,786 14,781 12,382 13,786 14,781 12,382 13,785 14,785	15. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6	98,14 258,89 258,89 10,000 10,000 10,000 217,43 217,23 217,14 217,14 217,14 217,14 217,14 217,14 217,14 217,14 217,14 217,14 217	181,66 181,66 181,66 181,66 181,66 181,76 181,76 181,76 181,76 181,76 181,76 181,76 181,76 181,76 181,76 185,34 185,34 195,34 195,34 195,34 195,34 195,34 195,34 195,34 195,35 195,34 195,35 195,34 195,35 19	04 894 895 895 10 N 10 N	1.885.887 553.799.558 7.914.287 7.914.287 7.914.287 7.914.287 7.914.297 7.91	0 3.4.82,44780 3.8.2.544.2478 3.8.2.544.2478 3.8.2.544.2474 4.3.744.129,376 4.3.744.129,376 4.3.744.129,376 5.6.644.377 3.0.664.387 3.0.664.387 3.0.664.387 3.0.534.7378 3.0.544.275 3.0.664.387 3.0.544.275 3.0.545.275 3.0.555.275 3.0.555 3.0.555.2755.275 3.0.555.2755.275 3.0.555.2755.2755 3.0.55	6 1.808.579 250.807.738 adjustment - 1.156.193 - 2.201.267 2.201.267 2.201.267 2.201.267 2.201.267 2.201.202 - 1.15.924 - 1.15.924 - 2.524.936 - 2.202.201 - 75.204.402 - 75.204.502 - 75.204.402 - 75.2	0% 80% 40% 40% 40% 40% 40% 40% 40% 40% 40% 4
Wheelers (KOWs) 1.4.1.b. Ros djustment det NFR Code 1.4.1.b ii - Passeager Can	d Transport alls for 2007 Fuel Gassiline Diesel Oil	Ean 3 Ean 5 Moth Total Tasal Ean 1 Ean 2 Ean 2 Ean 3 Ean 4 Ean 3 Ean 4 Ean 5 Ean 1 Ean 1 Ean 1 Ean 2 Ean 1 Ean 2 Ean 1 Ean 2 Ean 5 Ean 5 Ean 5 Ean 5 Ean 1 Ean 1 Ean 5 Ean 5 Ean 1 Ean 1 Ean 3 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 3 Ean 1 Ean 1 Ean 1 Ean 1 Ean 3 Ean 1 Ean 1 Ean 1 Ean 3 Ean 3 E	0 18,195 2,2WF,339 10,2WF,3	0 18,785 2,287,339 cclivity Data adjuand 12,202 13,455 13,505 13,505 13,505 13,505 13,505 13,505 13,505 13,505 14,505 14,505 13,505 14,505	1% 66 difference in [N] 1%	98,14 258,89 Lonpile Current 19,127,29 217,49 217,29 21	187.46 137.22 adjusted adjusted adjusted adjusted 141.35 125.51 125.51 125.54 125.55	04. 05. 05. 05. 05. 05. 05. 05. 05	1.885.897 553.799.558 253.799.558 253.799.558 253.799.558 253.799.558 253.755 253.755 253.755 253.7552 253.75455 253.15754555 253.15754555 253.15754555 253.15754555 253.15754555 253.15754555 253.157545555555555555555555555555555555555	0 3.432,476 3.423,671,420 3.423,476 3.423,476 4.237,704 4.237,704 4.237,704 4.237,704 3.270,00 9.01,125 3.066,333 9.024,125 3.066,353 9.034,744 3.270,00 9.01,125 3.066,353 9.034,744 3.270,00 9.01,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.046,125 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.066,353 9.044,125 3.046,1253.046,125 3.046,1253.046,125 3.046,1253.046,125 3.046,1253.046,125 3.046,1253.046,125 3.046,1253.046,125 3.046,1253.046,125 3.046,1253.046,1253.046,125 3.046,1253.046,1253.046,125 3.046,1253.046,1253.046,1253.046,1253.046,1253.046,1253.046,1253.046,1253.046,1253.046,1253.046,1253.046,1253.046,1253.046,	6 1.606.579 256.897.738 adjastnest -1.155.157 2.303.430 -1.155.92 2.42.913.207 2.303.430 -1.155.92 2.42.913.207 2.203.430 -1.155.92 5.704.517 2.824.946 4.2.507.284 4.2.507.284 4.2.2.317.709 -2.3.317.709 -2.3.317.7	6%, 66hmaco 1675
Wheelers (KWN) 1.6.3.b. Ros cjurtment det MFR Code 1.6.3.b i. Passeeger Cars	d Transport alls for 2007 Fuel Gassiline Diesel Oil	Exn 3 Exn 3 MON Total Tasal PP-Can Exn 1 Exn 2 Exn 4 Exn 5 Exn 4 Exn 5 Exn 4 Exn 5	0 18,195 2,207,339 10,207,000 10,207,000 10,207,000 10,2	0 18,785 2,287,739 cclivity Data adjamed 12,282	п в в в в в в в п п п п п п п п п п п п п	96, 54 293, 89 293, 89 293, 89 293, 89 201, 80 201, 80 20, 80 20, 80 20, 80 20	187.46 137.22 adjusted adjusted adjusted adjusted 141.35 143.35 143.35 143.35 143.45 143.35 143.45 143.45 143.45 143.45 143.45 143.45 143.45 145.34 145.34 145.34 145.35 145.45 145.34 145.35 145.45 145.34 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.45 145.35 145.35 145.45 145.35 145.35 145.45 145.35 145.45 145.35	04. 05. 05. 05. 05. 05. 05. 05. 05	1.886.887 553.799.558 201799.558 201799.558 201799.558 201799.558 201799.558 20179.558 20197.550 20197.050	0 3.432.476 3.82.961.820 3.82.961.820 3.82.961.820 4.217.044 4.314.140 4.314.140 4.314.140 4.317.181 5.044.372 5.044.374 3.066.383 9.02.97 5.044.374 3.046.383 9.02.97 9.344.782 4.875.100 9.344.785 4.875.100 9.344.785 1.42.950.985 1.45.950.985 1.45.950.985 1.45.950.985 1.45.950.985 1.45.950.985 1.45.950.985 1.45.950.985 1.45.950.985 1.45.950.9850 1.45.950.9850 1.45.950.9850 1.45.950.9850 1.45.950.9850 1.45.950.9850 1.45.950.9850 1.45.950.9850 1.45.950.9850 1.45.950.9850 1.45.950.98500 1.45.950000000000000000000000000000000000	6 1.608.579 258.897.738 adjastnesst -1.155 2.201.40 2.201.40 2.201.40 2.201.40 2.201.40 2.201.70 2.201.40 4.201.400 4.201.40 4.201.40 4.201.40 4.201.40 4.201.40 4.201.40 4.201.40 4.201.40 4.201.40 4.201.40 4.201.40 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.4000 4.201.40000 4.201.40000 4.201.40000 4.201.4000000000000000000000000000000000	6%, 68, 10, 10, 10, 10, 10, 10, 10, 10
Wheelers (KWN) 1.6.3.b. Ros djurtment det MFR Code 1.6.3.b i. Passeeger Cars	d Tranşan Alt for 2017 Faul Gassine Desst Di	Eura 4 Eura 5 Matter 7 Tasal Eura 1 Eura 1 Eura 2 Eura 3 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 1 Eura 1 Eura 1 Eura 1 Eura 1 Eura 1 Eura 2 Eura 3 Eura 1 Eura 1 Eura 5 Eura 1 Eura 1 Eura 2 Eura 3 Eura 4 Eura 5 Eura 5 Eura 3 Eura 3 Eura 5 Eura 5 Eura 3 Eura 5 Eura 5	0 18,195 2,207,339 10,207,000 10,207,000 10,207,000 10,207,000 10,200	0 18,785 2,287,792 cclvity Data adjunad 12,282 1	п 6 6 6 6 6 6 6 6 7 7 7 7 7 7 7 7 7 7 7	96, 54 294, 89 294, 89 294, 89 201, 84 201, 75 201, 75	187.46 137.22 187.46 137.22 187.4 137.22 187.4 147.35 128 51.26 51.26 51.26 53.26 264.96 264.96 264.96 264.96 264.96 264.96 264.96 264.96 264.96 264.96 271.97 222.48 155.34 155.	104. 105.	1.885.887 553.799.558 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 3.000.206 5.814.100 3.005.206 5.814.100 3.005.405 6.47.3465 6.47.3465 6.47.3465 6.47.27.146.017 3.0.227.146.007 112.005 7.47.05 7.4.077 3.6.24.077 3.6.240.077 3.6.240.075	0 3.432,476 3.423,476 3.423,476 3.423,476 4.217,504 4.217,504 4.217,504 4.217,504 4.217,504 4.217,504 4.217,504 3.2006,333 9.229,875 5.644,372 5.644,372 5.044,374 3.270,00 9.034,723 5.044,374 3.270,00 9.034,725 5.044,374 3.270,00 9.044,725 5.044,374 3.270,00 9.044,725 5.044,374 3.046,335 9.044,725 5.045,725 5.045,725,725,725,725,725,725,725,725,725,72	6 1.608.579 258.897.738 adjantmast -1.155 2.291.307 2.201.40 2.201.40 2.201.307 2.201.40 2.201.70 2.201.40 40.116	作品 一部 通常 通常 に に に に に に に に に に に に に
Wheelers (KWN) 1.6.3.b. Ros djurtment det MFR Code 1.6.3.b i. Passeeger Cars	d Transport alls for 2007 Fuel Gassiline Diesel Oil	Eura 4 Eura 5 MaxWr Totat Tasal Eura 1 Eura 1 Eura 2 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 1 Eura 1 Eura 1 Eura 5 Eura 1 Eura 1 Eura 5 Eura 1 Eura 1 Eura 5 Eura 1 Eura 1 Eura 5 Eura 5 Eura 1 Eura 5 Eura	0 18,195 2,207,339 10,105 11,2302	0 0 18,785 18,785 18,785 18,785 18,785 18,785 19,285 11,24 12,285 14,4 12,285 14,4 12,285 14,4 12,285 14,4 14,285 14,4 14,285 14,4 14,4 15,295	п 6 6 6 6 6 6 6 6 6 7 7 7 7 7 7 7 7 7 7	96, 14 293, 294, 294, 294, 294, 294, 294, 294, 294	187.68 137.22 ed Exclusion 1 acquested gr7.4 141.52 142.54 142.55 142.55 142.55 152.55 152.55 152.55 152.55 152.55 152.55 152.55 155.04 155.75 155.04 155.75 155.05 155.75 155.	04 894 895 10 10 10 10 10 10 10 10 10 10	1.885.887 553.799.558 7.944.297	0 3.432,476 3.432,476 3.42,941,420 3.42,941,420 4.247,7644,140 4.247,7644,140 4.247,7644,140 4.247,7644,140 4.247,7644,179,376 5.644,377 5.6424,374 3.47,620 9.02,925 5.6424,374 4.475,110 9.222,855 5.6424,374 5.0465,375 1.152,855 5.665,970 1.62,485 1.62,957 1.62,957 1.158,167 3.17,585,147 3.17,585,147 3.155,547 1.365,557 1	6 1.606.579 2.60.877 2.60.97 2.30.480 -1.126.102 2.291.287 2.30.348 -1.126.102 2.291.287 2.30.348 -1.126.922 2.291.287 2.201.284 -1.126.922 -1.144.408 5.704.513 2.204.406 -1.202.446 -1.202.4468	86 87 87 87 87 87 87 87 87 87 87
Wheelers (KWN) 1.6.3.b. Ros djurtment det MFR Code 1.6.3.b i. Passeeger Cars	d Tranşan Alt for 2017 Faul Gassine Desst Di	Euro 4 Euro 5 M20W Total Tasal Euro 1 Euro 1 Euro 1 Euro 1 Euro 1 Euro 2 Euro 2 Euro 3 Euro 4 Euro 5 Euro 4 Euro 5 Euro 4 Euro 5 Euro 1 Euro 1	0 18,195 2,207,339 10,207 10,207 11,2	0 0 18,785 2,877,755 2,877,755 2,877,755 2,877,755 2,977,755 2,977,755 2,977,755 2,977,755 2,977,755 2,977,755 2,977,755 2,977,9777 2,977,9777 2,9777 2,9777 2,97777 2,97777 2,97777 2,977777 2,97777777777	п 6 6 6 6 6 6 6 6 6 6 7 7 7 8 7 8 7 8 7 8	96, 14 293, 294, 294, 294, 294, 294, 294, 294, 294	181,46 137,32 adjusted y71,2] 644,11 241,64 141,35 152,85 152,85 152,85 152,85 152,85 152,85 152,85 152,85 152,85 152,85 152,85 152,85 152,85 155,34 155,34 155,34 155,34 155,35 155,	04. 05. 05. 05. 05. 05. 05. 05. 05	1.885.897 553.799.558 553.799.558 553.799.558 553.799.558 553.799.558 553.799.558 553.799.558 553.759.558 77.315.320 3.425.321 1.62.942 1.62.942 1.62.942 5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.130 3.5.614.037 1.12.040 1.143.133 5.540.579 1.2.792.56 5.5.745.77 5.2.800 1.143.133 5.540.579 1.2.792.56	0 3.432.476 342.961.820 342.961.820 342.961.820 342.961.927 4.277.041 4.374.140 4.374.140 4.374.140 4.374.140 5.564.372 5.644.372 5.644.372 5.0464.373 5.0464.373 5.0464.374 5.0464.374 5.0464.375 5.0444.374 5.0465.578 4.4855.510 5.022.55.06 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 6.000 1.024.277 7.0.96 7.0.	6 1.606.579 2.60.279 adjustment -1.126.100 -2.291.207 -2.303.420 -1.126.102 -2.291.207 -2.303.420 -1.126.927 -2.303.420 -1.126.927 -2.303.420 -1.125.927 -2.303.420 -2.291.207 -2.291.207 -2.292.4408 -6.202 -7.294.4408 -7.292.4408 -6.202 -7.294.4408 -7.292.4408 -6.202 -7.294.4408 -7.292.4408	86 378 378 378 378 378 378 378 378 378 378
Wheelers (KWN) 1.6.3.b. Ros djurtment det MFR Code 1.6.3.b i. Passeeger Cars	d Tranşan Alt for 2017 Faul Gassine Desst Di	Enn 4 Enn 5 Moth Total Tasal Enn 1 Enn 1 Enn 1 Enn 2 Enn 4 Enn 5 Enn 4 Enn 5 Enn 5 E	0 18,195 2,207,000 19,195 10,207,000 10,207,000 10,207,000 10,2	0 0 18.785 2.207.339 0.207.340 18.785 2.207.420 12.207.420 2.427 13.508 2.427 13.509 13.509 15.509 15.	ñ 6 6 6 dBuenca 17[] ñ ñ ñ <t< td=""><td>96, 54 294, 89 294, 89 294, 89 207, 84 207, 84</td><td>187.46 137.22 adjusted</td><td>04. 05. 05. 05. 05. 05. 05. 05. 05</td><td>1.885.887 553.789.558 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 3.000.226 6.843.040.302 5.814.100 3.005.405 6.873.485 6.473.485 6.534.877 3.634.877 3.634.877 3.634.877 5.348.477 5.349.477 5.348.477 5.348.477 5.348.4775.348.477 5.348.4775</td><td>0 3.432,476 3.232,361,220 3.432,476 3.423,476 4.217,504 4.217,504 4.217,504 4.217,504 4.217,504 4.217,504 5.504,372 5.504,372 5.504,372 5.504,373 5.504,374 3.065,383 9.934,785 5.504,374 3.065,383 9.934,785 5.504,374 3.065,383 9.934,785 5.504,374 5.304,515 5.504,375 5.505</td><td>6 1.608.579 258.897.793 adjantesat 4.155.90 2.201.40 2.201.40 2.201.40 2.201.40 4.016 4.0160</td><td>作品 一部 一部 一部 一部 一部 一部 一部 一部 一部 一部</td></t<>	96, 54 294, 89 294, 89 294, 89 207, 84 207, 84	187.46 137.22 adjusted	04. 05. 05. 05. 05. 05. 05. 05. 05	1.885.887 553.789.558 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 7.814.207 3.000.226 6.843.040.302 5.814.100 3.005.405 6.873.485 6.473.485 6.534.877 3.634.877 3.634.877 3.634.877 5.348.477 5.349.477 5.348.477 5.348.477 5.348.4775.348.477 5.348.4775	0 3.432,476 3.232,361,220 3.432,476 3.423,476 4.217,504 4.217,504 4.217,504 4.217,504 4.217,504 4.217,504 5.504,372 5.504,372 5.504,372 5.504,373 5.504,374 3.065,383 9.934,785 5.504,374 3.065,383 9.934,785 5.504,374 3.065,383 9.934,785 5.504,374 5.304,515 5.504,375 5.505	6 1.608.579 258.897.793 adjantesat 4.155.90 2.201.40 2.201.40 2.201.40 2.201.40 4.016 4.0160	作品 一部 一部 一部 一部 一部 一部 一部 一部 一部 一部
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Wheeker (KOWs) 1.4.1.b. Ros djurtment det NER Code 1.4.1.b ii - Passeeger Cass 1.4.1.b ii - Light Dasy Vehicles (LINN)	d Tranşan Alt for 2017 Faul Gassine Desst Di	Euro 1 Euro 5 MooW Total Tasal Euro 1 Euro 1	0 18,195 2,207,339 10,232 17,449 30,435 54,271 15,046 190,246 190,246 190,246 190,246 190,246 190,246 190,246 191,247 194,577 194,	0 0 18,785 2,207,7359 0,207,735 2,207,735 2,207,735 1,217,449 33,455 54,277 33,569 33,569 33,569 33,569 33,569 33,569 33,569 34,575 31,178,587 33,569 34,57534,575 34,5755 34,5755 34,5755534,5755555555555555555555555555555555555	ñ 6 6 6 diffuseca 6 ñ ñ ñ	96, 14 293, 294, 294, 294, 294, 294, 294, 294, 294	187,46 137,32 acfuenced acfuen	04. 05. 05. 05. 05. 05. 05. 05. 05	1.885.897 1.885.897 553.799.558 2.3795.558 2.3795.558 2.3795.558 2.305.226 3.425.316 3.425.327 3.425.327 3.425.327 3.425.328 5.614.130 3.1.659.445 4.234.459 5.614.130 3.1.659.445 6.473.445 6.475.455 6.475.455 6.475.455 6.475.455 6.475.455 6.	0 3.432.476 3.425.941.420 3.432.476 3.442.941.40 4.334.140 4.334.140 4.334.140 4.334.140 4.335.181 5.564.372 5.564.372 5.564.372 3.066,355 9.344.125 3.066,355 9.344.231 3.066,355 9.344.231 1.125.250 6.555.255 1.125.255 6.50.242.74 4.655.555 1.125.550 6.50.025 1.125.550 6.50.025 1.125.550 6.50.025 1.125.550 6.50.025 1.125.550 6.50.025 1.125.550 6.50.025 1.125.550 6.50.025 1.125.550 1.	6 1.606.579 256.897.738 adjustment -1.15.902 2.291.307 2.303.430 -1.15.902 2.291.307 2.303.430 -1.15.902 2.291.307 2.203.430 -1.15.902 2.203.430 -1.15.902 2.203.430 -1.15.902 -	のら、 一部 一部 一部 一部 一部 一部 一部 一部 一部 一部
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Wheeker (KOWs) 1.4.1.b. Ros djurtmert det NFR Cede 1.4.1.b il - Passeeger Can 1.4.1.b il - Light Day Velackes (LINN)	d Transport alls for 2027 Fixed Gaustine Denset Oil	Ean 3 Ean 5 MacMi Total Tatal Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 2 Ean 3 Ean 4 Ean 5 Caaoline total Pri-Ean 9 Ean 1 Ean 1 Ean 5 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 4 Ean 5 Caaoline total Pri-Ean 9 Ean 1 Ean 1 Ean 2 Ean 3 Ean 4 Ean 5 Caaoline total Pri-Ean 1 Ean 4 Ean 5 Caaoline total Pri-Ean 1 Ean 1 Ean 2 Ean 3 Caaoline total Pri-Ean 1 Ean 3 Caaoline total Pri-Ean 1 Ean 3 Caaoline total Pri-Ean 1 Ean 4 Ean 5 Coreat o I total Ean 1 Ean 2 Ean 2 Ean 2 Ean 2 Ean 3 Ean 2 Ean 3 Ean 1 Ean 1 Ean 1 Ean 1 Ean 2 Ean 3 Ean 3 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 2 Ean 2 Ean 3 Caaoline total Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 2 Ean 3 Caaoline total Ean 3 Caaoline total Ean 1 Ean	0 18,195 2,207982 19,195 10,207982 17,249 30,435 54,271 17,2459 190,245 54,271 15,190 13,195 15,190 13,195 15,190 13,195 15,190 13,195 15,190 13,195 15,190 14,191 14,1	0 0 18,785 2,207,339 2,207,339 2,207,339 17,449 33,45 42,77 43,94 33,45 44,77 43,340 44,77 43,340 44,77 43,340 44,77 43,340 44,777 44,7777 44,7777 44,7777 44,77777 44,77777777	п в в в в в в п п п п п п п п п п п п п	96.44 294.89 294.89 294.80 201400 201400 201400 20140000000000	187.46 137.22 adjusted adjusted adjusted 147.21 644,11 241,48 141,15 212,45 51,26 51,27 51,26 51,27 51,26 51,27 51,26 51,27 51,26 51,27 51,26 51,27 51,27 51,27 51,27 51,257	04. 05. 05. 05. 05. 05. 05. 05. 05	1.885.887 553.799.558 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.284 7.7315.320 3.000.226 4.234.535 3.000.226 4.234.535 3.000.226 4.5314.530 3.000.226 4.5314.53 3.000.226 4.522.145.045 3.000.227 4.522.145.045 3.000.227 4.525.55 5.631.52 5.631.52 5.634.55 5.535 5.634.57 5.230 6.540.57 5.200.547 5.2	0 3.452.476 3.82.561.280 3.82.561.280 3.82.561.280 4.217.040 4.217.040 4.217.040 5.04.179.376 5.04.179.376 5.04.179.376 5.04.179.376 5.04.24.774 3.046.395 9.229.875 5.04.24.774 3.046.395 9.24.973.225 4.4.875.180 9.24.973.225 4.4.875.180 9.24.973.225 4.4.875.180 9.24.975.205 17.2.560 17.2.560 17.2.560 17.2.560 17.2.560 1.1.56	6 1.608.379 2.60.877.38 adjustress 1.128.102 2.201.367 2.201.48 1.125.402 2.201.48 4.2180 4.	6%。 107 10 10 10 10 10 10 10 10 10 10 10 10 10
Wheeker (KOWs) 1.4.1.b. Ros djurtmert det NFR Cede 1.4.1.b il - Passeeger Can 1.4.1.b il - Light Day Velackes (LINN)	d Transport alls for 2027 Fixed Gaustine Denset Oil	Ean 3 Ean 3 March Total Tasal Ean 1 Ean 1 Ean 1 Ean 1 Ean 1 Ean 3 Ean 4 Ean 5 Casolise staal Pri-Ean 2 Ean 3 Ean 4 Ean 5 Casolise staal Pri-Ean 2 Ean 3 Ean 4 Ean 5 Casolise staal Pri-Ean 2 Ean 4 Ean 5 Casolise staal Pri-Ean 5	0 18,195 2,247,339 10,174,439 11,249 11,2	0 0 18,785 2,247,399 2,247,399 2,247,399 4,257 4,257 3,248 4,277 3,248 4,277 3,248 4,277 3,248 4,277 3,248 4,277 3,248 4,277 3,248 4,277 3,248 4,277 3,278 4,277 4,2744 4,2744 4,2744 4,2744 4,2	ñ 6 6 6 J ñ ñ ñ	96.44 96.45 16 p 16 p 16 p 17 p 17 p 16 p 17 p 16 p 17 p 16 p 17 p 17 p 18 p 17 p 18 p 18 p 18 p 18 p 18 p 18 p 18 p 18	197.48 137.22 adjusted	04. 05. 05. 05. 05. 05. 05. 05. 05	1.885.887 53.789.558 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.284 7.735 4.254.553 3.000.226 6.843.046.357 5.814.130 3.2405.528 6.814.130 3.2405.528 6.814.130 3.2405.528 6.814.130 3.2405.528 6.814.130 3.2405.528 7.427 7.227.246.087 7.227.246.087 7.227.246.087 7.427 7.352.486 7.437 7.352.486 7.437 7.352.486 7.437 7.352.486 7.437 7.352.486 7.437 7.352.486 7.437 7.3577 7.3577 7.3577 7.35777 7.35777 7.3577777 7.357777777777	0 3.4.82.478 3.2.591.200 3.0.591.200 3.0.591.200 4.2.917.040 4.2.917.040 4.2.917.040 4.2.917.040 4.2.917.040 5.0.591.200 5.0.643.170 5.0.6	6 1408 379 236 897 738 48[34784 2 291 307 2 393 438 -1 125 498 2 291 307 2 393 438 -1 125 492 2 393 438 -1 125 492 -1 125 492 -1 125 492 -1 125 492 -2 297 120 -2 297 120	的 一 の 一 の の の に の こ の に の に の に の こ の こ の に の こ 、 つ こ の こ つ こ の こ つ こ の こ 、 つ こ つ つ こ つ こ つ こ つ こ つ こ つ つ つ こ つ つ つ こ つ つ つ こ つ つ つ こ つ つ つ つ つ つ つ つ つ つ つ つ つ
Wheeker (KWN) 1.4.3.b. Ros (curtract det NFR Code 1.4.3.b II. Passeeger Cars 1.4.3.b II. Hays Day Vehicles BONG	d Transport alls for 2027 Fixed Gaustine Denset Oil	Ean 3 Ean 3 March Total Tasal Ean 3 Ean 4 Ean 1 Ean 4 Ean 5 Ean 4 Ean 6 Ean 8 Ean 4 Ean 8 Ean 8	0 18,195 2,247,339 10,1232 17,449 30,435 54,271 17,4439 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 180,246 181,246 184,246 18	0 0 18,785 2,247,359 2,247,359 2,247,359 4,17,449 4,12,242 4,12,24	ñ 6 6 6 J ñ ñ ñ	98.44 98.45 10 p 10 p	197.48 137.22 adjusted adjusted 407.12 141.41 241.48 24	04. 05. 05. 05. 05. 05. 05. 05. 05	1.886.887 53.789.558 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.284 7.735 3.000.226 5.814.130 3.3405.320 5.814.130 3.3405.328 4.733.485 5.814.130 3.21.854.4130 3	0 3.4.82.474 3.62.564.265 3.62.564.265 3.62.564.265 3.62.564.265 3.62.564.265 3.64.564.265 3.54.564.265 3.55.564.265 3.55.565.265 3.55.565.265 3.55.565.265 3.55.565.265.255.255.255.255.255.255.255.	6 1.608.57 2.50.87.73 adjustress 1.125.10 2.201.20 2.201.42	88. 1000 100 1000 1
Wheeker (KWN) 1.4.3.b . Ros cluster det NFR Code 1.4.3.b II. Passeeger Cas Cas 1.4.3.b II. Light Dear BOWy 1.4.3.b II. Heavy Duty Website Beses	d Transport alls for 2027 Fixed Gaustine Denset Oil	Ean 3 Ean 5 Moore Total Tasai Ean 5 Ean 1 Ean 2 Ean 2 Ean 3 Ean 4 Ean 5 Ean 6 Ean 1 Ean 7 Ean 7	0 18,195 2,207,339 10,107 12,232 17,249 30,435 54,271 195,085 190,245 190,245 190,245 190,245 190,245 190,245 190,245 190,245 190,245 190,245 190,245 190,245 191,245 194,	0 0 0 18,785 2,207,339 0 0 0,000 10,1	ñ 6 6 6 dBunnes 6 δ 6 ñ ñ	96, 14 293, 294, 294, 294, 294, 294, 294, 294, 294	197.46 137.22 10.40(1) 137.22 10.40(1) 147.3 147	644 654 655 655 655 655 655 655	1.885.897 55.799.558 7.845.897 6.685.219 6.685.211 6.675.50 4.254.255 7.735.50 7.737.50 7.737.50 7.537.507.50 7.537.507.507.507.507.507.507.507.507.507.50	0 3.432,476 3.452,476 3.452,476 3.452,476 4.217,044 4.314,140 4.314,140 4.314,140 4.314,140 4.317,185 5.644,372 5.644,372 5.064,373 9.229,875 5.644,374 3.270,00 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0118 3.2066,383 9.0018 3.2066,383 9.0118 3.2066,383 9.0018 3.2066,383 9.0018 3.2066,383 9.0018 3.2066,383 9.0018 3.2066,383 9.0018 3.2066,383 3.2066,393 3.2066,393 3.2067,393 3.2067,303 3.2077,303 3.2077,3	6 1.606.579 2.50.879.739 adjustment -1.15.92 2.201.201 2.201	6% 6
Wheeker (KWN) 1.4.3.b. Ros (curtract det NFR Code 1.4.3.b II. Passeeger Cars 1.4.3.b II. Hays Day Vehicles BONG	d Transport aris for 2027 Food Gaussine Densel Ol Densel Ol	Euro S Euro S Moore Total Tasal Euro S Euro	0 18,195 2,207,339 10,207,000 11,207,000 11,207,000 11,207,000 11,200 11,200 11,200 11,200 11,200 12,2000 12,200 12,200 12,200 12,200	0 0 18.005 28.005 29.005 20.05	п 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 7 7 6 6 7 7 6 6 7 7 7 7 8 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7	96, M 294, B 294, B 294, B 294, B 294, B 294, B 294, B 204, B 20,	197.46 137.22 137.22 147.3 147	04. 05. 05. 05. 05. 05. 05. 05. 05	1.886.887 553.789.558 7.844.287 7.844.287 7.844.287 7.844.287 7.844.284 7.845.300 2.3425.330 2.425.330 2.425.330 2.425.330 2.425.320 3.000.226 45.514.50 3.100.248 5.644.530 5.644.530 5.644.530 5.722.156.047 3.12.945.785 3.12.945 7.12.058 7.10.224 7.10.247	0 3.432,476 3.452,476 3.452,476 3.452,476 4.217,504 4.217,504 4.217,504 4.217,504 3.2005,505 5.644,572 5.644,572 5.644,572 5.644,572 5.644,572 5.644,572 5.644,572 5.5454,544 3.27,505 5.644,574 3.2005,505 7.044,573 1.62,595 1.62,595 1.62,595 1.62,595 1.62,595 1.62,595 1.62,595 1.62,595 1.004,201	6 1.408.579 2.58.897.793 adjustment 4.15.92 2.291.807 2.303.430 4.15.922 2.303.430 4.15.922 2.194.460 5.794.517 2.20.317.692 4.21.93 4.22.93 4.23.93	6% 6%
Wheeker (KWN) 1.4.3.b. Ros djurtmert det NFR Code 1.4.3.b II. Passeeger Cars 1.4.3.b II. Light Day Webkie Bowy Day Webkie Beeen	d Transport aris for 2027 Food Gaussine Densel Ol Densel Ol	Euro 4 Euro 5 Mo20N Total Tasal Euro 1 Euro	0 18,195 2,207,039 10,1232 11,232 12,332 12,332	0 0 18,785 2,247,359 2,247,359 2,247,359 14,749 14,22 2,247,359 14,22 14	п в в в в в п п п п п п п п п п п п п	98.44 98.46 98.48 99.48 99.27	197.48 137.22 137.22 444.11 444.11 241.54 141.35 152.54 152.54 155.34	04. 05. 05. 05. 05. 05. 05. 05. 05	1.885.885 1.885.895 553.799.558 2.0798.558 2.0798.558 2.0798.558 1.7315.520 3.425.320 3.425.320 3.425.320 3.425.320 3.425.320 3.425.320 3.425.320 3.425.320 3.425.320 4.531.153 3.022.154.051 4.531.153 3.023.155 4.531.153 3.023.155 4.531.153 3.023.155 4.531.153 3.023.155 4.531.153 3.035.455 3.4377 3.123.155 3.4377 3.123.155 3.4377 3.123.155 3.4377 3.123.155 3.4377 3.123.157 3.123.157 3.123.157 3.123.157 3.123.157 3.123.157 3.123.157 3.123.157 3.123.157 3.123.157 3.123.157 3.123.157 3.127.157 3.127.157 3.127.157 3.137.175 3.137	0 3.482,484 3.62,584,286 3.62,584,286 3.62,584,286 3.62,584,286 3.64,287,284 3.64,284 3.64,284 3.64,284 3.54,284,284,284,284,284,284,284,284,284,28	6 1.608.57 2.50.87.73 adjustros 1.125.10 2.201.20	88 10 10 10 10 10 10 10 10 10 10
Wheeker (KVW) 1.4.3.b. Ros djurtmert det NFR Code 1.4.3.b II. Passenger Cars 1.4.3.b II. Light Day Webcke ELONN 1.4.3.b III. Heavy Duty Webcke Bores	d Transport aris for 2027 Food Gaussine Densel Ol Densel Ol	Eura 4 Eura 5 M20W Totat Tasal M20W Totat Tasal Eura 1 Eura 2 Eura 4 Eura 4 Eura 5 Eura 1 Eura 5 Eura 1 Eura 5 Eura 1 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 1 Eura 1	0 0 18,175 2,247,339 10,172 11,249 11,24	0 0 0 18,785 2,207,359 0 18,785 14,785 14,785 14,292 14,29	п в в в в в п п п п п п п п п п п п п	98.94 98.94 10 p 10 p	197.48 137.22 137.22 137.22 137.24 144.11 144.15 147.15 142.15 142.15 142.15 142.15 142.15 142.15 142.15 142.15 142.15 145.34 145.34 145.35 145.35 145.35 145.35 145.35 145.35 145.35 155.34 145.35 145.35 145.35 155.34 145.35 145.35 155.34 145.35 155.34 145.35 155.34 145.35 155.34 145.35 155.34 145.35 155.34 155.34 155.34 155.34 155.34 155.34 155.34 155.34 155.35 155.35 155.36 155.35 155.36 155.36 155.36 155.36 155.36 155.36 155.36 155.36 155.35 155.36 155.27 155.26 155.27 155.26 155.26 155.27 155.26 155.27 155.26 155.26 155.27 155.26 155.26 155.27 155.26 155.27 155.26 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.26 155.27 155.27 155.26 155.27	04 05 05 05 05 05 05 05 05 05 05	1.885.887 53.789.558 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.815.300 7.825.857 7.805.487 4.825.857 7.855.857 7.855.857 7.855.857 7.855.857 7.855.857	0 3.482,484 3.0000 3.0000 3.0000 3.0000 3.0000 3.0000 3.0000 3.0000 3.0000 3.00000 3.00000 3.00000 3.000000 3.00000000	6 14885379 258.897.793 448487 1484487 239.1484 1415592 239.1484 1415592 239.1484 1415592 239.1484 451592 1422317170 23243484 45180 45193355174 15234494 45193355174 15234494 45193355174 15234494 1523452 15234494 1523452 1523454 15234555 1523455 1523455 1523455 1523455 1523455 1523455 1523455 152345 1523455 152345 1523455 152345 15	88. 10 10 10 10 10 10 10 10 10 10
Wheeker (KWW) 1.4.3.b. Ros djurtmert det NFR Cede 1.4.3.b II. Passeeger Cars 1.4.3.b II. Light Day Vehiche Blowy Day Wehiche Brany Day Wehiche Brany Day Vehiche Brany Day	d Transport aris for 2027 Food Gaussine Densel Ol Densel Ol	Eura 4 Eura 5 M20W Totat Tasal M20W Totat Tasal Eura 1 Eura 1 Eura 1 Eura 2 Eura 3 Eura 4 Eura 5 Gaaoline soal Pet-Eura 2 Eura 4 Eura 5 Gaaoline soal Pet-Eura 2 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 4 Eura 5 Eura 1 Eura 1 E	0 0 18,185 2,247,339 10,125 11,232 11,23	0 0 0 18,785 2,247,359 0 18,785 14,785 14,785 14,292 14,29	п в в в в в п п п п п п п п п п п п п	98.94 98.94 99.95	197.48 137.22 137.22 137.22 137.24 144.41 144.14 144.15 144.75 125.31 145.35 125.34 155.25 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25	04 05 05 05 05 05 05 05 05 05 05	1.885.897 53.799.558 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.815.300 3.485.320 3.485.320 5.814.130 3.185.485 5.845.485 5.845.485 5.845.485 5.845.485 5.845.485 5.845.485 5.845.485 5.845.485 5.845.485 5.845.485 5.194.455	0 3.482,484 3.482,484 3.482,584,280 1.60,680,193 3.00,6395 3.00,635 3.00,6	6 1408 579 250 897.73 40 807 41 126 100 2 201 207 2 2 207 2 2 207 2 2 207 2 2 207 2 2 2 2 207 2 2 2 2 207 2 2 2 2 207 2 2 2 2 2 207 2 2 2 2 2 207 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	68. 10. 10. 10. 10. 10. 10. 10. 10
Wheekers (KWN) 1.4.3.b. Ros djurtmern det NFR Cede 1.4.3.b II. Passeeger Cars 1.4.3.b II. Light Day Webking I.Ovie Bove Bove Bove Seese 1.4.3.b II. Newy Day Bove Bove Seese 1.4.3.b II. Newy Day Bove Bove Status II.	d Transport aris for 2027 Food Gaussine Densel Ol Densel Ol	Euro 3 Euro 5 Mo20W Total Tasai Euro 1 Euro 1 Euro 1 Euro 2 Euro 2 Euro 3 Euro 3 Euro 3 Euro 4 Euro 5 Euro 6 Euro 1 Euro 1 Euro 5 Euro 5 Euro 6 Euro 1 Euro 5 Euro 5 Euro 6 Euro 1 Euro 1 Euro 5 Euro 1 Euro	0 18,195 2,207,339 10,207,000 10,207,000 11,200 11,100 11,100 11,100 11,100 12,200 13,110 13,110 13,110 13,110 13,110 13,110 13,110 13,110 13,110 14,100 14,100 14,100 14,100 14,100 15,100 14,100 15,100 15,100 15,100 15,100 15,100 15,100 15,100 15,100 15,100 15,100 15,100 15,100 15,100 15,100 15,0000 15,000 15,000 15,000 15,000	0 0 0 18,785 2,247,359 0 17,469 30,455 42,77 315,086 42,77 315,086 42,77 315,086 42,77 315,086 42,77 315,086 42,77 315,086 42,77 315,086 42,77 315,086 42,77 315,086 42,77 315,086 42,77 315,086 42,77 315,086 42,77 32,002 44,185 42,77 32,002 44,185 42,002 42,002 44,185 42,002 42,002 44,185 42,002 42,002 44,185 42,002 44,185 42,002 44,185 42,002 44,185 42,002 44,185 42,002 44,185 42,002 44,185 42,002 44,18544,185 44,18545 44,185 44,185 44,185 44,18545 44,185 45,18545 45,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,185 45,18545,18545,18	ñ 6 6 6 dBunned ñ ñ ñ	96, M 294, B 294, B 294, B 294, B 294, B 294, B 294, B 204, B 20,	197.48 137.22 147.48 137.22 147.4 147.35 128 147.3 144.35 145.36 145.34 145.35 135.34 145.34	104 105 105 105 105 105 105 105 105	1.885.887 53.789.588 7.845.279 7.845.207 7.845.207 7.845.207 7.845.207 7.845.207 7.845.207 7.845.200 7.845.200 7.840.545 8.647.250 48.204.204 7.927.156.00 48.251.152 201.177.050 7.277.156.00 112.085 8.647.257 1.277.155.00 112.085 8.004.257 7.3455 9.027.155.00 112.085 8.004.150 9.0345 8.004.057 7.3455 9.0345 8.004.057 9.127.050 1.277.050 1.277.050 1.277.050 1.277.050 1.277.050 1.377.0	0 3.432,474 3.242,941,200 3.242,941,200 3.242,941,200 4.41,219,376 5.644,372 5.75,344,474 6.617,185 5.75,344,474 6.617,185 5.75,344,474 6.617,185 5.75,344,474 6.617,185 5.75,344,474 6.617,185 5.75,344,474 6.617,185 5.75,344,474 6.617,185 5.75,444,474 6.617,185 5.75,444,474 6.617,185 5.75,444,474 6.617,185 5.75,444,474 6.617,185 5.75,444,474 6.617,195 5.75,444,474 6.617,195 5.75,444,474 6.617,464 7.644,474 6.617,464 7.644,474 6.617,464 7.644,474 6.617,464 7.644,474 6.617,464 7.644,474 6.617,464 7.644,474 6.617,464 7.657,474 7.644,474 6.617,464 7.644,474 6.637,784 7.644,474 6.637,784 7.644,474 6.637,784 7.644,474 6.637,784 7.644,474 6.637,784 7.644,474 6.637,784 7.644,474 6.637,784 7.644,474 6.637,784 7.644,474 6.637,784 7.644,474 6.637,784 7.644,474 6.637,784 7.644,784,784 7.644,784,784 7.644,784,784,784,784,784,784,784,784,784,7	6 1.408.379 2.50.877.73 adjustment -1.15.92 -2.201.30 -2.201.40 -2.201.30 -2.201.40 -2.201.70 -2.201.40 -2.201.70 -2.201.40 -2.201.701.70 -2.201.70 -2.201.701.70 -2.201.701.701 -2.201.701.701.	約 前 <
Wheeker (KWN) 1.4.3.b. Rea cluster det NFR Code 1.4.3.b II Passeeger Cars 1.4.3.b II Light Day Webkies (I.DWN) 1.4.3.b III Heavy Day Webkies Breev 1.4.3.b III Heavy Day Webkies Breev 1.4.3.b III Heavy Day Webkies Breev 1.4.3.b III	d Transport aris for 2027 Food Gaussine Densel Ol Densel Ol	Euro S Euro S Moore Total Tasai Euro S Euro	0 18,195 2,207,339 10,217,249 30,435 54,271 17,245 17,249 30,435 54,271 17,315 100,246 100	0 0 18,785 2,207,339 2,207,339 2,207,339 17,449 33,455 43,27 17,449 33,455 43,27 17,449 33,455 17,449 33,455 17,449 19,100,245 19,100,255 19,10	п 6 6 6 6 171 15 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 7 7 6 6 7 7 6 7 7 7 8 7 6 7 7 7 8 7 8 7 8 7 8 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 <td>96, M 294, B 294, B 294, B 294, B 294, B 201, B 20,</td> <td>197.48 137.22 137.22 137.22 137.24 144.41 144.14 144.15 144.75 125.31 145.35 125.34 155.25 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25</td> <td>104 105 105 105 105 105 105 105 105</td> <td>1.885.887 53.799.558 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.815.300 3.485.320 3.485.320 5.814.130 3.185.368 4.731.485 5.814.130 3.185.368 4.731.485 5.814.130 3.185.368 4.731.485 5.814.130 3.185.368 4.732.185.365 4.521.152 3.085.479 8.00.470 5.473.000 8.00.479 8.00.470 8.00.470 8.00.470</td> <td>0 3.432,474 3.242,941,200 3.242,941,200 3.242,941,200 4.217,044,140 4.314,140 4.314,140 4.314,140 4.314,140 4.314,140 4.317,050 9.029,250 5.044,374 3.066,383 9.024,374 3.066,383 9.034,374 3.066,383 9.034,374 3.066,383 9.034,374 3.046,383 9.034,374 3.046,383 9.034,374 1.024,200 1.024,217 1.024,200 1.024,217 3.055,000 1.024,21</td> <td>6 1.408.379 2.50.877.73 adjustment 1.1592 2.291.307 2.201.40 4.1592 2.201.73 2.201.40 4.1592 2.201.78 4.217.78 4.</td> <td>6% 6</td>	96, M 294, B 294, B 294, B 294, B 294, B 201, B 20,	197.48 137.22 137.22 137.22 137.24 144.41 144.14 144.15 144.75 125.31 145.35 125.34 155.25 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25 155.24 155.25	104 105 105 105 105 105 105 105 105	1.885.887 53.799.558 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.814.287 7.815.300 3.485.320 3.485.320 5.814.130 3.185.368 4.731.485 5.814.130 3.185.368 4.731.485 5.814.130 3.185.368 4.731.485 5.814.130 3.185.368 4.732.185.365 4.521.152 3.085.479 8.00.470 5.473.000 8.00.479 8.00.470 8.00.470 8.00.470	0 3.432,474 3.242,941,200 3.242,941,200 3.242,941,200 4.217,044,140 4.314,140 4.314,140 4.314,140 4.314,140 4.314,140 4.317,050 9.029,250 5.044,374 3.066,383 9.024,374 3.066,383 9.034,374 3.066,383 9.034,374 3.066,383 9.034,374 3.046,383 9.034,374 3.046,383 9.034,374 1.024,200 1.024,217 1.024,200 1.024,217 3.055,000 1.024,21	6 1.408.379 2.50.877.73 adjustment 1.1592 2.291.307 2.201.40 4.1592 2.201.73 2.201.40 4.1592 2.201.78 4.217.78 4.	6% 6

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64.365 05.065 30 584.263 9 5.3257 3.257 3.396 6.741 4.30 0 19.160 2.251.437 5.336 5.336 3.257 3.396 6.741 430 267,77 298,% 66,62 125,51 125,51 125,55 40,22 18,26 0,00 92,83 233,43

183,39 135,23

86.27 0% 8 0 8 9% 1,178,674 3,513,787 1,235,114 405 525,549,410 304,469,506 221,873,424 -32% -47% 135% -18% 22% 41% 62% 30% 98% 0% 98% 42%

NO₃ Emit adjusted in [kg] 6.649.721 Implied Emission ent adjusted in [kg/TJ] 59 644,11 adjustra NFR Code Fuel CATER Herence in [5] -15% -05% in [N] -197 in [14] 7.790.966 6.371.161 6.360.977 3.497.781 15.683.498 3.228.282 -1.142.234 -1.902.518 -2.902.814 -139.164 -1.824.743 5.497.458 12.219 14,362 14,962 374,24 241,68 111,06 35% 3.468.643 2.688.163 24.295 43.642 278.138 185.830 24.295 43.642 278.735 165.630 221.07 80,15 55,98 19,35 -50% -4% -7% Ewa 2 -50% -4% -7% 170% 9% -6% Earn 3 Earn 4 Earn 5 Earn 6 3.368.617 14.578.755 8.725.668 4 190.422 45.012.996 395.466 852.432 4.391.393 24.932.029 54.133.837 104.505.705 159.041 689.027 1.363 2.849 10.784 40.785 130.534 251.212 52,30 68,36 264,96 272,06 222,87 180,15 160,40 160,40 4.127 II21 2.753.020 64,42 303,55 299,17 407,20 612,49 414,71 416,25 47.786.812 1.6.3.6 i Gasolin pre-Euro Euro 1 Euro 2 47.106.047 346.173 776.166 2.483.536 -56 293 -77 277 -1.987.858 1.36 Cars 2,849 10,784 40,785 130,534 -44 -1.997.898 -17.998.788 -33.196.508 -64.273.836 Earn 3 Earn 4 Earn 5 Earn 5 Earn 6 7.333.241 20.937.329 40.293.731 251,212 104.565.785 58.284.140 247.596.063 248.589.060 596.869 98.528 114.682 57.282 65.296 35.160 30.620 40.233.731 36.680.440 188.768.694 196.555.421 682.662 33.895 84.773 60.739 60.278 80.626 84.773 228.685 228.685 666.074 1.365.181 917 108 377 511 1.275 1.483 1.483 254,87 371,66 214,34 664,53 911,58 303,64 111,52 52,02 23,76 160,40 163,30 154,68 645,96 372,78 224,45 176,84 54,36 54,36 37% 56% 7% 8% 25% 25% 666.074 .365.101 917 108 377 PCs To pre-Euro 1 Euro 2 Euro 3 Euro 4 Ears 5 1.483 45.455 35.160 30.660 999.199 771.337 453.129 905.309 5.609.152 16.929.185 28.654.080 6.941.616 45.465 (4.775 11.819 -116 925 -228 842 -354 548 -4.197 853 -43.814 648 -22.477 828 -2.365 307 -43.804 215 Euro S Gasolino pro-Euro Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 89.325 1.011.138 574.432 272.298 550.789 1.411.299 3.117.457 6.217.860 18,13 198,23 411,57 388,84 318,56 509,40 412,50 164,79 304,71 375,80 1078,16 767,83 430,89 472,56 362,42 464,89 309,75 1074,82 182% 1.643 6.315 1.872 1.285 2.842 9.363 33.232 66.283 39.482 154.289 1.643 6.315 1.872 1.265 2.842 9.363 33.232 54,36 160,11 306,79 215,25 193,80 150,74 93,81 93,81 1.A.3.b ii Light Duty Vehicles (LDVs) 65,283 83,81 182,69 194,94 1919,23 752,57 646,33 459,32 362,73 186,37 186,37 5.941.615 3 686 226 39.482 Diesel of th LDVs Total pre-Ears Ears I Ears II Ears II Ears IV Ears V Ears V 59.344.525 60.343.725 589.387 173.678 1.785.685 4.262.724 1.429.790 6.663.265 1.178.026 15.840.310 16.851.449 557.147 176.368 1.467.437 3.103.402 1.073.303 3.375.016 3.852.314 160.574 547 237 160.574 41.492.271 -32,210 4,800 -321,245 -1,155,232 -366,457 -3,158,245 2,676,258 -2,358,420 -377,258 -305,874 -1,756,658 211 2.270 6.157 3.043 18.189 90.670 2.270 6.757 3.043 18.189 14388 Vohicle: Beses 186,37 285,50 737,35 465,39 581,68 353,56 255,56 20.670 91.634 3.282 1.094 29% -8% -2% -3% -3% -3% -3% -3% -3% Ears VI Bases Tole pro-Ears Ears I Ears I \$1,634 3,262 15.993.526 13.687.106 2.405.071 5/12.378 2.781.5/10 7.277.279 3.375.399 818.052 4.532.195 12.957.751 747,82 817,44 629,54 A351 5.544 -5.600.472 -1.500.907 -21.620.843 20.583 15.912 leavy Det Vehicle: Trucks & Lorries Euro II 20.583 15.912 -84% -31% -27% 125% 7% 20% 41% 20% 20% 20% 20% 87% 0% Ears II Ears IV Ears V Ears V Tracks Total pre-Cars Ears 1 Ears 2 Ears 3 Ears 4 Ears 4 Ears 6 M200 Total 294,09 292,40 68,76 125,18 125,14 125,54 125,54 125,54 125,54 125,54 125,54 125,54 276,23 154,68 6.034.421 45.964.153 4.395.424 24.283.309 26 251.482 100.173.337 622.656 374.114 387.586 251.126 23.066 32 804 496 537,532 168,795 153,108 252,237 908,962 201,435 59.065.898 180.710.885 783.451 527.294 639.833 1.239.688 224.682 154,68 172,19 158,61 177,79 196,64 196,64 196,64 125% 381,799
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 4.940 2.965 3.221 6.241 1.130 4.940 2.965 3.221 6.241 1.130 1.4.3.6 iv Two 0.00 18.497 18.497 184,61 1.4.3.6 65 215,85 38% 133,49 Activity Det current adjusted in [7.4] 13.660 13.660 12.427 13 20.661 Adjustment details for 2019 ImpBed Emission Factor current adjusted differ in [kg/TJ] in E06.00 644.11 378.32 241.68 2016 an an an NO, Emin adjusted in [kg] 7.382.688 3.083.383 1.858.018 in [N] -15% -35% -5% -7% 17% NFR Code Fuel forence in [%] -15% -36% 8.664.621 4.761.480 4.631.070 2.977.840 14.558.285 3.173.728 5.285.080 -1.201.822 -1.6%.0% -2.673.052 -148.873 -558.554 5.308.628 5.716.603 13.660 12.427 20.086 38.216 378,32 225,58 82,22 Euro 1 Ears 1 Ears 2 Ears 3 Ears 4 Ears 5 Ears 6 Gasolia 20.006 36.216 295.220 100.537 -59% -5% -7% 170% \$2.50 78.12 2,829,166 255.220 57,04 19,77 13.589.621 8.554.356
 8.54.366
 5.386 E23

 11.00.7102
 5.316 E03

 41.226.0425
 4.326.044

 734.927
 4.912 F1

 734.927
 4.912 F1

 9.716 E03
 4.912 F1

 9.717 H6
 4.912 F1

 9.716 E03
 4.912 F1

 9.716 E03
 -3.748 E45

 44 425 F144
 -5.748 E45

 44 425 F144
 -5.748 E45

 9.717 86
 -4.93 F1

 9.718 F143
 -4.758 E45

 44 425 F144
 -5.748 E45

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 -7.74 205.636 764.631 2.736 2.565 8.891 33.019 111.335 231.734 5.295.099 43.981.941 913.940 766.913 3.652.286 20.370.125 46.685.685 95.117.643 629.566.089 6273.666.089 88.563 96.155 59.652 59.652 34.240 25,63 62,30 330,76 299,00 407,79 615,11 415,17 415,17 53,29 68,45 294,96 272,06 229,18 180,42 182,44 182,44 10% 10% 21% 41% 41% 41% 41% 40% 185 185 215 485 485 485 485 485 14361 Ganolia pre-Euro Euro 1 Euro 2 2.736 2.665 8.891 Can 33.019 111.335 231.784 Euro S Euro S Dissel oil POs Tatal proCaro Euro 1 Euro 2 Euro 3 Euro 4 Euro S 221.784 221.784 223.514 223.514 663.644 663.644 1.568.532 1.568.532 906 906 97 97 316 316 316 316 162,44 165,67 115,32 646,95 372,78 224,45 121,47 55,25 55,26 20% 50% 40% 20% 20% 45% 110% 1.126 190% 45.383 976.219 725.111 420.285 737.682 Ears 6 Gasoli 08.358 47.801 1.A.3.b il Light Duty Vehicles (LOVs) 6.683 1.764 1.079 2.334 6.683 1.764 1.079 2.334 7.649 28.711 58.714 153,385,75 386,75 275,25 154,75 150,70 94,57 94,57 94,57 141,99 143,97 1415,25 152,57 646,77 452,55 352,84 186,84 186,84 1.024.150 541.316 232.255 pro-Euro Euro 1 Euro 2 -183.795 -188.838 43% -33% -23% -23% -23% 454.650 1.152.711 2.715.154 6.652.420 -262 912 -3.445 233 -11.993 154 -19.947 152 T37,682 4,597,943 14,786,385 25,499,580 8,614,686 \$5,383,335 7.649 28.711 58.714 -3 661 614 68.901 159,183 30% 21% 49% 59.183 16.221.44 16.221.445 17.245.196 478.258 110.583 1.041.621 2.623.779 969.413 3.186.781 4.686,133 -36.081.096 -39.033.950 -28.009 2.351 -225.029 -225.024 -502.572 -332.640 -3.014.394 3.177.229 Disset of th LDVs Total pre-Ears Ears I Ears II Ears II Ears IV Ears V Ears V Ears II \$5.380.135 \$6.279.554 505.887 108.212 1.271.445 3.696.351 1.382.061 6.213.175 1.618.901 165,866 165,866 489 147 485 -876 141

1.618.981 14.527.012 3.250.020 124.240 3.734.343 10.300.323 6.236.679 36.960.699 36.960.699

175.496 380,780 684.997 385.455 389.224 240.284

43.489

1.613.450 3.582.541

335 437.268.744 292.497.497 .144.771.248

4.696.133 13.118.578 2.315.443 453.754 2.285.967 5.756.580

3.689.330

19,481,449

083.853 889.376 792.771 582.569 615.347

1.183.617

3.177.232 -1.408.434 -834.577 -270.438 -1.445.376

-4.543.743 -1.646.349 -17.658.168

95 828 957 9.428.879 187.774 147.110 246.890

963 333 366 178

1.889.491

-19% -29% -31% -31% -31%

-49% 115% 31% 41% 67% 287% 047% 0% 8 117%

-18% -29% -37% -37% -32% -44% -31%

-38% 115% 115% 41% 67% 307% 61% 0%

33%

14381

A.3.8

Vehicle: Trucks &

АЗЫ Motorises Two-Miseelory (M2Ws)

1.4.3.b - R

Vehicle: Reses

5.789 2.747 17.120 5.789 2.747 17.120

25.135 52.939 3.140 989 25.135 52.939 3.140 969

16.377 13.127 16.377 13.127

126.233

4.813 2.835 3.094 6.082 2.086

18,750 18,750

2.085

85

Bases Tol pre-Euro Euro I Euro I

Ears N

Ears V Ears V

Ears 3 Ears 4

Eara 5 M2Ws Total

60.43 274,41 1004.96 747,60 817,42 628,94

398,85

296, 13

72,08 1953,35 125,49 125,39 119,33 40,03 21,69

0.00

196,84 247,85 737,35 465,35 581,04

361,58

273,43 154,92

154,92 169,17 164,70 177,29 196,85 190,85 190,85

186,83

132,63

11/14

REVISION OF ADJUSTMENT PROPOSAL COMPARED TO SUBMISSIONS 2014 to 2019

=	= 201 0	= 2011	= 2012	= 2013	= 2014	= 2015	= 2016	= 2017	> 2018		
< Adjustment 2014 (accepted)	> -105. 6	> -101.3	> -95.7	> -91.7	~	~	~	~	>		
< Adjustment 2015 (accepted)	> -100. 3	> -95.5	> -89.9	> -85.1	~	~	~	~	>		
< Adjustment 2016 (accepted)	> -151. 3	> -146.9	> -145.1	> -142.5	> -128.1	~	~	~	>		
< Adjustment 2017 (accepted)	> -151. 3	> -146.8	> -145.0	> -142.4	> -127.2	> -100.9	~	~	>		
< Adjustment 2018 (accepted)	> -172. 3	> -174.5	> -177.4	> -180.4	> -171.5	> -148.9	> -123.2	~	>		
< Adjustment 2019 (accepted)	> -172. 3	> -174.5	> -177.4	> -180.3	> -171.4	> -148.8	> -123.3	> 93.7	>		
>										 	
~ Adjustment 2020 (proposal)	~ -297. 8	~ -302.3	~ -301.3	~ -306.1	~ -294.5	~ -269.0	~ -244.3	~ -214.9	~ -174.6		
> Change against Adjustment 2019	> -125. 5	> -127.8	> -123.9	> -125.8	> -123.1	> -120.2	> -121.0	> -121.2	>		

Table 2: annual NO,,x,, adjustment proposals, in kilotonnes

The noticeable differences between the 2017 and 2018 adjustment proposals resulted from an adhoc revision of the *Handbook Emission Factors for Road Transport* (HBEFA, version 3.3) in the aftermath of the so-called "Diesel-gate".⁸⁾

The even bigger changes between adjustment 2019 and adjustment proposal 2020 result from an additional rather fundamental revision of of the *Handbook Emission Factors for Road Transport* now available in version 4.1 > 9 strongly effecting the TREMOD model underlying Germany's emission reporting for road transport and hence any adjustments of NO,,x,, emissions.

With such major model revision between submissions 2019 and 2020, the current adjustment proposal differs *significantly* from the adjustment applied for and accepted in 2019.

Adjustment description as provided in IIRs 2014 and 2015:

image Description%20Adjustment%20DE-A%20-%20NOx%20from%201.A.3.b%20Road%20transport%20-%20IIRs%202014%20%26%202015.pdf bibliography : 1 : EB, 2012a: CLRTAP EB Decision 2012/3, ECE/EB.AIR/111/Add.1: Adjustments under the Gothenburg Protocol to emission reduction commitments or to inventories for the purposes of comparing total national emissions with them URL:

http://www.unece.org/fileadmin/DAM/env/documents/2013/air/ECE_EB.AIR_111_Add.1_ENG_DECISION _3.pdf : 2 : EB, 2012b: CLRTAP EB Decision 2012/4: Provisional Application of Amendment to the Protocol to Abate Acidification, Eutrophication and Ground-level Ozone URL:

http://www.unece.org/fileadmin/DAM/env/documents/2013/air/ECE_EB.AIR_111_Add.1_ENG_DECISION _4.pdf : 3 : EB, 2012c: CLRTAP EB Decision 2012/12: Guidance for adjustments under the 1999 Protocol to Abate Acidification, Eutrophication and Ground-level Ozone to emission reduction commitments or to inventories for the purposes of comparing total national emissions with them URL: http://www.unece.org/fileadmin/DAM/env/documents/2012/EB/Decision_2012_12.pdf : 4 : IIASA, 1999: Amann, M.; Bertok, I.; Cofala, J.; Gyarfas, F.; Heyes, Chr.; Klimont, Zb.; Syri, S.; Schöpp, W.: Further analysis of scenario results obtained with the RAINS model - Interim Report to the Ministère de L'Aménagement du Territoire et de l'Environment Direction de la Prévention des Pollutions et des Risques 20, avenue de Ségur75302 Paris 07 SP, April 1999 – URL:

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- ⁵⁾ (bibcite 4)
- ⁶⁾ (bibcite 5)
- ⁷⁾ (bibcite 6)
- ⁸⁾ (bibcite 18)

⁹⁾ (bibcite 19)